

भारत के पत्तन क्षेत्र का अद्यतन
UPDATE ON INDIAN PORT SECTOR
(30.09.2024)



भारत सरकार
GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
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MINISTRY OF PORTS,
SHIPPING AND WATERWAYS

P R E F A C E

“Update on Indian Port Sector” is a bi-annual publication of the Ministry of Ports, Shipping & Waterways. This publication comprehensively reflects the cargo handled by Major Ports and Non-Major Ports in the country. The 44th edition of the publication has been prepared on the basis of information received from various arms of the Ministry.

This edition covers the latest available data from April- September, 2024-25 and is divided into four sections covering Recent trends in Cargo traffic, Performance of Maritime States, Performance indicators of Major Ports and Non- Major Ports and Private sector/captive/joint sector port projects.

The Transport Research Wing (TRW) in the Ministry of Ports, Shipping and Waterways has prepared this edition of the publication. I would like to compliment the officials in TRW for their efforts in bringing out this edition in time.

I also take this opportunity to thank the Major Ports, State Maritime Boards/ UTs for their contribution in providing the information. Suggestions from users of the information are welcome to enable further improvements in the quality and coverage of this publication in future.

(T.K. Ramachandran)

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Abbreviation Used

APMB	Andhra Pradesh Maritime Board
CoPA	Cochin Port Authority
CPA	Chennai Port Authority
CPDG	Captain of Port Department Goa
DPA	Deendayal Port Authority
GMB	Gujarat Maritime Board
JNPA	Jawahar Lal Neharu Port Authority
KMB	Kerala Maritime Board
KPL	Kamarajar Port Limited
MMB	Maharashtra Maritime Board
MPA	Mumbai Port Authority
MoPA	Mormugao Port Authority
NMPA	New Mangalore Port Authority
PBDT	Pre- Berthing Detention
PDP	Port Department Puducherry
PPA	Paradip Port Authority
P&IWTO	Port & Inland Water Transport Odisha
SMPHDC	Syama prasad Mookerjee Port Haldia Dock Complex
PMBA&N	Port Management Board Andaman & Nicobar
TMB	Tamil Nadu Maritime Board
TEUs	Twenty Tonnes Equivalent Units
TRT	Turn Around Time
VOC	V.O.Chidambaranar Port Authority
VPA	Visakhapatnam Port Authority

C O N T E N T S

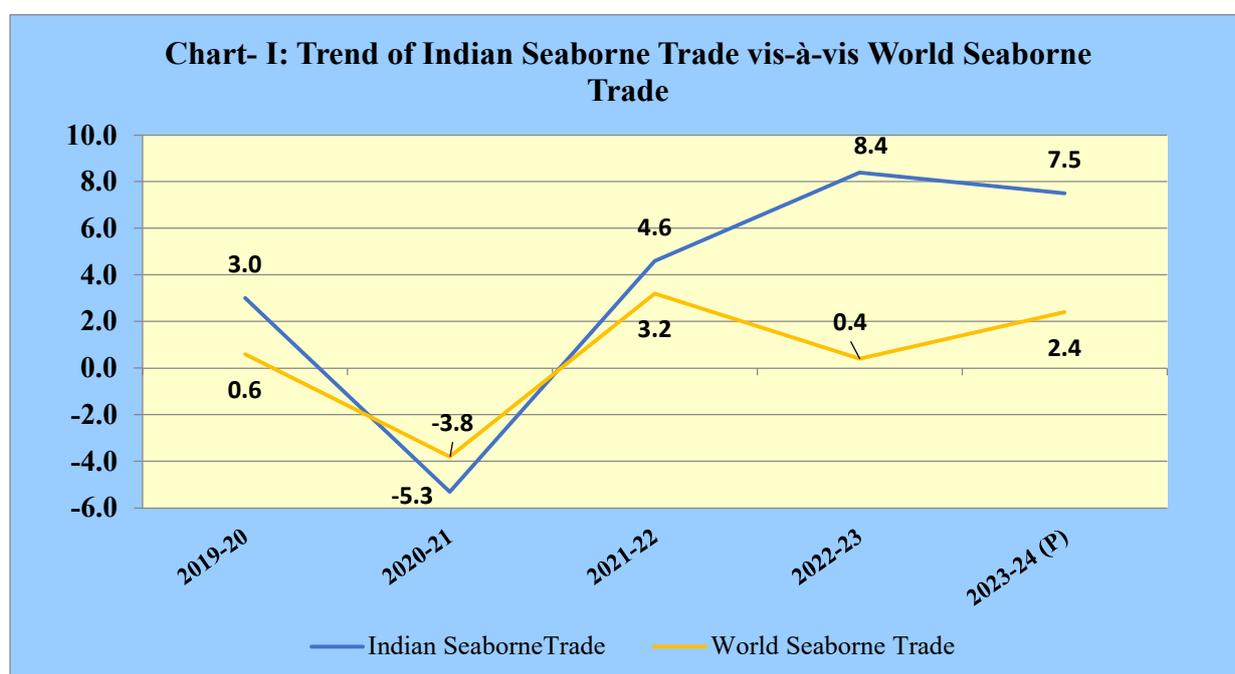
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1. RECENT TREND IN CARGO TRAFFIC

1.1 Present scenario of Seaborne trade in India and Worldwide

The volume of seaborne cargo handled by ports is comprised of global (i.e. overseas cargo) and domestic (i.e. coastal cargo) activities. India has a coast-line of around 11098 km with 12* operational Major Ports under the Ministry of Ports, Shipping & Waterways and 64 Non-Major Ports under 10 State Maritime Boards (SMB) and Directorate of Ports (DoP).

In 2024, world seaborne trade increased to 2.4% from 0.4% in 2023. Comparatively, Indian seaborne trade declined from 8.4% in 2022-23 to 7.5% in 2023-24. The trend of India's seaborne trade and world seaborne trade during 2019-20 to 2023-24(P) is given in Chart-I.



Source: - Basic Port Statistics of India, Major Ports, State Maritime Board, UTs and Review of Maritime Transport 2024 (UNCTAD), 2024

1.2 Cargo Traffic at Indian Ports

During April- September, 2024-25 Major and Non-Major Ports in India have handled a total Cargo of 778.22 million tonnes (MT) registering a growth of 7.10% over the April-September, 2023-24. During April-September, 2024-25 cargo handled at Major and Non Major Ports registered a growth of 5.07% and 9.51% respectively. The share of Non- Major Ports to the total traffic handled at Indian Ports has increased from 45.83% in April-September, 2023-24 to 46.85% in April-September, 2024-25. Trend in traffic handled at Major Ports and Non-Major Ports is given in Table 1(a).

* Two ports viz. Vadhavan Port (Notified on 19.02.2020) and Galathea Bay Port (Notified on 04.09.2024) are under construction.

Table 1 (a)- Trends in Cargo Handled at Major & Non-Major Ports							(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April -September		
						2023-24	2024-25 (P)	
Major Ports	704.93	672.68	720.05	784.31	819.30	393.72	413.66	
% growth	(0.82)	-(4.57)	(7.04)	(8.92)	(4.46)	(2.50)	(5.07)	
Non-Major Ports	615.05	577.30	603.75	651.02	723.59	332.91	364.56	
% growth	(5.57)	-(6.14)	(4.58)	(7.83)	(11.15)	(2.20)	(9.51)	
All Ports	1319.97	1249.99	1323.80	1435.32	1542.88	726.63	778.22	
% growth	(2.98)	-(5.30)	(5.91)	(8.42)	(7.49)	(2.40)	(7.10)	

Source- Major Ports and Non-Major Ports / State Maritime Board/ UTs

(P) – Provisional

1.2.1 Overseas and Coastal Cargo traffic handled at Indian Ports

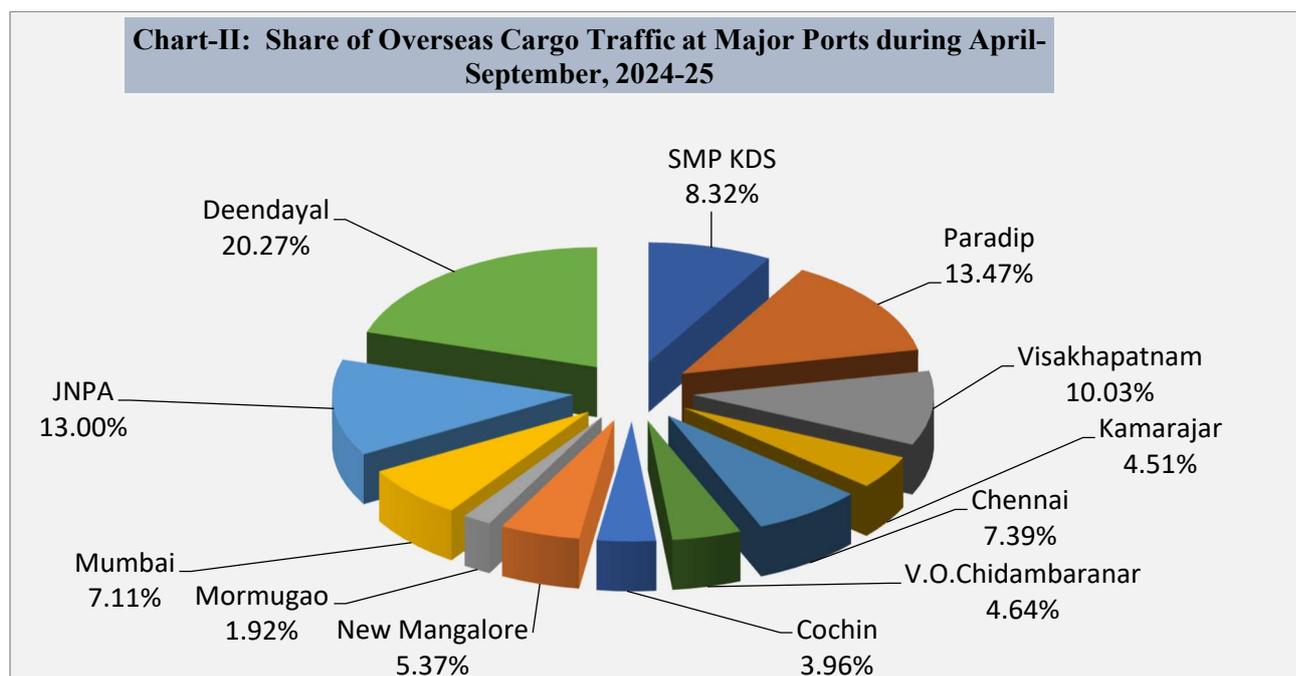
The overseas cargo handled at Indian Ports increased 8.36% during April-September, 2024-25 as compared to April-September, 2023-24 and Coastal cargo handled increased 2.49% during the same period. Overseas cargo handled at Major Ports increased 5.58% from 303.00 MT during April-September, 2023-24 to 319.90 MT during April-September, 2024-25. Coastal Cargo handled at Major Ports also increased 3.36% from 90.72 MT during April-September, 2023-24 to 93.76 MT handled during April-September, 2024-25. Overseas cargo handled at Non-Major Ports during April-September, 2024-25 increased 11.51% to 298.54 MT from 267.72 MT during April-September, 2023-24. Coastal cargo handled at Non-Major Ports during April-September, 2024-25 also increased 1.28% to 66.02 MT from 65.19 MT handled during April-September, 2023-24. Overseas and coastal cargo traffic handled at Indian Ports during April-September, 2024-25 and April-September, 2023-24 is presented in Table-1(b).

Table 1(b)- Overseas and Coastal Traffic handled at Indian Ports during April-September, 2023-24 & 2024-25 (P)							(Million Tonnes)	
Major/Non-Major Ports	2023-24			2023-24 (P)				
	Overseas	Coastal	Total	Overseas	Coastal	Total		
Major Ports	303.00	90.72	393.72	319.90	93.76	413.66		
% Growth	(2.00)	(4.00)	(2.50)	(5.58)	(3.36)	(5.07)		
Non-Major Ports	267.72	65.19	332.91	298.54	66.02	364.56		
% Growth	(1.80)	(4.20)	(2.20)	(11.51)	(1.28)	(9.51)		
All Ports	570.72	155.91	726.63	618.44	159.79	778.22		
% Growth	(1.90)	(4.10)	(2.40)	(8.36)	(2.49)	(7.10)		

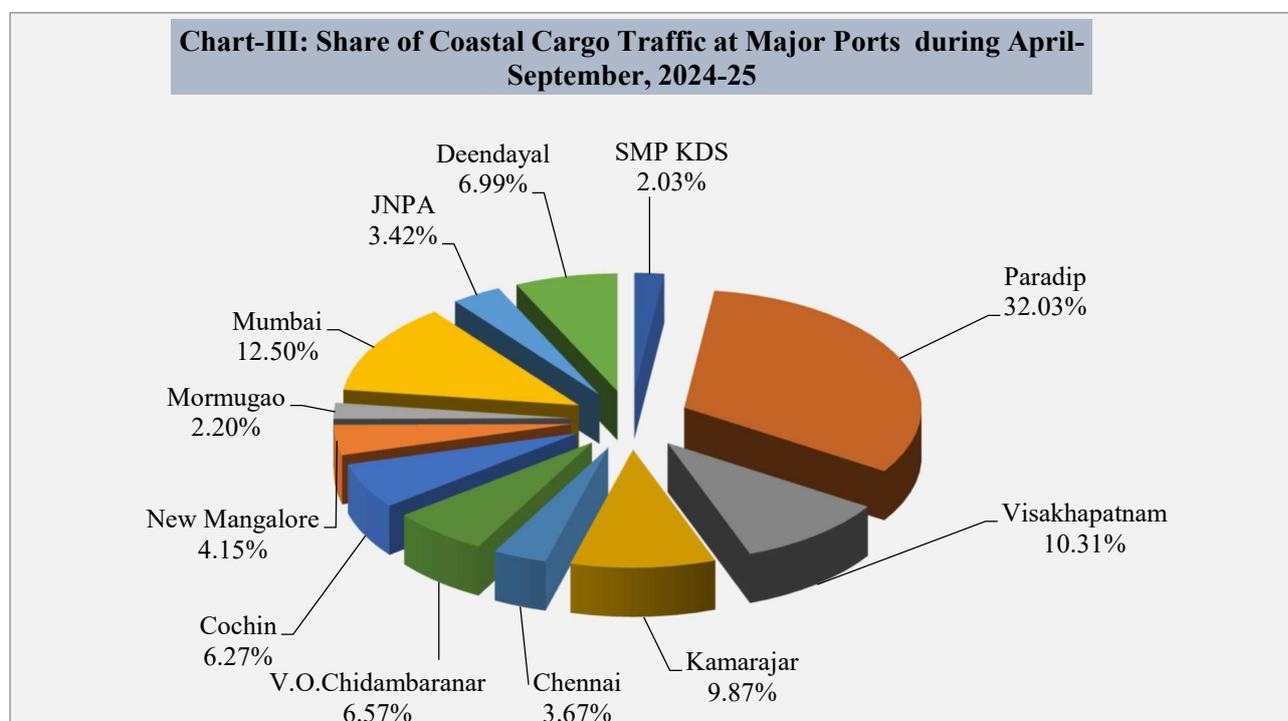
Source- Major Ports and Non-Major Ports / State Maritime Board/ UTs

(P) – Provisional

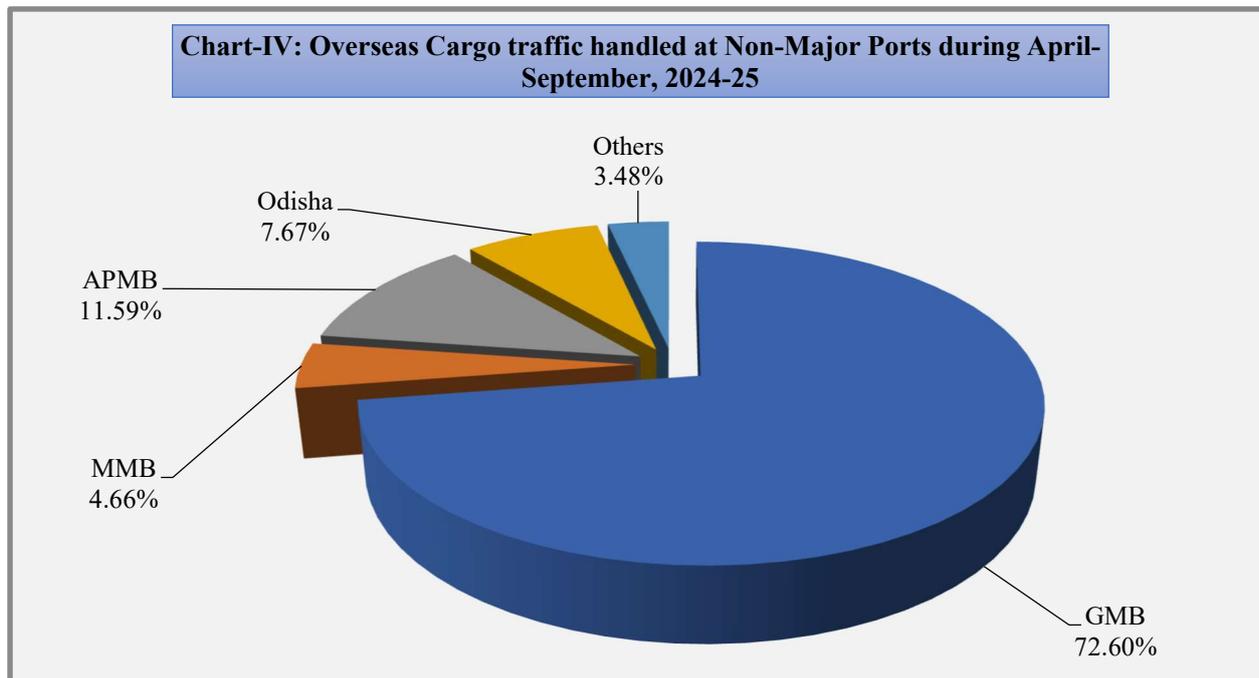
1.2.1.1 Overseas Cargo handled at Major Ports: During April-September, 2024-25, among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 64.84 MT with a share of 20.27%. The port wise share of overseas cargo traffic is given in Chart-II.



