Syllabus subtopic:

- Government Policies and Interventions for Development in various sectors and Issues arising out of their Design and Implementation.
- Infrastructure: Energy, Ports, Roads, Airports, Railways etc.

Prelims and Mains focus: about the key features of the bill; major ports of India

News: The Union Cabinet chaired by the Prime Minister has given its approval to the Major Ports Authority bill, 2020 which will be introduced in the ongoing budget session of the Parliament.

Background

Earlier, the Bill was introduced in the Lok Sabha in 2016 and thereafter referred to the Parliamentary Standing Committee but got lapsed after the dissolution of previous Lok Sabha.

Why was it required?

- There had been many changes in the manner ports were operated since the 1960, including private players and public private partnership (PPP) model being used.

- The disputes with private companies and PPP operators had been cropping up, but the existing law had no provisions to deal with them

Key features/benefits of the Bill

- It will replace the Major Port Trusts Act, 1963 which governs India’s 12 major ports.

- The proposed law is aimed at enhancing the overall efficiencies of the ports.
• The 12 major ports in India would get a boost through the new law. The new law would also help in improving infrastructure.

• It will provide more operational autonomy to ports and fast decisions will be possible at port level only.

• This will empower the major ports to perform with greater efficiency on account of full autonomy in decision making and by modernising the institutional framework of major ports.

• This will not only boost India’s EXIM trade but generate employment.

**Major Ports of India**

India has **12 major ports** -- Deendayal (erstwhile Kandla), Mumbai, JNPT, Marmugao, New Mangalore, Cochin, Chennai, Kamarajar (earlier Ennore), V O Chidambarnar, Visakhapatnam, Paradip and Kolkata (including Haldia).