1.2.1.2 Coastal cargo handled at Major Ports: During April-September, 2024-25, among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 30.03 MT with a share of 32.03%. The port wise share of coastal cargo traffic is given in Chart-III.

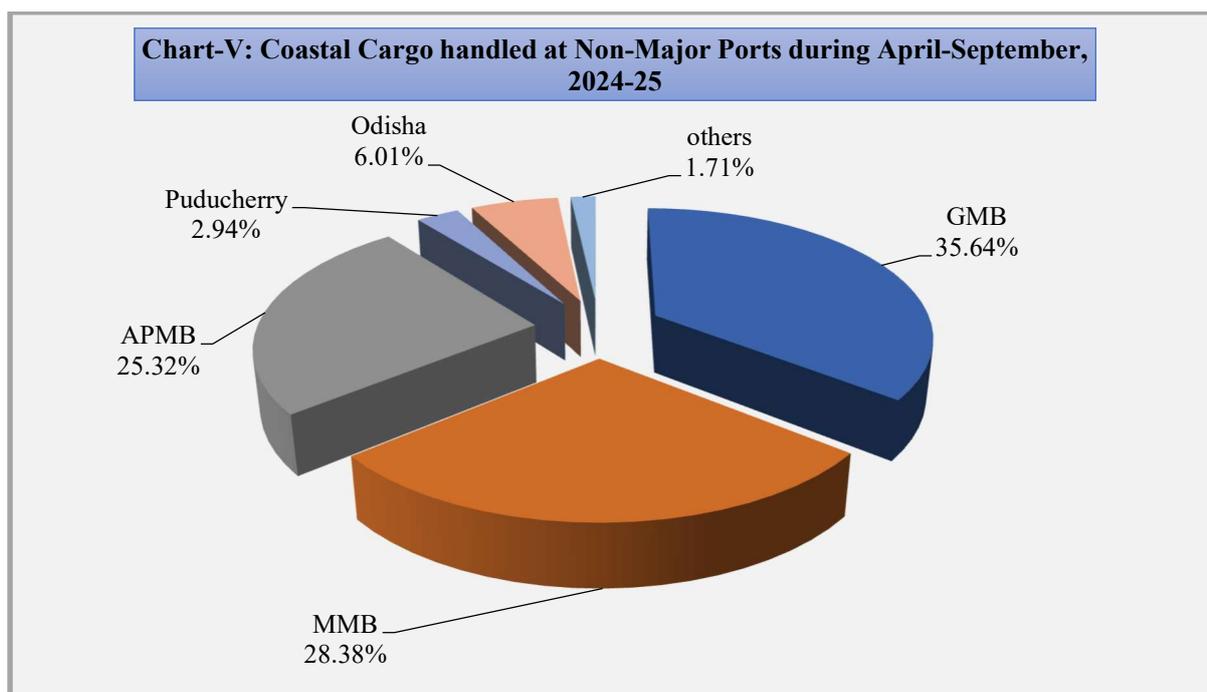


1.2.1.3 Overseas Cargo handled at Non Major Ports: During April-September, 2024-25, among the Non-Major Ports, Gujarat Maritime Board handled the maximum overseas cargo of 216.73 MT with a share of 72.60%. The SMB/DoP wise share of overseas cargo traffic is given in Chart-IV.



(Note- Others include Tamil Nadu Maritime Board, Port Department of Puducherry, Directorate of Ports Karnataka, Kerala Maritime Board, Andaman Nicobar and Lakshadweep)

1.2.1.4 Coastal cargo handled at Non-Major Ports: During April-September, 2024-25, among the Non-Major Ports, Maharashtra Maritime Board handled the maximum Coastal Cargo of 24.53 MT with a share of 35.64%. The SMB/DoP wise share of coastal cargo traffic is shown in Chart-V.



(Note- Others include Tamil Nadu Maritime Board, Directorate of Ports Karnataka, Kerala Maritime Board, Andaman Nicobar and Lakshadweep)

1.3 Cargo Traffic at Major Ports

Cargo traffic at India's Major Ports during April-September, 2024-25 was 413.66 MT registering a growth of 5.07% over the previous year.

During April-September, 2024-25 Paradip Port handled the maximum cargo traffic of 73.12 MT with a share of 17.68%. Deendayal Port recorded highest growth in traffic (9.88%). The port wise cargo traffic handled by Major Ports is given in Table 2.

Table 2 : Cargo Traffic Handled at Major Ports									
Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April-September		% Change (April-September 2024-25 w.r.t to 2023-24)	% share
						2023-24	2024-25 (P)		
						7	8		
1	2	3	4	5	6	7	8	9	10
SMP Kolkata*	63.98	61.37	58.18	65.66	66.45	31.16	28.53	-8.45	6.90
Paradip	112.69	114.55	116.13	135.36	145.38	69.15	73.12	5.74	17.68
Visakhapatnam	72.72	69.84	69.03	73.75	81.09	39.61	41.77	5.44	10.10
Kamarajar	31.75	25.89	38.74	43.51	45.28	22.48	23.68	5.37	5.73
Chennai	46.76	43.55	48.56	48.95	51.60	25.30	27.09	7.05	6.55
Chidambaranar	36.08	31.79	34.12	38.04	41.40	19.84	21.01	5.90	5.08
Cochin	34.04	31.50	34.55	35.26	36.32	17.23	18.54	7.57	4.48
New Mangalore	39.14	36.50	39.30	41.42	45.71	20.17	21.08	4.53	5.10
Mormugao	16.02	21.99	18.46	17.33	20.63	8.62	8.20	-4.88	1.98
Mumbai	60.70	53.32	59.89	63.61	67.26	33.01	34.46	4.40	8.33
JNPT	68.45	64.81	76.00	83.86	85.82	42.18	44.80	6.22	10.83
Deendayal	122.61	117.57	127.10	137.56	132.37	64.97	71.39	9.88	17.26
All Ports	704.93	672.68	720.05	784.30	819.29	393.72	413.66	5.07	100.0

*Haldia Dock Complex included

Source- Major Ports

(P) – Provisional

1.3.1 Commodity wise growth of cargo traffic at Major Ports

At broad commodity level, during April-September, 2024-25 Food Grain posted the highest growth rate of 95.48%. The details of Commodity wise cargo traffic handled at Major Ports from 2019-20 to April-September, 2024-25 is given in Table 3.

Table 3 : Commodity wise Traffic Handled at Major Ports									
(Million Tonnes)									
Commodities	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April-September		% Change (April-September 2024-25 w.r.t to 2023-24)	% share
						2023-24	2024-25(P)		
1	2	3	4	5	6	7	8	9	10
POL*	221.63	191.06	203.19	217.92	225.82	110.63	112.97	2.12	27.31
Iron Ore @	55.68	64.33	52.24	46.42	53.26	23.14	25.12	8.56	6.07
Fertiliser #	16.15	17.95	16.09	16.17	17.80	8.59	8.03	-6.54	1.94
1. Finished	9.56	10.38	7.49	7.89	8.27	4.33	3.32	-23.21	0.80
2.Raw (DRY)	6.60	7.57	8.60	8.28	9.53	4.26	4.71	10.38	1.14
Coal	118.88	102.93	123.25	149.95	141.89	72.80	72.40	-0.54	17.50
1.Thermal Coal	78.77	68.88	87.03	111.71	105.90	54.45	53.69	-1.40	12.98
2. Coking Coal	40.11	34.05	36.21	38.24	35.99	18.34	18.71	2.00	4.52
Food Grain %	0.41	1.56	7.03	6.95	1.52	1.01	1.97	95.48	0.48
Container	146.86	143.71	167.38	170.28	181.26	90.46	94.63	4.61	22.88
Others	145.31	151.15	150.87	176.61	197.75	87.09	98.54	13.14	23.82
Total	704.93	672.68	720.05	784.31	819.30	393.72	413.66	5.07	100.00
Source: Major Ports									
*:Includes POL crude and POL Products only, @:includes iron ore fine and pellets only, #:includes Fertilizer finished and FRM-Dry only, % : excludes pulses									
P : Provisional									

In terms of composition of cargo traffic handled during April-September, 2024-25 at Major Ports, the largest commodity group (with share in percent in total cargo handled) was POL (27.31%), Others cargo (23.82%), Container traffic (22.88%), Coal (17.50%), Iron ore (6.07%), Fertilizer (1.14%) and Food Grain (0.48%).

The port-wise and commodity-wise shares in total cargo traffic handled during April-September, 2024-25 are shown in Chart-VI and VII respectively.

Chart-VI: Major Ports Port-wise Share in Traffic handled during April-September, 2024-25

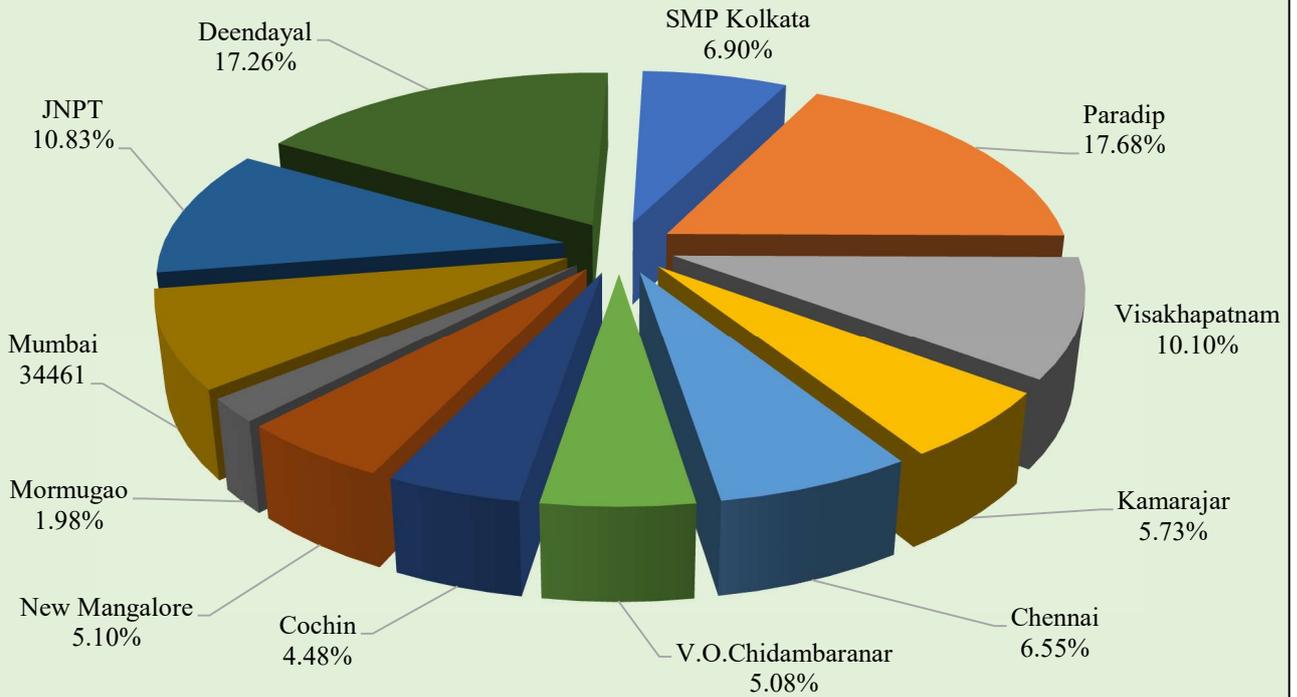
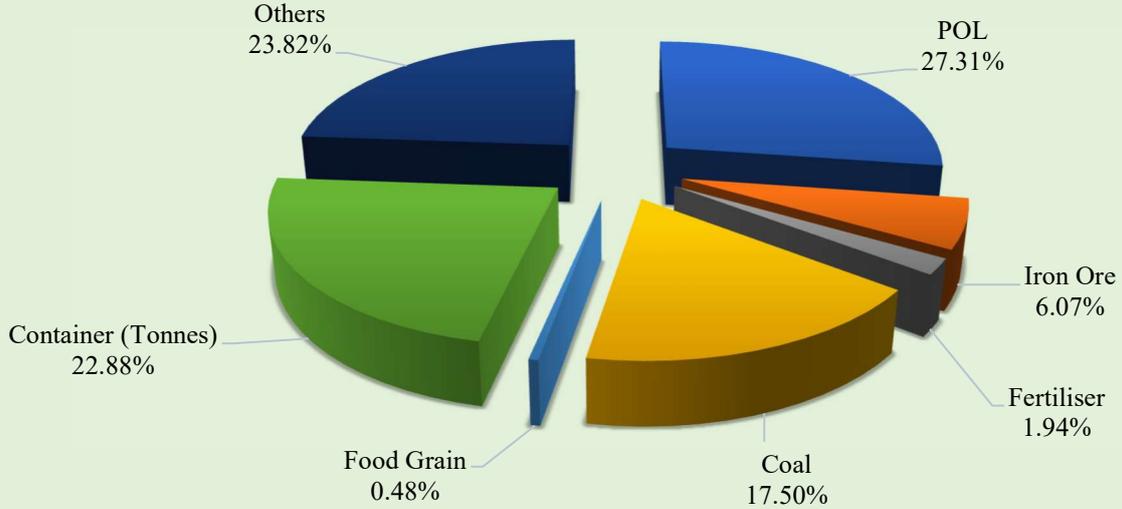


Chart-VII: Major Port- wise Traffic handled during April - September, 2024-25



The port-wise and commodity-wise traffic handled at Major Ports from 2022-23 to April-September, 2024-25 is given at Annexure-I. While port-wise and commodity-wise traffic handled in Overseas and Coastal during April-September, 2023-24 and April-September, 2024-25 is given at Annexure-III.

1.3.2 Container Traffic at Major Ports

Container traffic (in tonnes), which largely reflects trade in manufactures and components increased by 3.63% during 2024-25 from 90.46 MT handled during April-September, 2023-24 to 94.63 MT handled during April-September, 2024-25. In terms of Twenty Foot Equivalent Units (TEUs), the no. of containers handled increased by 9.25% from 6.06 million during April-September, 2023-24 to 6.62 million handled during April-September, 2024-25.

Among the Major Ports, Paradip Port recorded highest growth (122.00%) in container traffic (in tonnes). JNPA continues to be the leading container handling port in the country with a share of 43.64% in terms of tonnage and 53.26% in terms of TEUs in the total container traffic at major ports during April-September, 2024-25. The port-wise Container cargo traffic and TEUs handled at Major Ports is given at Table 4.

Table 4: Container Traffic at Major Ports												
(Million Tonnes/Million TEUs)												
Major Ports	2022-23		2023-24 (P)		April- September				% Change (April-September 2024-25 w.r.t to 2023-24)		% share	
					2023-24		2024-25(P)		Tn	TEU		
	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU			Tn	TEU
1	2	3	4	5	6	7	8	9	10	11	12	13
SMP Kolkata *	10.59	0.71	11.65	0.75	6.09	0.38	5.98	0.39	-1.84	2.90	6.39	5.89
Paradip	0.19	0.01	0.20	0.01	0.10	0.01	0.22	0.01	122.00	133.33	0.24	0.21
Visakhapatnam	8.46	0.52	11.08	0.67	5.88	0.36	5.56	0.35	-5.51	-3.58	5.94	5.28
Chennai	28.38	1.47	30.68	1.59	15.11	0.78	16.92	0.88	11.98	12.01	18.07	13.24
Kamarajar	10.62	0.55	12.95	0.67	6.39	0.33	6.81	0.35	6.69	6.65	7.28	5.33
V.O.C	14.68	0.73	14.94	0.75	7.53	0.38	8.03	0.40	6.75	6.91	8.58	6.07
Cochin	9.99	0.70	10.18	0.75	4.92	0.36	5.63	0.42	-5.84	17.04	4.95	6.33
New Mangalore	2.37	0.17	2.80	0.20	1.46	0.10	1.22	0.09	-16.43	-11.65	1.30	1.37
Mormugao	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-	-	0.00	0.00
JNPA	76.19	6.05	78.13	6.43	38.35	3.11	40.86	3.53	6.52	13.38	43.64	53.26
Mumbai	0.23	0.02	0.16	0.02	0.11	0.01	0.00	0.00	0.00	100.00	0.00	0.00
Deendayal	8.57	0.49	8.50	0.47	4.53	0.24	3.39	0.20	0.20	-17.61	3.63	3.02
All Ports	170.28	11.43	181.26	12.31	90.46	6.06	94.63	6.62	3.50	9.25	100.00	100.00

Source: Major Ports

*Haldia Dock Complex included

(P) - Provisional; Tn - tonnes; TEU –twenty foot equivalent unit

1.4 Cargo Traffic at Non-Major Ports

Non-Major Ports handled 46.85% of total maritime cargo traffic of the country during April-September, 2024-25. Table 5 presents State-wise share and growth of traffic handled at Non-Major Ports from 2019-20 to April- September, 2024-25.

Table 5 : Traffic handled by Non-Major Ports by Maritime States/UTs									
(Million Tonnes)									
Maritime State/UT	2019-20	2020-21	2021-22	2022-23	2023-24(P)	April-September		% Change (April-September 2024-25 w.r.t to 2023-24)	% Share
						2023-24	2024-25 (P)		
Gujarat	411.79	387.57	405.39	416.36	449.26	218.10	240.26	10.16	65.91
	(66.95)	(67.13)	(67.15)	(63.96)	(62.09)	(65.51)	(65.91)		
Maharashtra	43.66	39.84	52.47	71.26	76.87	37.78	32.66	-13.54	8.96
	(7.10)	(6.90)	(8.69)	(10.95)	(10.62)	(11.35)	(8.96)		
Andhra Pradesh	99.90	89.64	87.98	101.43	117.44	39.69	51.32	29.30	14.08
	(16.24)	(15.53)	(14.57)	(15.58)	(16.23)	(11.92)	(14.08)		
Goa	0.01	0.04	0.03	0.01	0.12	0.01	0.00	-100.00	0.00
	(0.00)	(0.01)	(0.00)	(0.00)	(0.02)	(0.00)	(0.00)		
Tamil Nadu	11.37	7.41	7.84	9.87	10.12	4.93	6.17	25.10	1.69
	(1.85)	(1.28)	(1.30)	(1.52)	(1.40)	(1.48)	(1.69)		
Karnataka	0.94	0.79	0.79	1.06	0.89	0.51	0.26	-48.64	0.07
	(0.15)	(0.14)	(0.13)	(0.16)	(0.12)	(0.15)	(0.07)		
A&N	1.85	1.43	1.54	1.88	2.04	0.90	0.83	-7.84	0.23
	(0.30)	(0.25)	(0.25)	(0.29)	(0.28)	(0.27)	(0.23)		
Odisha	35.27	43.03	41.54	38.71	54.24	25.14	26.87	6.87	7.37
	(5.73)	(7.45)	(6.88)	(5.95)	(7.50)	(7.55)	(7.37)		
Kerala	0.16	0.11	0.14	0.11	0.09	0.03	0.03	6.45	0.01
	(0.03)	(0.02)	(0.02)	(0.02)	(0.01)	(0.01)	(0.01)		
Puducherry	10.10	7.33	5.84	10.12	12.31	5.68	6.07	6.84	1.67
	(1.64)	(1.27)	(0.97)	(1.55)	(1.70)	(1.71)	(1.67)		
Lakshadweep	0.00	0.12	0.18	0.22	0.21	0.15	0.08	-42.76	0.02
	(0.00)	(0.02)	(0.03)	(0.03)	(0.03)	(0.04)	(0.02)		
All M. States / UTs	615.05	577.30	603.75	651.02	723.59	332.91	364.56	9.51	100

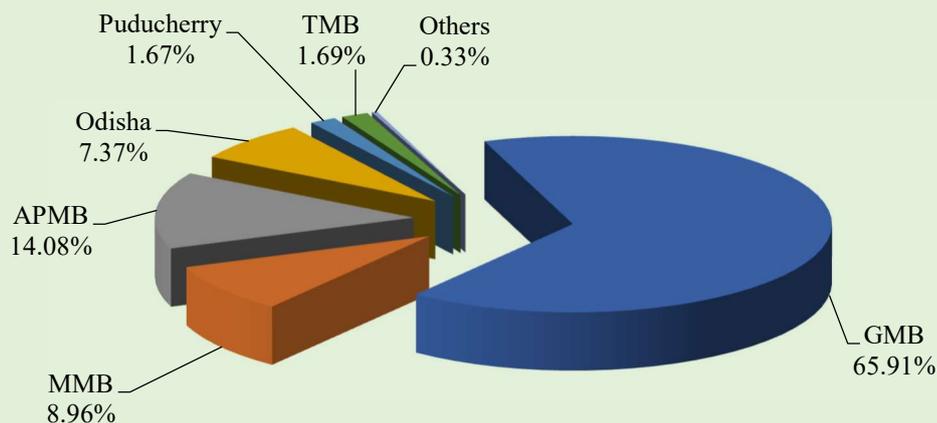
Source: Non-Major Ports/ State Maritime Board/ UTs

Note: Figure in parenthesis is the percentage share of traffic handled by the maritime state to the total traffic handled by all the maritime states;

P- Provisional

The cargo handled by the Non-Major Ports during April-September, 2024-25 increased 9.5% from 332.91 MT during April-September, 2023-24 to 364.56 MT during April-September 2024-25. Gujarat accounted for 65.91% (maximum) of the traffic handled by the Non-Major Ports. Four maritime States, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96.36% of the total cargo traffic handled by the Non-Major Ports during April-September, 2024-25. The SMB/DoP wise share in total cargo traffic handled during April-September, 2024-25 is shown in Chart-VIII.

Chart-VIII : Share of States/UTs wise Traffic handled during April-September, 2024-25



(Note-Others include Kerala Maritime Board, Directorate of Ports Karnataka, Andaman & Nicobar and Lakshadweep)

Table 6 gives the details of commodity-wise traffic handled at Non-Major Ports from April–September, 2024-25. The table shows that the three commodities namely, POL, Coal and Others accounted for 88.90% of the total cargo handled at the Non-Major Ports during April-September, 2024-25.

Table 6: Commodity-wise Traffic handled by Non-Major Ports

(Million Tonnes)

Commodity	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April-September		% Change (April-September 2024-25 w.r.t to 2023-24)	% Share
							2023-24	2024-25 (P)		
POL*	191.75	197.16	157.63	163.05	164.26	166.89	99.52	100.35	0.83	27.53
	(32.91)	(32.06)	(27.30)	(27.01)	(25.23)	(23.06)	(29.89)	(27.53)		
Iron Ore**	44.82	39.97	42.99	42.45	51.85	76.27	33.54	29.01	-13.53	7.96
	(7.69)	(6.50)	(7.45)	(7.03)	(7.96)	(10.54)	(10.08)	(7.96)		
Building Material ^s	16.16	15.00	13.89	12.70	12.48	10.00	6.42	4.45	-30.78	1.22
	(2.77)	(2.44)	(2.41)	(2.10)	(1.92)	(1.38)	(1.93)	(1.22)		
Coal [@]	171.10	178.53	153.84	144.92	178.41	204.26	89.35	105.35	17.90	28.90
	(29.37)	(29.03)	(26.65)	(24.00)	(27.40)	(28.23)	(26.84)	(28.90)		
Fertilizer & FRM ^{^^}	16.22	15.96	13.41	13.88	14.77	13.82	8.86	7.04	-20.56	1.93
	(2.78)	(2.59)	(2.32)	(2.30)	(2.27)	(1.91)	(2.66)	(1.93)		
Others	142.56	168.43	195.55	226.75	229.25	252.34	95.21	118.37	24.33	32.47
	(24.47)	(27.39)	(33.87)	(37.56)	(35.21)	(34.87)	(28.60)	(32.47)		
All	582.61	615.05	577.30	603.75	651.02	723.59	332.91	364.56	9.51	100.00

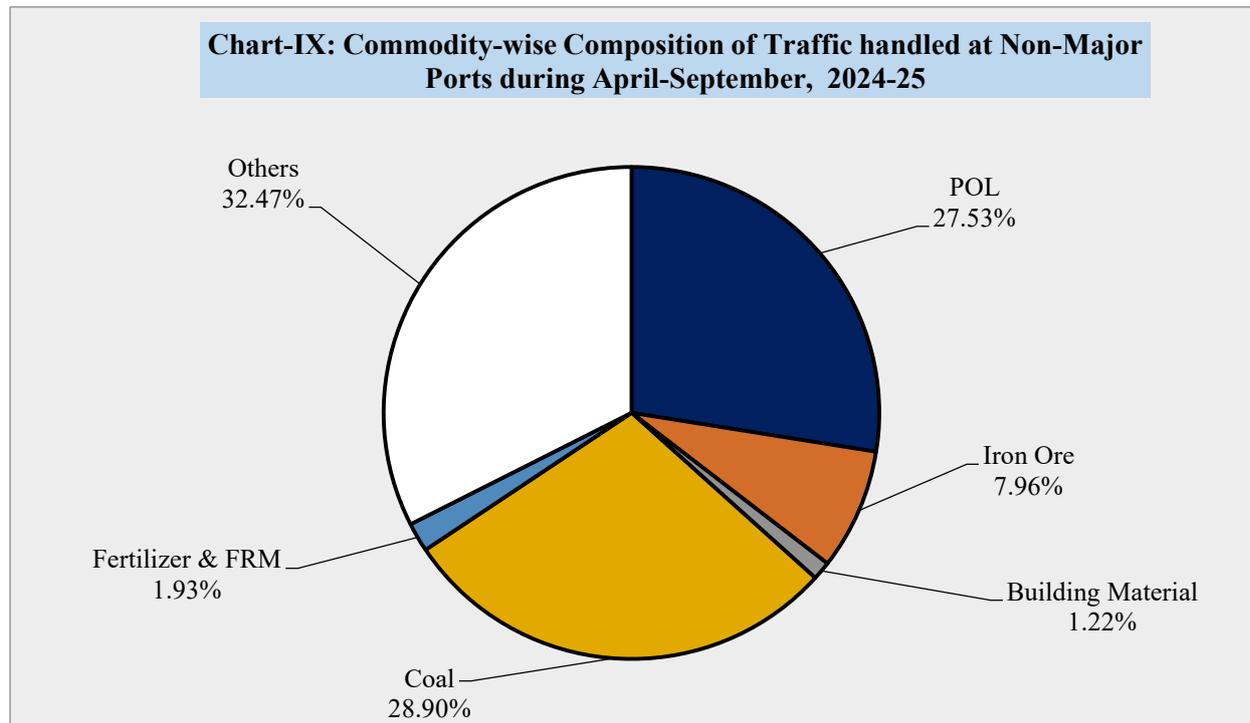
Source: Non Major Ports/State Maritime Boards

Note: Figure in parenthesis is the percentage share of major commodity groups in the total traffic handled by the Non major ports
* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil, ** includes iron ore fines and Pellets,

[@] includes Thermal Coal, Coking coal, Other coal and Pet coal, ^s includes Building Material and Cement/Clinker

^{^^} includes, Fertilisers, FRM-Liquid, FRM Dry and Rock Phosphate.

The percentage share was maximum (32.47%) for Other Cargo having the growth of (24.33%) during April-September, 2024-25. The commodity-wise composition of traffic handled at Non-Major Ports during April-September, 2024-25 is given at Chart-IX.



Maritime State-wise and commodity-wise traffic handled at Non-Major Ports from 2022-23 to April-September, 2024-25 is given at Annexure-II. While Port-wise and Commodity-wise Overseas and Coastal traffic handled during April-September, 2023-24 and April-September, 2024-25 is given at Annexure-IV.

2. PERFORMANCE OF MARITIME STATES

Ports are economic and service provision units of a remarkable importance since they act as a place for the interchange of two transport modes, maritime and land. Therefore, the essential aspect of ports lies in their intermodal nature. India has a coastline of 11098 Km with 12* operational Major Ports and 217 notified Non-Major Ports (Non-Major/intermediate) Ports along the coastline and sea-islands. These 217 Non-Major Ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman and Diu (2), Karnataka (13), Kerala (17), Lakshadweep (10), Tamil Nadu (17), Puducherry (3), Andhra Pradesh (15), Odisha (14), West Bengal (1) and Andaman and Nicobar Island (24). Out of these 217 Non-Major Ports, only some ports are well developed and provide all-weather berthing facilities for cargo handling. Only 68 Non-Major Ports are cargo handling Ports. The Maritime Ports operate within the statutory framework of the Indian Ports Act, 1908. However, the Major Ports Act, 1963 applies only to Major Ports. Each Major Port is administered by a 'Port Authority' except for the port of Kamarajar (Ennore) which is a corporatized entity.

The Major Ports are under the purview of the Centre while the Non-Major Ports are under the purview of the States. Port development in the Central Sector has emphasized additions to capacity as well as provision of commodity specific handling facilities (at Major Ports) as per the Plan Schemes. With the liberalization of the economy, private sector participation in development of Major Ports has been encouraged. The Maritime States are also actively pursuing the development of Non-Major Ports to meet the growing needs of the sea borne trade.

2.1 Maritime States Development Council

With a view to have an integrated approach for the development of both Major and Non-Major Ports, the Maritime States Development Council was constituted in May, 1997 under the Chairmanship of the Hon'ble Minister of Shipping. The Ministers in-charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman and Nicobar Administration, Daman and Diu and Lakshadweep are its members. The deliberations and decisions of the MSDC provide the institutional framework for coordinated development of Major and Non-Major ports. So far twenty meetings of MSDC have been held. The 20th meeting of MSCD was held on 13.09.2024 at Goa under the Chairmanship of Hon'ble Minister for Ports, Shipping & Waterways with Ministers and Officials from both Maritime States and Government of India.

*Two ports viz. Vadhavan Port (Notified on 19.02.2020) and Galathea Bay Port (Notified on 04.09.2024) are under construction

2.2 Maritime States – Non-Major Ports

Non-Major Ports in India collectively handled 364.56 MT of traffic during April-September, 2024-25 as compared to 332.91 MT of cargo during April-September, 2023-24 recording a growth of 9.5%.

2.2.1 GUJARAT

The state of Gujarat is endowed with 2340.62 km length of coastline which constitutes about one-sixth of the total Indian coastline. Out of 49 ports located along its coastline, 48 are Non-Major Ports while one port, viz. Deendayal Port (Kandla) is a Major Port. Out of 48 Non-Major Ports, 18 Non-Major Ports in the State are handling cargo. The remaining 30 Non-Major Ports are used for fishing activities and have negligible traffic. A view of the location of ports in Gujarat is shown in Chart-X.

Chart-X: Gujarat: Major and Non-Major Ports



Source: Gujarat Maritime Board

The trend in the cargo handled at both Major and Non- Major ports of Gujarat from 2019-20 to April-September, 2024-25 are given in Table 7.

Table 7 - Gujarat: Trend in Cargo handled at Major and Non-Major Ports						(Million Tonnes)	
Major/Non-Major	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April-September	
						2023-24	2024-25 (P)
Major Ports	122.61	117.57	127.10	137.56	132.37	64.79	71.39
% Growth	(6.24)	-(4.11)	(8.11)	(8.23)	-(3.77)	-(8.40)	(10.19)
Non-Major Ports	411.79	387.57	405.39	416.36	449.26	218.10	240.26
% Growth	(03.15)	-(05.88)	(04.60)	(02.70)	(07.90)	(04.60)	(10.16)
All Ports	534	505	532	554	582	283	312
% Growth	(03.85)	-(05.48)	(05.42)	(04.02)	(05.00)	(01.30)	(10.17)

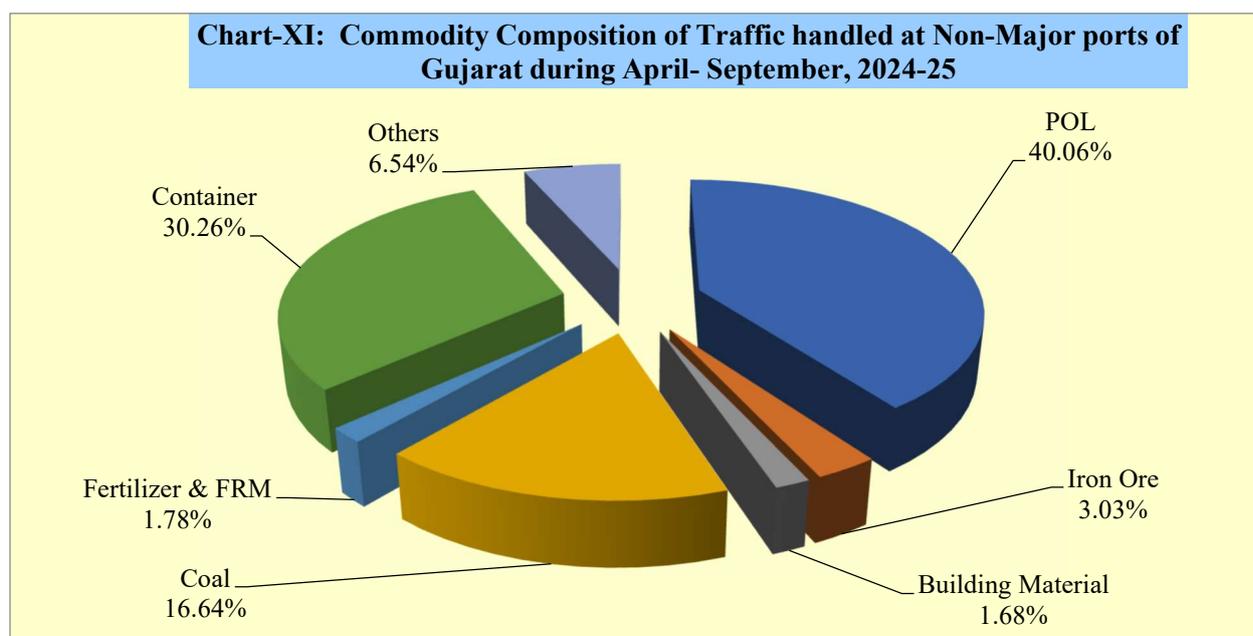
Source: Deendayal Port and Gujarat Maritime Board

Note: Figures in bracket represents percentage change over the previous year/period.

(P) Provisional

It is noteworthy that all Ports (Major and Non-Major) located along the coast of Gujarat handled 40% of the total cargo handled by Indian Ports during April-September, 2024-25. The total cargo traffic handled at the Major and Non-Major Ports of Gujarat during April-September, 2024-25 was 311.66 MT as against 282.89 MT during April-September, 2023-24, reflecting an increase of 10.17%. In particular, Non-Major Ports of Gujarat alone handled around 65.90% of total cargo traffic at India's Non-Major Ports during April-September, 2024-25.

Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development of Non-Major Ports on its coastline. The share of commodity-wise traffic handled by Non-Major Ports of Gujarat during April-September, 2024-25 is shown in Chart-XI.



Recent trend in capacity and cargo handled in Non-Major Ports of Gujarat is given in Table 8. It indicates sustained increase in cargo throughput and capacity addition. During the year 2023-24, total cargo handling capacity in the Non-Major Port sector in Gujarat was 598.01 MT. Gujarat Maritime Board of the State is the nodal agency for regulation and development of the State's maritime activities of the State. The table indicates that from 2019-20 onwards the capacity of Non-Major Ports increased every year. In 2023-24, the capacity utilization was 75.12%. However, during April–September, 2024-25 it was recorded 40.18%.

Table 8 - Gujarat: Non Major Ports - Capacity and Utilization						
(Million Tonnes)						
Item	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Capacity*	543	545	552	593	598	598
(% Growth)	(0.04)	(0.37)	(1.28)	(7.43)	(0.84)	(0.00)
Cargo Handled	411.79	387.57	405.39	416.36	449.26	240.26
% Utilization	(75.84)	(71.11)	(73.44)	(70.21)	(75.12)	(40.18)

Source: Gujarat Maritime Board

* Including Lighterage Port Capacity;

Figures within parenthesis indicate capacity addition in % age during the year

(P) Provisional

As per the port policy, Gujarat Maritime Board has selected 11 Green Field sites for development of new ports as “All weather Deep Water Direct Berthing Ports”. Amongst 11 ports, 6 ports are to be developed through private investment and remaining 5 ports in the joint sector.

2.2.2 MAHARASHTRA

Maharashtra has a coastline of 877.97 km with 2* operational Major Ports namely Mumbai Port and Jawahar Lal Nehru Port and 48 Non-Major Ports. Out of 48 Non-Major Ports only 16 ports handle cargo. Maharashtra Maritime Board (MMB) is the nodal agency for regulation and development of the maritime activities of the State. Total cargo handled during April-September, 2023-24 was 112.96 MT as compared to 111.92 MT during April-September, 2024-25 registering an decline of 0.92%. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 70.82% while share of Non-Major Ports was only 29.18%.

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2019-20 to April-September, 2024-25 are given in Table 9.

*In addition Vadhavan Port (Notified on 19.02.2020) is under construction.

Table 9 - Maharashtra: Cargo handled at Major and Non-Major Ports							
(Million Tonnes)							
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24(P)	April -September	
						2023-24	2024-25 (P)
Major Ports	129.15	118.13	135.89	147.47	153.08	75.19	79.26
% Growth	-(1.67)	-(8.53)	(5.22)	(24.83)	(12.65)	(6.60)	(5.42)
Non-Major Ports	43.66	39.84	52.47	71.26	76.87	37.78	32.66
% Growth	-(4.64)	-(8.74)	(31.70)	(35.79)	(7.88)	(18.60)	-(13.54)
All Ports	172.81	157.98	188.36	218.73	229.95	112.96	111.92
% Growth	-(2.44)	-(8.58)	(19.23)	(16.12)	(5.13)	(10.40)	-(0.92)

Source: JNPA, Mumbai Port and Maharashtra Maritime Board

Figures in bracket represent percentage change over the previous year/period.

P- Provisional

2.2.3 GOA

Goa with a coastline of 193.95 km is criss-crossed by 7 rivers. Apart from the Major Port at Mormugao, there are 5 Non-Major Ports all of which are riverine ports with an average depth of about 2 meters except Panaji (which is the lone cargo handling Non-Major Port) with a depth of 4 meters. In Goa, the cargo handled at Non-Major Ports was negligible as compared to the Major Port. The percentage share of Major Port in the total cargo handled in Goa was 100%.

The trend in the cargo handled at both Major and Non-Major ports of the State from 2019-20 to April-September, 2024-25 are given in Table 10.

Table 10: Goa : Trend in Cargo handled at Major and Non-Major Ports							
(Million Tonnes)							
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24(P)	April-September	
						2023-24	2024-25 (P)
Major Ports	16.02	21.99	18.46	17.33	20.63	8.62	8.20
% Growth	-9.42	37.28	-16.06	-6.08	19.00	6.60	-4.88
Non-Major Ports	0.01	0.04	0.03	0.01	0.12	0.01	0.00
% Growth	-46.67	341.88	-23.62	-70.37	1375.00	-33.30	-100.00
All Ports	16.03	22.02	18.48	17.34	20.75	8.63	8.20
% Growth	-9.45	37.43	-16.08	-6.17	19.63	4.80	-4.95

Source: Mormugao Port and Captain of Ports, Department of Goa

Figures in bracket represents percentage change over the previous year/period.

(P) Provisional.

2.2.4 KARNATAKA

Karnataka has a coastline of 243.30 km. At present, there is only one Major seaport, namely New Mangalore Port and 13 Non-Major Ports. Out of 13 Non-Major Ports, only 2 Ports handled cargo during April-September, 2024-25 in the State viz. Old Mangalore and Karwar Port. During April-September, 2024-25 Non- Major Ports in the State handled 0.26 MT cargo as compare to 0.51 MT during April-September, 2023-24. The total cargo handled in Karnataka was 21.34 MT during April-September, 2024-25 as compared to 20.68 MT during April-September, 2023-24. The trend in the cargo handled at both Major and Non- Major Ports of the State from 2019-20 to April-September, 2024-25 are given in Table 11.

Table 11 - Karnataka: Trend in Cargo handled at Major and Non-Major Ports						(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April -September	
						2023-24	2024-25 (P)
Major Ports	39.15	36.50	39.30	41.42	45.71	20.17	21.08
% Growth	-(7.91)	-(6.76)	(7.66)	(5.40)	(10.36)	(5.50)	(4.53)
Non-Major Ports	0.94	0.79	0.79	1.06	0.89	0.51	0.26
% Growth	-(10.44)	-(16.04)	(0.25)	(34.31)	-(16.27)	-(4.50)	-(48.62)
All Ports	40.08	37.28	40.08	42.47	46.59	20.68	21.34
% Growth	-(7.97)	-(6.97)	(7.50)	(5.97)	(9.70)	(4.80)	(3.22)

Source : New Mangalore Port and Karnataka Maritime Board

Figures in bracket represents percentage change over the previous year/period.

(P) Provisional.

2.2.5 KERALA

Kerala has a coastline of 600.15 km with one Major Port at Cochin and 17 Non-Major Ports. In Kerala, the four cargo handling Non-Major Ports are: Vizhinjam, Neendakara, Beypore and Azhikkal. The total cargo handled during April-September, 2024-25 in Kerala was 18.57 MT as compared to 17.52 MT during April-September, 2023-24 reflecting a growth of 7.57%. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2019-20 to April-September, 2024-25 are given in Table 12.

Table 12- Kerala : Trend in Cargo handled at Major and Non-Major Ports						(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April -September	
						2023-24	2024-25 (P)
Major Ports	34.04	31.50	34.55	35.26	36.32	17.23	18.54
% Growth	(6.30)	-(7.45)	(9.68)	(2.04)	(3.01)	(1.30)	(7.57)
Non-Major Ports	0.16	0.11	0.14	0.11	0.09	0.03	0.03
% Growth	-(29.67)	-(27.59)	(23.83)	-(22.14)	-(20.18)	-(37.60)	(6.90)
All Ports	34.19	31.62	34.69	35.36	36.40	17.26	18.57
% Growth	(6.05)	-(7.54)	(9.73)	(1.94)	(2.94)	(1.20)	(7.57)

Source: Cochin Port and Kerala Maritime Board

Figures in bracket represents percentage change over the previous year/period.

(P) Provisional

2.2.6 TAMIL NADU

Tamil Nadu has a coastline of 1068.69 km with 3 Major Ports at Chennai, Kamarajar (Ennore) and Chidambaranar (Tuticorin) and 17 Non-Major Ports. Out of 17 Non-Major Ports, only 6 ports handled Cargo and they are- Cuddalore, Nagapattinam, Kudankulam, Ennore, Kattupalli and Thirukkadaiyur. A Port Policy for promoting private investment for the development of Non- Major Ports in Tamil Nadu has been formulated. Its main objectives are to provide exclusive port facilities for import of Coal/Naphtha/Oil/Natural Gas for shore based thermal power plants, promote export oriented and port based industries along the coastal districts of Tamil Nadu, encourage ship-repairing, ship-breaking and manufacture of cranes and floating cranes. In addition, leisure tourism and water sports along the coastline are also aimed.

During April-September, 2024-25, the Non-Major Ports in Tamil Nadu collectively handled 6.17 MT of cargo traffic as compared to 4.93 MT during April-September, 2023-24, showing a growth of 25.09%. The total cargo handled in Tamil Nadu increased to 77.95 MT in 2024-25 from 72.55 MT in 2023-24 reflecting an increase of 7.44%. The trend in the cargo handled at both Major and Non- Major Ports of the State from 2019-20 to April-September, 2024-25 are given in Table 13.

Table 13 - Tamil Nadu: Trend in Cargo handled at Major and Non-Major Ports							(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24(P)	April -September		
						2023-24	2024-25 (P)	
Major Ports	114.58	101.23	121.43	130.50	138.28	67.62	71.78	
% Growth	-(5.97)	-(11.65)	(19.95)	(7.47)	(5.96)	(3.10)	(6.16)	
Non-Major Ports	11.37	7.41	7.84	9.87	10.12	4.93	6.17	
% Growth	(1084.34)	-(34.85)	(5.85)	(25.91)	(2.55)	(1.00)	(25.09)	
All Ports	125.95	108.64	129.27	140.37	148.40	72.55	77.95	
% Growth	(2.56)	-(13.75)	(18.99)	(8.59)	(5.72)	(3.00)	(7.44)	

Source: Chennai Port, V.O.C Port, Kamarajar Port and Tamil Nadu Maritime Board

Figures in bracket represents percentage change over the previous year/period.

(P) Provisional.

2.2.7 ANDHRA PRADESH

Andhra Pradesh has a coastline of 1053.07 km with one Major Port at Visakhapatnam besides 15 Non-Major Ports located at Bhavanapadu, Meghavaram, Bheemunipatnam, Gangavaram, Kakinada SEZ, Kakinada Deep Water, Rawa, Narsapur, Machilipatnam, Kalingapatnam, Nakkapalli, Ramayapattanam, Nizamapatnam, Vadarevu, and Krishnapatnam. Out of 15 Non-Major Ports, only 5 ports namely, Kakinada Deep Water, Krishnapatnam, Gangavaram, Rawa and Kakinada Anchorage Port are handling cargo. Non-Major Ports in Andhra Pradesh collectively handled 51.32 MT of cargo during April-September, 2024-25

as compared to 39.69 MT in April-September, 2023-24 registering an increase of 29.30% in traffic. The total cargo handled during April-September, 2024-25 was 93.09 MT as compared to 79.30 MT during April-September, 2022-23 registering an increase of 17.38% in traffic. The cargo handled at Major Port has registered an increase of 5.44% during April-September, 2024-25. The trend in the cargo handled at both Major and Non- Major Ports of the State from 2019-20 to April-September, 2024-25 are given in Table- 14.

Table 14 - Andhra Pradesh: Trend in Cargo handled at Major and Non-Major Ports							(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April -September		
						2023-24	2024-25 (P)	
Major Ports	72.72	69.84	69.03	73.75	81.09	39.61	41.77	
% Growth	(11.36)	-(3.96)	-(1.16)	(6.84)	(9.95)	(2.80)	(5.44)	
Non-Major Ports	99.91	89.64	87.98	101.43	117.44	39.69	51.32	
% Growth	-(3.32)	-(10.28)	-(1.84)	(15.28)	(15.78)	-(25.69)	(29.30)	
All Ports	172.63	159.48	157.01	175.18	198.53	79.30	93.09	
% Growth	(2.37)	-(7.62)	-(1.55)	(11.57)	(13.33)	-(13.50)	(17.38)	

Source: Visakhapatnam Port and Andhra Pradesh Maritime Board
 Figures in bracket represents percentage change over the previous year/period.
 (P) Provisional.

2.2.8 ODISHA

Odisha has a Coastline of 574.71 km from Andhra Pradesh border in Ganjam District to West Bengal border in Balasore District. It is endowed with conducive, unique, natural and strategic port locations. The Government of Orissa identified 14 potential sites for development of Non-Major Ports. To facilitate developers for development of Non-Major Ports, Government of Odisha framed the Port Policy during the year 2004.

The advantages for development of sea ports in Odisha includes availability of a vast hinterland generating cargo, comprising of other developing Eastern and Central Indian States, mineral rich hinterland which offers long term potential for cargo which need seaport facility in Odisha. Paradip Port is the only Major Port in the State under the control of Government of India. Out of 14 Non-Major Ports, only two ports handled cargo traffic in Odisha namely, Gopalpur and Dhamra Port.

Non-Major Ports in Odisha collectively handled 26.87 MT of cargo during April-September, 2024-25 as compared to 25.14 MT in April-September, 2023-24 registering increase of 6.87%. The total cargo handled during April-September, 2024-25 was 99.98 MT as compared to 94.29 MT during April-September, 2023-24 registering an increase of 6.04%. The cargo handled at Major Port has registered an increase of 5.74% during April-September, 2024-25. The trend in the cargo

handled at both Major and Non-Major Ports of the State from 2019-20 to April-September, 2024-25 are given in Table 15.

Table 15 - Odisha : Trend in Cargo handled at Major and Non-Major Ports						(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April -September	
						2023-24	2024-25 (P)
Major Ports	112.69	114.55	116.13	135.36	145.38	69.15	73.12
% Growth	(3.10)	(1.65)	(1.38)	(16.56)	(7.40)	(8.60)	(5.74)
Non-Major Ports	35.27	43.03	41.54	38.71	54.24	25.14	26.87
% Growth	(58.97)	(22.01)	-(3.46)	-(6.82)	(40.12)	(19.80)	(6.87)
All Ports	147.96	157.58	157.68	174.07	199.62	94.29	99.98
% Growth	(12.53)	(6.50)	(0.06)	(10.40)	(14.68)	-(13.50)	(6.04)

Source: Paradip and Directorate of Ports and IWT Odisha

Figures in bracket represents percentage change over the previous year/period.

(P) Provisional. *: Dhamra Port has started operations in May 2011.

2.2.9 WEST BENGAL

The State of West Bengal has a coastline of 721.02 km which has two docks at Kolkata Dock System (KDS) and Haldia Dock Complex (HDC) under a single Major Port namely Syama Prasad Mookerjee Port Kolkata(SMPK) and 1* Non-Major Port. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2019-20 to April-September, 2024-25 are given in Table 16.

Table 16 - West Bengal : Trend in Cargo handled at Major Ports						(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24(P)	April -September	
						2023-24	2024-25 (P)
Major Ports	63.98	61.37	58.18	65.66	66.45	31.16	28.53
% Growth	(0.35)	-(4.09)	-(5.20)	(12.87)	(1.20)	(2.00)	-(8.45)
All Ports	63.98	61.37	58.18	65.66	66.45	31.16	28.53
% Growth	(0.35)	-(4.09)	-(5.20)	(12.87)	(1.20)	(2.00)	-(8.45)

Source : SMP Kolkata

Figures in bracket represents percentage change over the previous year/period. P- Provisional

2.2.10 OTHER NON-MAJOR PORTS

The other Non-Major Ports are spread across the Union Territories (UTs) of Daman and Diu, Puducherry, Lakshadweep and Andaman and Nicobar Islands. These ports in the UTs are administered through their respective Departments. Andaman and Nicobar Islands Administration has constituted a 'Port Management Board' for the development of ports in the Islands.

The trend in the cargo handled at Non-Major Ports of the Andaman and Nicobar Islands from 2019-20 to April-September, 2024-25 is given in Table 17.

* Tajpur Port (Notified on 03.12.2018) is under construction.

Table 17 - Union Territory: Trend in Cargo handled at Andaman & Nicobar Islands Port							(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24(P)	April-September		
						2023-24	2024-25 (P)	
Andaman & Nicobar	1.85	1.43	1.54	1.88	2.04	0.90	0.83	
% Growth	(23.81)	-(22.60)	(7.15)	(22.21)	(8.85)	-(1.20)	-(7.85)	

Source : Port Management Board Andaman and Nicobar Islands

Figures in bracket represents percentage change over the previous year/period.

(P):Provisional

In January 2006, the Government of Puducherry entered into a concession agreement with private developers for the development of deep-water ports on BOT basis at Puducherry and Kariakal. The commercial operations started in April 2009. Non-Major ports in Puducherry collectively handled 6.07 MT of cargo during April-September, 2024-25 as compared to 5.68 MT during April-September, 2023-24 registering increase of 6.83%. The Non-Major Port of Lakshadweep collectively handled 0.08 MT of cargo during April-September, 2024-25.

The trend in the cargo handled at Non-Major Ports of the UTs from 2019-20 to April-September, 2024-25 are given in Table 18.

Table 18 - Union Territories: Trend in Cargo handled at Non-Major Ports							(Million Tonnes)	
Major/Non-Major Ports	2019-20	2020-21	2021-22	2022-23	2023-24 (P)	April-September		
						2023-24	2024-25 (P)	
Lakshadweep	0.00	0.12	0.18	0.22	0.21	0.15	0.08	
% Growth			(58.96)	(18.48)	-(3.21)	-	-(42.76)	
Puducherry	10.10	7.33	5.84	10.12	12.31	5.68	6.07	
% Growth	(20.70)	-(27.44)	-(20.34)	(73.32)	(21.64)	(16.00)	(6.83)	
All Ports	10.10	7.45	6.02	10.34	12.52	5.83	6.15	
% Growth	(20.70)	-(26.29)	-(19.11)	(71.64)	(21.12)	(19.00)	(5.59)	

Source : Port Department of Puducherry and Department of Port, Shipping and Aviation, Lakshadweep

Figures in bracket represents percentage change over the previous year/period.

P- Provisional

3. PERFORMANCE INDICATORS

3.1 Capacity Utilization for Major and Non-Major Ports

Over the years, cargo handling capacity of Major Ports has steadily increased to cater to the growing volume of internal and external trade. The capacity of the ports, which was 172.59 MT at the end of 1993-94, would increase to 1651.46 MT at the completion of April-December, 2024. The provisional port-wise capacity during April-December, 2024-25 and the traffic handled at Major Ports during April-September, 2024-25 is given in Table 19.

Table 19 - Major Port-wise Capacity Utilisation during April-September, 2024-25 (P)				
(Million Tonnes)				
S. No.	Name of Ports	Capacity (Up to December 2024)	Traffic** (Up to September 2024)	Capacity Utilisation (%)
1	SMP Kolkata Port Authority*	93.02	28.53	30.67
2	Paradip Port Authority	289.75	73.12	25.23
3	Visakhapatnam Port Authority	148.18	41.77	28.19
4	Kamarajar Ports Limited	97.00	23.68	24.42
5	Chennai Port Authority	136.00	27.09	19.92
6	V.O.Chidambaranar Port Authority	123.46	21.01	17.02
7	Cochin Port Authority	80.50	18.54	23.03
8	New Mangalore Port Authority	114.96	21.08	18.34
9	Mormugao Port Authority	63.40	8.20	12.94
10	Mumbai Port Authority	86.50	34.46	39.84
11	Jawaharlal Nehru Port Authority	145.87	44.80	30.71
12	Deendayal Port Authority	272.82	71.39	26.17
Total		1651.46	413.66	25.05

Source: Ports Wing and Major Ports for Traffic

*Haldia Dock Complex included

**Provisional

The above table shows that 25.05% capacity has been utilized at Major Ports during April-September, 2024-25. The highest capacity utilization i.e. 39.84% is achieved at Mumbai Port Authority followed by JNP Authority (30.71%), SMP Kolkata(30.67%), Visakhapatnam Port Authority(28.19%), Deendayal Port Authority(26.17%), Paradip Port Authority(25.23%), Kamarajar Port (24.42%) and Cochin Port Authority (23.03%) during April-September, 2024-25. The minimum capacity utilization(12.94%) was at Mormugao Port Authority during April-September, 2024-25.

Table 20 shows that 33.61% capacity has been utilized at Non-Major Ports during April-September, 2024-25. The highest capacity utilization i.e. 68.53% is achieved at Tamil Nadu Maritime Board followed by Gujarat Maritime Board (40.18%), Odisha (38.38%), Puducherry (27.71%), Andhra Pradesh Maritime Board (24.79%), Maharashtra Maritime Board (23.71%),

Andaman and Nicobar (20.27%), Karnataka (5.22%), Kerala Maritime Board (2.90%) and Lakshadweep (1.43%) during April-September, 2024-25.

Table 20-Non-Major Port-wise Capacity Utilisation during 2024-25 (P)				
(Million Tonnes)				
S. No.	Name of Ports	Capacity	Traffic* (Up to September 2024)	Capacity Utilisation (%)
1	Gujarat	598.01	240.26	40.18
2	Maharashtra	137.77	32.66	23.71
3	Tamil Nadu	9.00	6.17	68.53
4	Goa	25.05	0.000	0.00
5	Kerala	1.07	0.031	2.90
6	Karnataka	5.00	0.26	5.22
7	Andhra Pradesh	207.00	51.32	24.79
8	Odisha	70.00	26.87	38.38
9	Puducherry	21.90	6.07	27.71
10	Andaman and Nicobar	4.11	0.83	20.27
11	Lakshadweep	5.82	0.08	1.43
Total		1084.73	364.56	33.61

Source: State Maritime Board/ Directorate of Ports

* Provisional

3.2 Cargo Traffic Targets during 2024-25 & achievement during April-September, 2024-25 for Major Ports.

Total cargo handled at Major Ports during April-September, 2024-25 was 413.66 MT against the target of 870 MT, achieving 47.55% of the target in the April-September, 2024-25.

3.3 Port Efficiency

Efficiency at ports has an impact on transaction cost of shipping lines. Major Ports have improved their efficiency of operations as reflected in selected physical performance indicators over the last several years. Some key operational indicators of physical performance pertaining to major ports for the selected years are elaborated below.

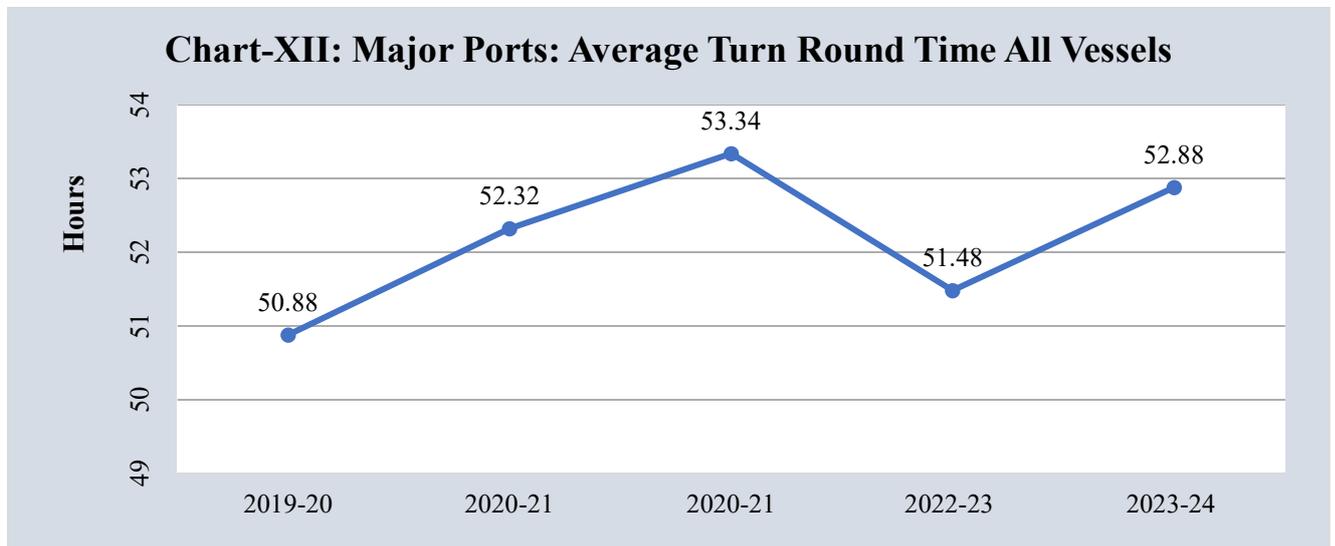
3.3.1 Average Turn-Round Time

The Average TRT during April-September, 2024-25 was 49.27 hours as compared to 50.24 hours during April-September, 2023-24. The Average TRT varied in the range from 27.21 hours at JNPT to 69.21 hours at Visakhapatnam Port during April-September, 2024-25. Among the 12 major ports, Average TRT has improved at Cochin Port, New Mangalore Port, Mumbai Port and Deendayal Port during April-September, 2024-25. The Port-wise TRT from 2019-20 to April-September 2024-25 is given in Table 21.

Table 21: Average Turn Round Time							
Major Port	2019-20	2020-21	2021-22	2022-23	2023-24	(in hours)	
						April-September	
						2023-24	2024-25 (P)
1	2	3	4	5	6	7	8
SMP Kolkata*	67.30	65.59	61.80	50.58	58.69	55.22	56.68
Paradip	56.09	58.08	53.16	46.27	41.24	41.36	46.39
Visakhapatnam	58.27	66.00	73.83	73.19	65.86	64.83	69.12
Kamarajar	41.49	42.96	46.38	45.26	43.36	43.76	46.95
Chennai	48.00	51.36	53.19	48.08	44.92	44.81	49.96
V.O.Chidambaranar	40.08	40.80	48.54	46.89	51.46	47.34	55.30
Cochin	34.80	35.76	45.87	39.45	33.40	33.73	31.75
New Mangalore	45.60	47.52	47.99	44.90	40.87	53.33	38.75
Mormugao	55.92	57.84	63.94	54.59	57.78	59.07	69.23
J.L.Nehru	29.54	28.56	28.04	28.27	26.27	27.07	27.21
Mumbai	40.80	49.68	57.99	50.40	46.90	72.86	51.79
Deendayal	60.99	62.16	59.99	77.58	98.36	63.00	60.54
All Ports	50.88	52.32	53.34	51.48	52.82	50.24	49.27

Note: *Haldia Dock Complex included
Source: Major Ports
P: Provisional

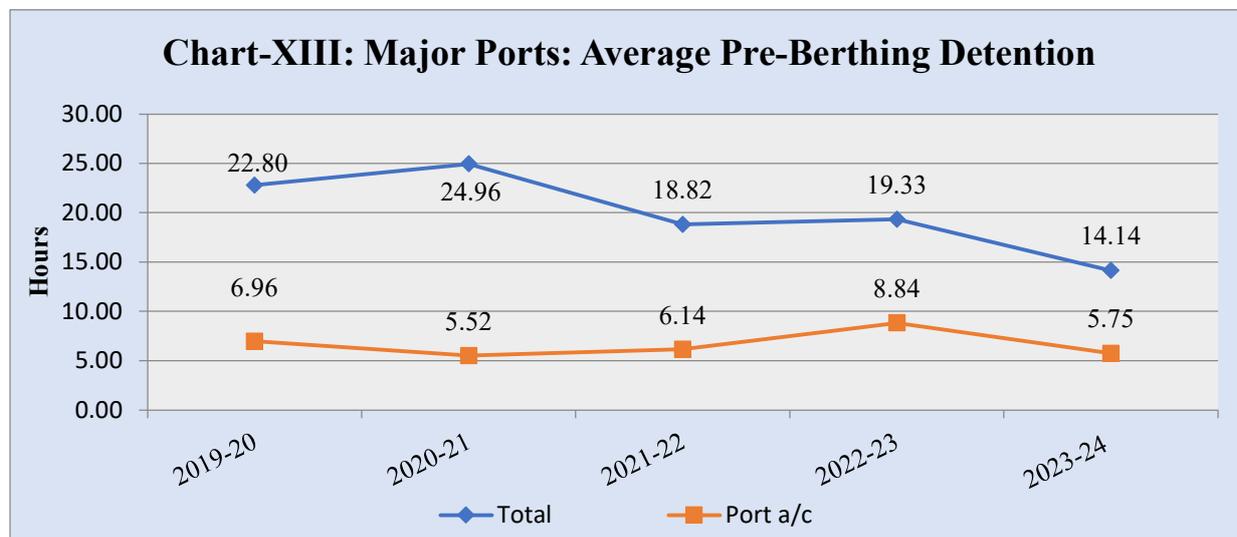
Average Turn Round Time at Major Ports from 2019-20 to 2023-24 is shown in Chart-XII.



From 2018-19, as per new definition of TRT, from Pilot boarding to de-boarding only
Source: Major Ports

3.3.2 Average Pre Berthing Detention Time (PBDT)

Table 22 shows that the average pre-berthing detention time during April-September, 2024-25 was 18.31 hours as compared to 18.85 hours during April-September, 2023-24. The trajectory of weighted average of pre-berthing detention time at Major Ports – Total and on port account since 2019-20 to 2023-24 is shown in Chart-XIII.



The Port- wise PBDT from 2019-20 to April- September, 2024-25 is given in Table 22.

Major Port	2019-20	2020-21	2021-22	2022-23	2023-24	April-September	
						2023-24	2024-25 (P)
1	2	3	4	5	6	7	8
SMP Kolkata*	51.24	12.24	14.75	10.97	19.21	8.02	11.90
Paradip	15.32	6.24	2.44	1.68	1.22	32.37	1.44
Vishakhapatnam	1.22	1.20	0.90	1.78	0.63	0.57	0.88
Kamarajar	2.88	1.92	0.85	1.06	0.59	0.76	1.68
Chennai	0.00	0.00	0.07	0.00	0.33	0.00	16.86
V.O. Chidambaranar	15.61	12.00	11.63	30.52	41.66	34.48	44.08
Cochin	11.44	15.36	11.23	6.04	6.73	6.88	8.92
New Mangalore	30.13	26.16	28.54	31.63	19.80	20.53	22.56
Mormugao	29.05	30.24	18.85	16.15	22.91	22.63	24.39
J.L.Nehru	18.38	21.84	21.58	26.56	16.34	18.44	15.95
Mumbai	3.74	2.40	0.95	0.50	0.00	0.00	10.11
Deendayal	44.43	67.44	56.42	54.11	45.50	54.61	59.40
All Ports	22.80	24.96	18.82	19.33	14.14	18.85	18.31

Source: Major Ports,

*Haldia Dock Complex included

P: Provisional

Note: Pre-Berthing Detention - The time for which a ship waits before getting entry into berth.

The Average PBDT on port account during April- September, 2024-25 was 2.52 hours as compared to 6.46 hours during April- September, 2023-24 Port- wise Average PBDT Port account from 2019-20 to April-September 2024-25 is given in Table 22 A.

Major Port	2019-20	2020-21	2021-22	2022-23	2023-24	April- September	
						2023-24	2024-25 (P)
1	2	3	4	5	6	7	8
SMP Kolkata*	0.65	0.09	0.44	1.24	6.44	7.53	1.18
Paradip	15.32	6.20	2.41	1.68	1.22	1.70	1.44
Vishakhapatnam	1.22	1.15	0.90	1.78	0.63	0.57	0.88
Kamarajar	0.00	0.00	0.00	0.00	0.00	0.00	5.52
Chennai	0.00	0.00	0.00	0.00	0.33	0.00	0.17
V.O. Chidambaranar	2.83	3.43	4.10	0.42	17.21	10.86	21.03
Cochin	0.47	0.00	0.00	0.00	0.00	0.00	0.00
New Mangalore	13.33	12.54	12.18	7.99	4.22	7.52	2.75
Mormugao	1.49	2.75	2.69	1.81	1.67	1.96	2.21
J.L. Nehru	5.22	6.34	8.07	10.40	5.92	6.37	5.00
Mumbai	0.26	0.95	0.35	0.00	0.00	0.00	0.01
Deendayal*	8.32	17.32	22.98	36.74	18.66	23.30	11.13
All Ports	6.96	5.52	6.14	8.84	5.75	6.46	2.52

Source: Major Ports

*Haldia Dock Complex included

P: Provisional

3.3.3 Average Output Per Ship Berth-day

During Average Output per Ship-berth day has seen tremendous improvement in last 30 years from 3,372 tonnes in 1990-91 to 23570 tonnes in 2023-24. The average Output per Ship-berth day during April-September, 2024-25 was 21854 tonnes as compared to 22059 tonnes during April-September, 2023-24. However, average output per ship berth-day during April-September, 2024-25 is marked by substantial variation across Major Ports ranging from a high 38059 tonnes in Paradip Port to 10670 tonnes at SMP Kolkata. This variation reflects the type of cargo being handled, level of mechanization and labour practices. Port-wise average output per Ship-berth-day from 2019-20 to April-September, 2024-25 is given in Table 23.

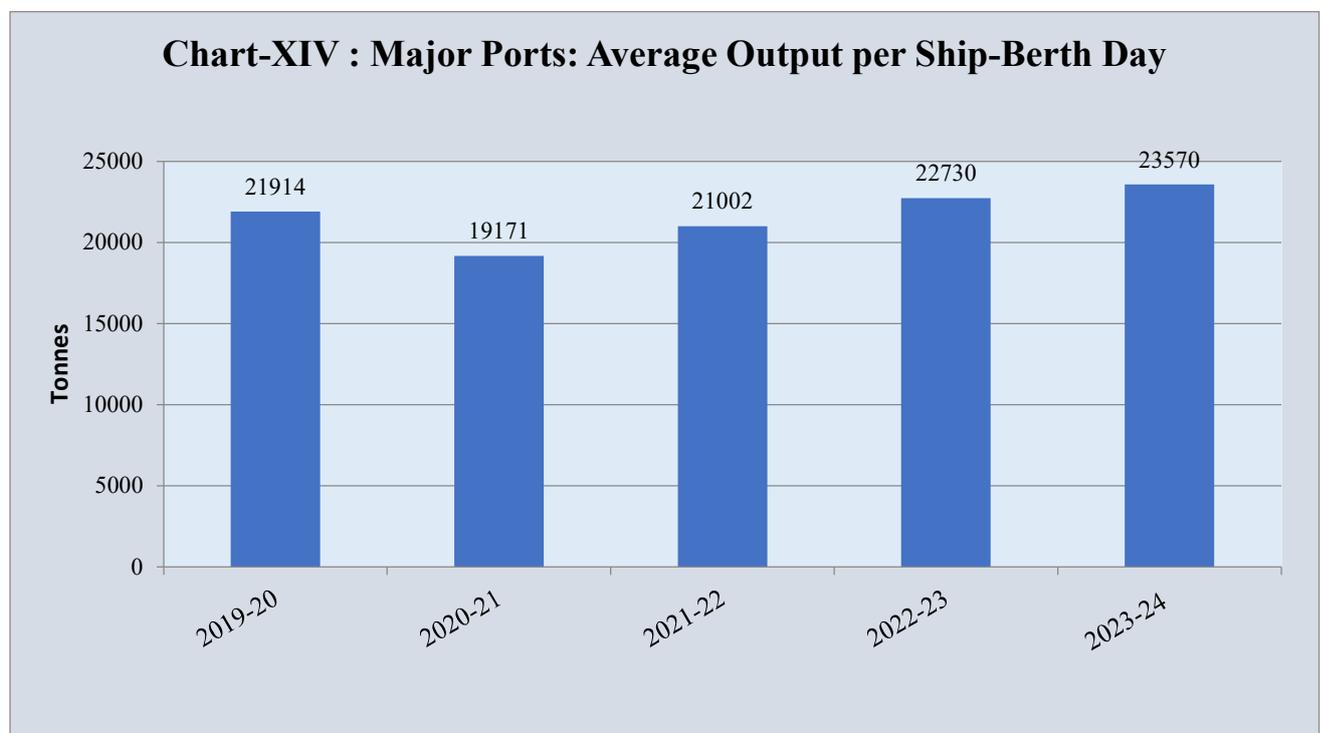
Major Port	2019-20	2020-21	2021-22	2022-23	2023-24	April-September	
						2023-24	2024-25 (P)
1	2	3	4	5	6	7	8
SMP Kolkata*	11925	12208	11827	13602	12738	11838	10670
Paradip	32001	30224	33635	38007	40075	38994	38059
Visakhapatnam	20032	17238	16069	16646	17795	17973	18123
Kamarajar	26581	23945	24292	29350	30320	30077	29723
Chennai	20340	20331	20152	20249	23057	18668	20221
V.O.Chidambaranar	19334	19302	19994	18224	17824	18194	17330
Cochin	31258	30915	31513	33311	34594	34476	33286
New Mangalore	19140	19048	19627	22310	22851	22029	24878
Mormugao	19944	24305	18872	24755	20057	18620	16569
J.L.Nehru	28296	27711	29418	27634	28885	28684	27332
Mumbai	25608	23659	20053	24006	23667	27313	18213
Deendayal	21109	10467	18975	20369	22594	17635	20442
All Ports	21914	19171	21002	22730	23559	22059	21854

Source: Major Ports

*Haldia Dock Complex included

P: Provisional

The average output per ship-berth-day from 2019-20 to 2023-24 is shown in Chart-XIV.



4. PRIVATE SECTOR/CAPTIVE/JOINT SECTOR PORT PROJECTS

Brief details of the ongoing Private Sector/Captive/Joint Sector Port Projects and a list of these projects under consideration as on 30.09.2024 are brought out in Appendix-I & Appendix-II in respect of Major Ports and in Appendix-III & Appendix-IV for Non – Major Ports.

APPENDICES

- I. Ongoing Private Sector/Captive/ Joint Venture Port Projects at Major Ports
- II. Under Formulation Private Sector/Captive/ Joint Venture Port Projects at Major Ports
- III. Ongoing Private Sector/Captive/ Joint Venture Port Projects at Non-Major Ports
- IV. Under Formulation Private Sector/Captive/ Joint Venture Port Projects at Non- Major Ports

Appendix – I**Ongoing Private Sector/Captive/Joint venture Port Projects
(Major Ports)**

Sl. No.	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2024
1	2	3	4	5	6
1.	Construction of IOCL Captive jetty	Kamarajar Port Limited	3.00	921	Work is in progress. Expected completion-31.12.2024.
2.	Construction and Operation of a Captive Jetty (B.No.15) and Associated Facilities for Handling Bulk Quality of Coal	NMPA	5.40	3765.20	Commercial operation by M/s UPCL commenced on 22.06.2012.
3.	Mechanization of Berth No.16 by providing handling equipment for handling Bulk Cargo on DBFOT basis	NMPA	6.73	4694.60	Commercial operation by M/s MCTPL commenced on 08.11.2019.
4.	Mechanization of Berth No.14 for handling container and other Cargo on DBFOT Basis at NMPA	NMPA	6.02 (in two phases)	2807.10	The construction work of Phase-I project completed on 28.03.2022 and commercial operation commenced with effect from 29.03.2022. PPP operator JSW-MCTPL. 3rd Mobile Harbour Crane operation started. 2023-24- TEU handled is 1.96 lakhs/TEU. M/s. Egis India Consulting Engineers Pvt. Ltd, Gurgaon has been appointed as Independent Engineer for Phase-II at their quoted amount of Rs. 2.19 Crores vide letter of award dtd 10.05.2024. Kick off meeting was held on 14.06.2024. Agreement was signed on 18.06.2024.
5.	Deepening and optimization of Inner Harbour facilities	Paradip Port Authority	25	30046.3	Award of Concession issued in favour of the selected Concessionaire on 17.10.2023 for a

	including Development of Western Dock on BOT basis to handle Cape size vessels				Concession Period of 30 years. Project is under construction and TDC for Phase-I: 16.10.2026.
6.	Development of fourth container terminal (Phase-II).	JNPA	30 MTPA	3196.0	M/s.BharatMumbaiContainerTerminalsPvtLtd.(PSA)wasawardedtheDevelopmentofFourthContainerTerinalonDBFOTbasisthroughaConcessionAgreementon6thMay2014.theprojectcomprisesoftwophases-eachphasecomprises1Kmfquayline,16.5mtrsdepthatberth,12QuayCranes,46RTGYardcranesand4RMGCcranesforitsrailyardgeneratingacapacityof2.4MillionTEUs(Total4.8MTEUs).Aspertheschedule,theworkofPhase-Iwascompletedon22ndDecember,2017andputintooperationwithacapacityof30MTPA.Phase-IIworkcommencedon17thApril2022anditwillbecompletedbyApril2025.
7.	“Conversion of 9th berth as Container Terminal on DBFOT basis through PPP Mode”	VOCPA	7.2 MTPA (6 Lakh TEUs)	43417	➤ Construction phase is under progress.
8.	Mechanization of NCB III for handling Dry Bulk cargoes at VOCPA on DBFOT basis through PPP Mode for a period of 30 years.	VOCPA	6.96 MTPA	265.15	➤ RFQ opened on 10.07.2023 and it is under evaluation. ➤ Security clearance is yet to be received from MOPSW.
9.	Setting Up of Liquid Cargo Handling Facilities at Shalukkhali- Haldia Dock-II	HDC,SMP, Kolkata	2.43	253.65	Soil investigation completed. Design & Design drawing under preparation. Physical work to be commenced by Concessioner from November 2024.
10.	Mechanisation of Berth no. 2 at HDC	HDC, SMP, Kolkata	3.744	298.26	Work in progress. Ph- 48%, Fin- 36%
11.	Mechanisation of Berth no. 5 at HDC	HDC,SMP, Kolkata	5	365.88	LOI issued to consortium of M/s Bothra Shipping Services Pvt. Ltd. and Ripley & Co. Stervedoring & Handling Pvt. Ltd.on 05.09.2024

12.	Development of drainage network at dock zone, HDC (Phase-II, eastern side dock basin)	HDC,SMP, Kolkata	0	31.62	Work in progress. Ph- 62%, Fin-44%
13.	Development of Hardstand including Drainage Facilities behind Berth no. 14 at HDC, Haldia.	HDC,SMP, Kolkata	0	15.65	Work in progress. Ph- 43%, Fin-29%
14.	Upgradation of GM Yard power supply arrangement, procurement of 2 no 11 KV DG set for PH SS and GCB SS	HDC, SMP, Kolkata	0	9.39	Work in progress. Ph- 5%, Fin-0%
15.	Construction of Hardstand Including Drainage Facilities In Between RR Line And ISPHL Boundary Wall At Coal Berth Area At Haldia Dock Complex, Haldia."	HDC, SMP, Kolkata	0	30.43	Work in progress
16.	Construction of boundary wall & wind screen at Northern side & masonry boundary wall at western side of dock at HDC for Phase-II	HDC, SMP, Kolkata	0	16.9	Work in progress
17.	Rejuvenation of Khidderpore Docks (KDP-I West).	SMPA (KDS)	Phase-I 3.00 (incremental capacity of 2.31 MMTP A Phase-II 2.48 (incremental capacity of 1.73 MMTP A	181.81 (PPP Mode) 95.66 (1 st Phase) 86.15 (2 nd Phase)	<input type="checkbox"/> Concession agreement signed on 26.09.2022. <input type="checkbox"/> Work order issued to IE (Voyants) on 06.04.2023 <input type="checkbox"/> Award of Concession issued on 24.06.2023. <input type="checkbox"/> Work under implementation stage. <input type="checkbox"/> Procurement of MHC initiated. <input type="checkbox"/> Construction of boundary wall completed. <input type="checkbox"/> Completion of Phase-I expected by March 2025
18.	Development of Multimodal Logistics Park at Mappedu, Chennai.	Chennai Port Authority		1423.50	MoRT&H approved the Management model for implementation of "Establishment of Multimodal Logistics Parks

				<p>(MMLP)” through PPP mode, by forming an SPV with Stakeholders viz. NHLML, ChPA, TIDCO and RVNL (all government bodies) as equity partners and the MMLP infrastructure to be developed by a private developer. NHLML is the implementing agency through SPV, ”CHENNAI MMLP PRIVATE LIMITED”. Total Estimate Cost Rs. 1423.50 Cr. (including Rs. 782.58 Cr. to be invested by the Concessionaire).</p> <p>MoU executed between the Stakeholders on 12.10.2021 and 1st Supplemental MoU executed on 24.05.2022. Foundation Stone laid by Hon. Prime Minister on 26.05.2022.</p> <p>The total area for development of MMLP is 184.27 acres. CHPA has offered the land parcels measuring to an extent of 120.46 acres at Mappedu, which was leased from SIPCOT, for the development of MMLP project and the balance required land to be acquired by the SPV with the assistance of TIDCO/GoTN. Letter of Award (LOA) is issued to the Concessionaire, M/s Reliance Industries Limited, Navi Mumbai, on 11.11.2022 for “Development, Operation and Maintenance of the Multimodal Logistic Park at Mappedu on DBFOT basis”.</p> <p>Concession Agreement executed between the SPV, Chennai MMLP Private Limited and the Concessionaire, M/s Reliance Mappedu Multimodal Logistics Park Limited on 26.12.2022.</p> <p>Appointed date notified as 15.02.2024. Sub-Lease deed executed on 13.03.2024, between ChPA and SPV, Chennai MMLP Private Ltd.</p> <p>The Development of MMLP will be implemented in 3 Phases:</p>
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					<ul style="list-style-type: none"> • Phase-1 is to be completed by 2 years from Appointed Date at an investment cost of Rs.349.78 Cr.(Approx.) Expected Phase-I completion (CoD) – February 2026. • Phase-2 (2034) is to completed within 10 years from the Appointed Date at an investment cost of 122.52 Cr • Phase-3 (2039)is to completed within 15 years from the Appointed Date at an investment cost of Rs.310.28 Cr. <p>Period of Project: 45 years (including the construction period from the Appointed Date). The Concessionaire commenced the preliminary activities such as land development and providing of compound wall works.</p>
19	Development of Multimodal Logistics Park at Mappedu, Chennai	Chennai Port Authority	-	1423.50	<p>MoRT&H approved the Management model for implementation of “Establishment of Multimodal Logistics Parks (MMLP)” through PPP mode, by forming an SPV with Stakeholders viz., National Highways Logistics Management Limited (NHLML), Chennai Port Authority (ChPA), Tamil Nadu Industries Development Corporation Limited (TIDCO) & Railway Vikas Nigam Limited (RVNL) as equity partners. The MMLP infrastructure is to be developed by a private developer. NHLML is the implementing agency through SPV, “CHENNAI MMLP PRIVATE LIMITED”. Total Estimate Cost: Rs.1423.50 Cr. (including Rs.782.58 Cr. to be invested by the Concessionaire). MoU executed between the Stakeholders on 12.10.2021 and 1st Supplemental MoU executed on 24.05.2022. Foundation Stone laid by Hon’ble Prime Minister on 26.05.2022.</p> <p>The total area for development of MMLP is 184.27 acres. ChPA has offered the land parcels measuring</p>

				<p>to an extent of 120.46 acres at Mappedu, which was leased from SIPCOT, for the development of MMLP project and the balance required land to be acquired by the SPV with the assistance of TIDCO/GoTN.</p> <p>Letter of Award (LoA) issued to the Concessionaire, M/s Reliance Industries Limited, Navi Mumbai, on 11.11.2022 for “Development, Operation and Maintenance of the Multimodal Logistic Park at Mappedu on DBFOT basis”. Concession Agreement executed between the SPV, Chennai, MMLP Private Limited and the Concessionaire, M/s Reliance Industries Limited on 26.12.2022. Appointed date notified as 15.02.2024.</p> <p>Sub-Lease deed executed on 13.03.2024, between ChPA and SPV, Chennai MMLP Private Limited.</p> <p>The Development of MMLP will be implemented in 3 Phases;</p> <ul style="list-style-type: none"> • Phase-I is to be completed within by 2 years from Appointed Date, at an investment cost of Rs.349.78 Cr. (Approx.) Expected Phase-I completion (CoD) – February 2026. • Phase-2 (2034) is to completed within 10 years from the Appointed Date at an investment cost of 122.52 Cr • Phase-3 (2039) is to completed within 15 years from the Appointed Date at an investment cost of Rs.310.28 Cr . <p>Period of Project: 45 years (including the construction period from the Appointed Date)</p> <p>The Concessionaire commenced the preliminary activities such as land development and providing of compound wall works.</p>
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20.	Development of Container Terminal at Tuna-Tekra, Deendayal Port on BOT basis under PPP mode	Deendayal Port Authority	32.91 (2.19 MTEUs)	4539.84	<p>LOA issued to M/s. Hindustan Infralog Private Limited on 28/01/2023. On the request of M/s. Hindustan Infralog Private Limited, the time period for execution of Concession Agreement between the Authority and SPV was extended time to time up to 30.08.2023. On 25.08.2023 Signing of Concession Agreement between Deendayal Port Authority and M/s. Hindustan Gateway Container Terminal Kandla Private Limited was executed . On 17.10.2023 Hon'ble Prime Minister virtually laid foundation stone for the Project. Presently both Parties are fulfilling CP on their respective parts. On 19.01.2024, the Project Site has been jointly surveyed by Authorized representatives of the Parties. Schedule date of fulfilment of CPs is on 21.02.2024. However, on request of M/s HGCTKPL requesting extension of fulfilment of CP till 15.03.2024 and same has been extended upto 15.03.2024. Upon the fulfilment of the CPs on the part of both Parties, the Concession for the project awarded by DPA to M/s HGCTKPL on 14.03.2024. Physical work at site started on 10.05.2024. Recently, the Government ordered stoppage of all black trap mining in the State. Therefore, the Construction of access road and contractor's laydown area which has been targeted for completion by 01.10.2024, has been affected due to stoppage of construction at site since 19.07.2024. On 26.07.2024 DPA taken up matter with Chief Secretary, Government of Gujarat(GOG). On 01.08.2024, DP World invoked Force Majeure Article under Concession Agreement. On 02.08.2024 Chairperson of DPA had in person meeting with Chief Minister, GOG and Chief Secretary (GoG). GOG provided list of Live Leaseholders (Stone mining) and suggested that</p>
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					<p>affected contractors may contact the Geologist, Kutch East and seek his help in setting up a meeting with the Leaseholders, for the procurement of construction material .DPA vide its letter dated 05.08.2024 intimated DP World accordingly with suggestions to start construction works without any further delay. In reply DP World vide its letter dated 16.08.2024 & 29.08.2024 requested Authority to accept the request for FM Notice and DPA requested additional details regarding the same and Based on the opinion of Transaction Advisor, letter sent to M/s HGCTKPL dated 30.09.2024, it was informed that the Government Action is very legitimate and the matter cannot attract any Force Majeure and also informed that M/s. HGCTKPL projected a delay of 60 days. As the Force Majeure Claim is not qualified as a legitimate claim, neither extension of time nor payment of additional cost/losses qualifying for consideration by DPA. Further, DPA advised M/s.HGCTKPL to make best efforts to get quarry material through alternative sources and complete the works on war footing measures.</p>
21.	Development of Multipurpose Cargo Berth Off Tuna Tekra Outside Kandla Creek At Kandla on BOT basis	Deendayal Port Authority	18.33	2250.64	<p>Due to NO response from the Pre-Qualified Bidders RFP was discharged and same has been intimated to the Pre-Qualified Bidders .Based on the approval of Authority, RFQ (2nd Attempt) floated on 30.06.2023. Due to poor response from the market the last date of entire bidding schedule was further extended upto 21 days for 5th time upto 10.11.2023. Only one party has submitted pre-bid query and one party has purchased RFQ. Last. date for receiving RFQ queries is 13.10.2023.RFQ pre-</p>

					<p>Application conference conducted on 20.10.2023 and one party attended Pre-Application conference and Authority uploaded response to prebid queries in DPA website on 25.10.2023. No applicant submitted RFQ application till 11 am on 10.11.2023 and the bid due date further extended for 1 month upto 12.12.2023.If no bidder submitted the bids till 12.12.2023. The Project has been restructured in Consultation with stakeholders revised bidding documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have been revised and sent to MOPSW for approval on 26.02.2024. On 12.03.2024 Ministry requested to submit PPPAC Memorandum. Same has been prepared and sent to Ministry on 28.03.2023. Approval from Ministry is awaited.</p>
22.	Development operation and maintenance of Oil jetty No 09 on PPP mode.	Deendayal Port Authority	3.2	123.4	<p>RFQ (4th attempt) issued on 5th May 2023 and earlier RFP dated 21/01/2022 discharged.</p> <p>Application Due Date was on 22.06.2023 and NIL response from the market for the Subject Project. In Consistency with the decision taken in the chintanshivir held in May 2023, MoPSW has been requested to Accord in principal approval to develop the jetty through EPC. MOPSW has sought some clarification which are being complied. The Project has been restructured in Consultation with stakeholders revised bidding</p>

				<p>documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have been revised and sent to MOPSW for approval on 26.02.2024.</p> <p>On 15.03.2024 Clarification sought by NITI Aayog. Reply to the clarification has been prepared and sent to Ministry on 02.04.2024 and on 20.032024, 26.03.2024 & 05.04.2024 clarification raised by Development wing, MOPSW, Department of Expenditure, Ministry of Finance & IFW, MoPSW. Reply to the clarification has been prepared and sent to Ministry on 17.04.2024 & 18.04.2024. SFC meeting for the project conducted on 04.06.2024. Subsequently, discussion with Department of Economic Affairs, MoF held on 10.06.2024 and on 14.06.2024, DoEA, MoF raised observations. In the Joint meeting held under Chairmanship of Director PPP, MoPSW held on 27.06.2024 pointwise compliance of DoEA observations were discussed . Concluding the meeting it was decided that based on the outcome of the meeting DoEA will be briefed for their observations and compliance of observations in writing may be sent to MoPSW if required. SFC approval for the Project OJ 09 received from Ministry on 16.08.2024 and subsequently on 29.08.2024 MoPSW conveyed their approval for Development of Project OJ 09 in PPP mode. Concessionaire (M/s KOTPL) for the Project</p>
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					Development of Oil Jetty and ship bunkering at Old kandla on BOT basis has filed litigation against development of OJ 09-11 in PPP mode, Now DPA is in process of considering the request of M/s KOTPL for the extension of Time for completion of the said project till September 2026, subject to condition to withdrawal of ongoing litigation against development of OJ09 -11. Accordingly, for the better market response, NIT for the Project OJ 09 will be floated after withdrawal of all the ongoing litigations filed by M/s KOTPL. As per the SFC approval, letter to MoPSW seeking legal opinion from Ministry of Law & Justice sent to Ministry on 30.09.2024.
23	Development operation and maintenance of Oil jetty No 10 on PPP mode	Deendayal Port Authority	3.2	123.12	<p>As per SFC approval, the RFQ of OJ-10 will be issued only after 04 months of Award of concession for OJ-09. The Project has been restructured in Consultation with stakeholders revised bidding documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have been revised and sent to MOPSW for approval on 26.02.2024.</p> <p>On 15.03.2024 Clarification sought by NITI Aayog. Reply to the clarification has been prepared and sent to Ministry on 02.04.2024 and on 20.03.2024, 26.03.2024 & 05.04.2024 clarification raised by</p> <p>Development wing, MOPSW, Department of Expenditure, Ministry of Finance & IFW,</p>

				<p>MoPSW. Reply to the clarification has been prepared and sent to Ministry on</p> <p>17.04.2024 & 18.04.2024 . SFC meeting for the project conducted on 04.06.2024. Subsequently, discussion with Department of Economic Affairs, MoF held on 10.06.2024 and on 14.06.2024, DoEA, MoF raised observations. In the Joint meeting held under Chairmanship of Director PPP, MoPSW held on 27.06.2024 pointwise compliance of DoEA observations were discussed . Concluding the meeting it was decided that based on the outcome of the meeting DoEA will be briefed for their observations and compliance of observations in writing may be sent to MoPSW if required. SFC approval for the Project OJ 10 received from Ministry on 16.08.2024 and subsequently on 29.08.2024 MoPSW conveyed their approval for Development of Project OJ 10 in PPP mode. Concessionaire (M/s KOTPL) for the Project Development of Oil Jetty and ship bunkering at Old kandla on BOT basis has filed litigation against development of OJ 09-11 in PPP mode, Now DPA is in process of considering the request of M/s KOTPL for the extension of Time for completion of the said project till September 2026, subject to condition to withdrawal of ongoing litigation against development of OJ09 -11. Accordingly, for the better market response, NIT for the Project OJ 10 will be floated after withdrawal of all the ongoing litigations filed by M/s KOTPL. As per the SFC approval, letter to</p>
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					MoPSW seeking legal opinion from Ministry of Law & Justice sent to Ministry on 30.09.2024.
24.	Development operation and maintenance of Oil jetty No 11 on PPP mode	Deendayal Port Authority	3.2	361.7	<p>As per SFC approval, the RFQ of OJ-11 will be issued only after 04 months of Award of concession for OJ-10. The Project has been restructured in Consultation with stakeholders revised bidding documents has been sent to MOPSW on 31.01.2024 for approval. On 12.02.2024 MOPSW have intimated all the Ports to Float the tenders through online mode only. accordingly Bid document (RFQ & RFP) have been revised and sent to MOPSW for approval on 26.02.2024.</p> <p>On 15.03.2024 Clarification sought by NITI Aayog. Reply to the clarification has been prepared and sent to Ministry on 02.04.2024 and on 20.03.2024, 26.03.2024 & 05.04.2024 clarification raised by Development wing, MOPSW, Department of Expenditure, Ministry of Finance & IFW, MoPSW. Reply to the clarification has been prepared and sent to Ministry on 17.04.2024 & 18.04.2024. SFC meeting for the project conducted on 04.06.2024. Subsequently, discussion with Department of Economic Affairs, MoF held on 10.06.2024 and on 14.06.2024, DoEA, MoF raised observations. In the Joint meeting held under Chairmanship of Director PPP, MoPSW held on 27.06.2024 pointwise compliance of DoEA observations were</p>

					discussed . Concluding the meeting it was decided that based on the outcome of the meeting DoEA will be briefed for their observations and compliance of observations in writing may be sent to MoPSW if required. SFC approval for the Project OJ 11 received from Ministry on 16.08.2024 and subsequently on 29.08.2024 MoPSW conveyed their approval for Development of Project OJ 11 in PPP mode.Concessionaire (M/s KOTPL) for the Project Development of Oil Jetty and ship bunkering at Old kandla on BOT basis has filed litigation against development of OJ 09-11 in PPP mode, Now DPA is in process of considering the request of M/s KOTPL for the extension of Time for completion of the said project till September 2026, subject to condition to withdrawal of ongoing litigation against development of OJ09 -11. Accordingly, for the better market response, NIT for the Project OJ 11 will be floated after withdrawal of all the ongoing litigations filed by M/s KOTPL. As per the SFC approval, letter to MoPSW seeking legal opinion from Ministry of Law & Justice sent to Ministry on 30.09.2024.
25.	Development of Marine Liquid Terminal Facilities consisting of SPM and two product jetties in DPT waters at OOT, Vadinar for handling Crude and Petroleum Products on Captive Use Basis	Deendayal Port Authority	24.5	448	The construction Period (revised) 42 months have elapsed on 15/02/2023 but M/s CETL not initiated project Implementation, total LD levied on M/s CETL (period of delay 16/2/2021 to 12/11/2023) is 22,40,00,000.00 (specified limit of 5% of estimated project cost exhausted). M/s CETL extended the Bank Guarantee of Rs. 22,40,00,000.00 up to 28/2/2025.

					<ul style="list-style-type: none"> • 20/6/2024 Authority in the Board meeting approved to grant an extension of time period for completion of construction of the Project up to 31/8/2026 to M/s CETL (Concessionaire) based on the commitments given by M/s CETL, for compensating DPA towards MGC till August, 2026 and also completion of construction of the Project by 31/8/2026. • Letter addressed to M/s CETL informing the decision of Board to grant extension of time period for completion of construction of the Project up to 31/8/2026 has been sent to M/s CETL on 05.07.2024 and DPA received acceptance of the same. •M/s CETL paid advance License fee of Rs 13,16,85,502/- for the period from 16th August 2024 to 15th August 2025. . • Further, Authority requested M/s. CETL to submit the construction schedule of Two product Berths so as to complete the construction works of total project by 31.08.2026.
26	Development of Oil Jetty to handle Liquid Cargo and Ship Bunkering Terminal at Old Kandla	Deendayal Port Authority	3.39	343	<p>Concession Awarded on 11.12.2020; Completion Time: 24 Months (by 10.12.2022)</p> <p>M/s KOTPL could not complete construction of project in the given time.</p> <p>Interim 2nd, 3rd, 4th& Final 5th Milestones were delayed and Liquidated Damages were imposed on M/s KOTPL.</p> <p>On time to time M/s KOTPL paid LD upto July 2023.Further, DPA raised Demand note up to</p>

				<p>05.09.2024. Due date for the payment is 30.08.2024, payment is still awaited.</p> <p>M/s KOTPL paid LD under protest for the period from 01.08.2023 to 30.07.2024.</p> <p>Construction works at site was stopped from 05/02/2023 to 31.10.2023</p> <p>KOTPL Officials had meeting with Port Officials on 24.07.2024 for extension of COD upto 4th September 2026. Based upon mutual discussions a letter with conditions for review their request for consideration of the proposal was sent to M/s KOTPL on 26.07.2024 . M/s KOTPL vide letter dated 07.08.2024 responded to the letter with some counter conditions and seeking certain exemptions in points stated in DPA letter dated 26.07.2024.M/s KOTPL vide letter dated 05.09.2024 accepts the condition of DPA letter dated 26.07.2024. Accordingly, proposal is being submitted to Board for approval.</p> <p>All the disputes are pending adjudication</p> <p>On the request of both the parties, tribunal defer the Arbitrational proceedings for 2 months and resume the proceedings from 18.12.2024.</p>
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27.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa. On BOOT basis a)Bulk cargo Berth No. 5A&6A b)Enhancement of Cargo Handling capacity by installing rapid in motion wagon loading facility by SWPL	Mormugao Port Authority	(a) 5.00 (b)2.50	(a)2500.00 (b)450.00	(a) Terminal operational since 19.06.2004 (b) Rapid in motion wagon loading facility operational from 26.07.2014
28.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port , Goa on DBFOT basis	Mormugao Port Authority	4.61	4049.7	Terminal in operation since 06.06.2014
29.	Development of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port . O&M	Mormugao Port Authority	NIL	210.00	Concession Agreement signed on 21.09.2023
30.	Operation & Maintenance of Berth no. 10 & 11 on PPP-OMT basis.	Mormugao Port Authority	6MTPA	1396.30	Concession Agreement signed on 14.12.2023
31.	Setting of a Floating Storage Regasification Unit (FSRU) in Mumbai Harbour	Mumbai	5	900	License agreement terminated due to non fulfilment of Condition Precedent.

32.	Development of Kanhoji Angre Island as Tourist destination.	Mumbai	200 pax	50	Condition precedent in progress. Awaiting approvals from Ministry of Cultural & Tourism GoM. The project site is proposed to UNESCO by the State Government to declare as World Heritage Site by GOM.
33.	Development, Operation and Maintenance of Mumbai International Cruise Terminal at Indira Dock, Mumbai on DBFOT (PPP) basis.	Mumbai	500 cruise ships (10,00,000 Pax) per annum	192	Work in progress
34.	Upgradation of existing hospital of 243 beds to 600 bedded Superspeciality Hospital	Mumbai	357 Hospital beds	693	Concession Agreement Terminated vide letter dated 20.09.2024.
35.	Development of Container Terminal on BOT basis	Mumbai	1.2 M TEUs	1015	<ul style="list-style-type: none"> • Project stalled & declared as NPA since 2013. • ICTPL Claims: Rs.2967 Cr. • MbPA filed counter claim of Rs.2406 Cr. • Arbitration process has been deferred. • Referred to CSC. • CS proceedings on. Lead bankers moved to NCT
36.	Construction of two multipurpose berths EQ-8 and EQ-9 in the Northern Arm in Inner Harbour on BOT basis Concessionaire: M/s. Vizag Seaport Pvt. Ltd., .	Visakhapatnam Port Authority	7.90 MTPA (0.47 MTEUS)	327.30	under operational.

37.	Container Terminal at Outer Harbour on BOT basis(VCTPL-I) Concessionaire: M/s. Visakha Container Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	7.40	108.00	under operational.
38.	Mechanisation of coal handling facilities and upgradation of GCB in OH to cater 200,000 DWT vessels on DBFOT Concessionaire: M/s. Vizag General Cargo Berth Pvt. Ltd.,	Visakhapatnam Port Authority	10.20 MTPA	444.10	under operational.
39.	Upgradation of the existing mechanised facility in the Outer Harbour for Iron Ore handling on DBFOT basis. Concessionaire: M/s. Essar Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	16.20 MTPA	580.89	under operational.
40.	Development of East Quay-10 berth in the Northern Arm of Inner Harbour on DBFOT basis. Concessionaire: M/s. AVR Infra Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	2.50 MTPA	55.38	under operational.
41.	Extension of existing Container Terminal at Outer Harbour on DBFOT basis. (VCTPL-II)	Visakhapatnam Port Authority	9.50 MTPA (0.54 MTEUs)	633.11	under operational.

	Concessionaire: M/s. Visakha Container Terminal Pvt. Ltd.,				
42.	Mechanization of coal handling Facilities and up-gradation of General Cargo Berth (GCB) at outer Harbour of Visakhapatnam Port Trust to cater to 200000 DWT vessels on DBFOT basis.	Visakhapatnam Port Authority	10.18 MTPA	444.10	The terminal is under commercial Operations.
43.	Up-gradation of the existing Outer Harbour facility (Phase-I) at Visakhapatnam Port Trust for Iron ore handling on DBFOT basis.	Visakhapatnam Port Authority	16.2 MTPA	580.89	The terminal is under commercial Operations.
44.	Establishing of Container Terminal and to operate, maintain and manage the same on B.O.T, Basis Including Supply, Installation and Operation of Container Handling Equipment at multipurpose Berth, Outer Harbour.	Visakhapatnam Port Authority	0.474 MTEUs.	100	The terminal is under commercial Operations.
45.	Extension of existing Container Terminal at Outer Harbour of Visakhapatnam Port on DBFOT basis.	Visakhapatnam Port Authority	0.54 MTEUs	633.11	The terminal is under commercial Operations.
46.	Development of two multipurpose berths EQ-8 & EQ-9 in the Northern Arm of Inner harbour at Visakhapatnam Port Trust on BOT basis.	Visakhapatnam Port Authority	EQ-8 = 4.50MT PA EQ-9 = 3.40MT PA	327.30	The terminal is under commercial Operations
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Source:- Major Ports

Appendix – II**Private Sector/Captive/Joint Venture Port Projects Under Formulation
(Major Ports)**

Sl. No	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project As on 30.09.2024	Status
1	2	3	4	5	6	
1.	NDC-3 berth for mechanized dry bulk cargo handling on captive basis	Paradip Port Authority	15	7500	Techno-Economic Report under preparation.	Feasibility
2.	NDC-4 berth for mechanized dry bulk cargo handling on captive basis	Paradip Port Authority	15	7500	Techno-Economic Report under preparation.	Feasibility
3.	Mechanization of existing Multi Purpose Berth for handling Clean Cargo	Paradip Port Authority	3.5	5000	Techno-Economic Report under preparation.	Feasibility
4.	Mechanization of SQ berth	Paradip Port Authority	2.5	2000	Techno-Economic Report under preparation.	Feasibility
5.	Mechanization of CQ-I & II berths	Paradip Port Authority	20	11000	Techno-Economic Report under preparation.	Feasibility
6.	Modernisation of IOB and SQ2 berths	Paradip Port Authority	15	5000	Techno-Economic Report under preparation.	Feasibility
7.	Operationalization of Additional Liquid Terminal on PPP Mod.	JNPA		92.0	Under tendering process.	

8.	Development of JNPA Hospital on PPP basis.	JNPA		480	LOA issued on 12 th June 2024. Concession agreement is signed on 09.09.2024.
9.	Construction of Entrance Gate Building at landing jetty and Development of its surrounding area at JN Port.	JNPA		270.4	Evaluation is completed and work will be awarded soon.
10.	Deployment of 4 numbers of HMCs not older than 10 years with 120-Ton capacity or above at VOC Port operated berths on Licence mode for a period of 5 years.	VOCPA	-	182.8	Tender document under finalization.
11.	Dredging in front of NCB II	VOCPA	6.96	118.37	Tender under evaluation.
12.	Development of Outer Harbour Container Terminal Project on DBFOT Basis.	VOCPA	80	7056.0	PPPAC meeting to be held on 08.11.23
13.	Re-Construction of berth No. 8 and Mechanization of berth Nos. 7 & 8 at NSD of KDS, SMPK on DBFOT basis under PPP	SMPA (KDS)	6.1 MMTPA	698.84	Sent for security clearance to Ministry on 19.07.2024 Target Issue of LoI: 31.12.2024
14.	Development of Concrete Jetty and other facilities for Liquid Cargo Handling at Budge Budge, Syama Prasad Mookerjee Port, Kolkata on DBFOT basis through PPP mode	SMPA (KDS)	3.63 MMTPA	173.99	1. Project approval obtained on 12.09.2024 2. RFQ issued on 13.09.2024 3. RFQ bid due date: 30.10.2024

15.	Integrated Development of Berth no.1 NSD, 2 NSD, 3NSD, 4 NSD, 5NSD and Outer Container Terminal at KDS.	SMPA (KDS)	6.0 MMTPA	832.25	SFC Proposal sent to Ministry on 13.09.2024
16.	Development of container and coal berths on DBFOT basis through PPP mode at Balagarh, West Bengal by Syama Prasad Mookerjee Port, Kolkata	SMPA (KDS)	2.70 MMTPA	407.2	SFC Proposal sent to Ministry on 13.09.2024
17.	Upgradation of Existing 104-bedded secondary care Centenary Hospital at Shyama Prasad Mookerjee Port, Kolkata (SMPK) into a Super-Specialty Hospital on PPP	SMPA (KDS)	NA	399	SFC Proposal sent to Ministry on 12.09.2024
18.	Redevelopment of Berth No. 9 and three Barge Berths	Mormugao Port Authority	NA	9840	1) Project re-structured for redevelopment of berth no. 9 and three barge jetties for 842 cr. 2) Project approved by MoPSW on 25.04.2022. 3) MoEF & CC issued EC/CRZ clearance on 06.07.2023. 4) REF Bids opened on 27.06.2023. Pre-qualified bidders not participated in Bid. 5) Port vide letter. No. CE/P&C-59/2023/01424 dtd. 04.08.2023 informed Ministry that Port is exploring alternative options for monetization of assets. 6) As alternative measure, Port has planned for Development of Dry Dock & Ship Repair Yard in place of existing Barge Jetties on PPP mode for 30 yrs at a project cost of

					Rs. 984 cr. 7) SFC meeting held on 19.02.2024. 8) Project approved by Ministry on 29.02.2024. 10) Opening of Technical cover on 28.06.2024. 11) Tender opened on 28.06.2024 no bids were received. 12) Port has taken decision to drop the project of “Development of Dry Dock and considered option of leasing all the five barge jetties to Indian Coast Guard for a period of 30 yrs.
19.	Operation & Maintenance of Berth no. 10 & 11 on PPP-OMT basis.	Mormugao Port Authority	6.0	139.63 -	1) Ministry has approved the project on 24.02.2023 . 2)) RFP opened on 10.10.2023. One Bid received.
20.	Mechanization of WQ-7 &WQ-8 Berths through PPP Mode on DBFOT basis. Concessionaire: M/s. Visakha Multi-cargo Bulk Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	6.14 MTPA	- 288.47	- Concession Agreement signed on 09.05.2023. - Conditions Precedent fulfilment is in progress. Likely date of completion November, 2026
21.	Mechanization of EQ-7 Berth through PPP Mode on DBFOT basis. Concessionaire: M/s. Visakha Multipurpose Terminal Pvt.Ltd.,	Visakhapatnam Port Authority	3.61 MTPA	- 200.99	- Concession Agreement signed on 10.03.2023. - Conditions Precedent fulfilment is in progress. Likely date of completion November, 2026
22.	Revamping of Existing West Quay-6 (WQ-6) terminal in the	Visakhapatnam Port Authority	5.18 MTPA	- 165.70	- Concession Agreement was signed on 26.03.2024. - Conditions Precedent fulfilment is in progress.

	Northern Arm of Inner Harbour on DBFOT basis. Concessionaire: M/s. Integrated Cargo Terminal Pvt. Ltd.,				Likely date of completion May, 2026
23.	Development and Mechanization of Existing EQ-6 Berth in the Inner Harbour on DBFOT basis. Concessionaire: M/s. Eversun Marine Ports Pvt. Ltd.	Visakhapatnam Port Authority	2.62 MTPA	66.12	- Concession Agreement was signed on 14.08.2024 - Conditions Precedent fulfilment is in progress. Likely date of completion May, 2026
24.	Establishment of Super speciality Hospital on PPP mode. Concessioning of B.No.9 for handling LPG/POL products and chemicals on PPP model.	NMPA NMPA	150 Bedded 6.15	1070 3164	Concession Agreement signed on 07.06.2024. Financial closure completed on 16.10.2024. Fulfilment of other condition precedents in progress. Final DPR received on 19.12.2023 The final draft DPR for Berth No.9 furnished by M/s NTCPWC is under process.
25.	Handing over of Berth No.13 on Captive Mode for handling LPG/POL products.	NMPA	4	1000 (tentative)	M/s Resurgent India Ltd, Gurugram has been appointed as transaction advisor for Concessioning of Berth No. 9 on 18.03.2024.
26.	Handing over of Berth No.13 on Captive Mode for handling LPG/POL products.	NMPA	4	1000 (tentative)	M/s HPCL submitted Feasibility study Report. M/s. Resurgent India Ltd., Gurgaon, Transaction Advisor has forwarded the draft SFC memo, draft RFQ and DCA . The Existing Policy on awarding of existing berths on captive basis to the Port Users do not provide for

					award on nomination basis. VC was held on 12.09.2024 and the observations on the SFC memo has been communicated to the Transaction Advisor. Revised SFC Memo submitted by the TA is in process of approval.
27.	Construction of Harbour Wall Berths	Mumbai	3.5	150.00	Security clearance received. Bids opened, single bid received. The tender discharge by the Board.
28.	Development of Marina in Mumbai Port on PPP basis	Mumbai	300 yachts	575.00	SFC clearance received on 28.4.2023. Revised RFP invited. Bids not received. Project under restructuring.
29.	Berth No.26B (BD-I) and Berth No.27B (BD-III) for handling POL	Chennai Port Authority	32.40 MTPA	195	<p>BD I and BD III berths are presently being utilized by M/s.CPCL and M/s.IOCL for handling crude and POL. M/s.CPCL showed interest in taking up these berths on Captive Basis. Hence, this proposal was identified for Asset Monetization. However, later CPCL informed that as these berths were constructed way back in 1972 and 1987 and that these berths can be taken up only after carrying out rehabilitation works. Action was taken to take up the rehabilitation works through NTCPWC.</p> <p>Subsequently, during the Review meeting convened by JS (Ports), through VC on 18.01.2024, to review the “leasing of Berth 26-B (BD-I) and Berth No:27-B (BD-III) of Chennai Port to Port Dependent Industries on Captive Basis”, Chairperson, ChPA informed that as the berths are very old, action is initiated to undertake the rehabilitation of both the berths and this process will take a long period of time. Further, it was informed that, CPCL being the major operator of the</p>

					berths has no expansion plans beyond the current capacity of 10.05 MTPA of their Refinery in Chennai in the near future and there is no proposal to increase their cargo handling beyond their current levels of 12 MTPA for both the berths. In addition, no one showed interest to take up these berths other than CPCL / IOCL. Hence, it was proposed to drop the proposal of Leasing of BDI and BD III on Captive / PPP Basis. This was also informed by Chairperson, ChPA during the VC meeting convened by Secretary, MoPSW on 13.02.2024. Following which, a letter was addressed to the Ministry vide ChPA letter dated 11.03.2024, to remove the said project from the list of Chennai Port Projects identified for Asset Monetization.
30.	Construction of Outer Container Terminal at HDC, SMPK"	HDC, SMPK	6.69	931.29	Under TEFR stage
31.	Setting up of doubling main line between GM Yard sorting Grid and L-5 at inside G.C Berth	HDC, SMPK	0	81.57	Under TEFR stage
32.	Modernization of Firefighting system inside dock area.HDC.	HDC, SMPK	0	23.38	Under tendering stage
33.	Upgradation of Power Supply arrangements & intstallation & commissioning of High	HDC, SMPK	0	16.13	Under tendering stage

	Mast towers- Phase-II.				
34.	Design, Engineering, Supply, Construction, Erection, Testing & Commissioning of 2 MW (AC) solar PV Grid interactive power plant at HDC, SMPK including comprehensive operation & Maintenance (O & M) for 10 years.	HDC, SMPK	0	13.1	Under tendering stage
35.	Construction of Paver Block road along with drain from FF pump house near Berth no.14 to HFTPL road via Turning Basin.	HDC, SMPK	0	6.8	Under tendering stage
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Source:- Major Ports

Appendix – III

Ongoing Private Sector/Captive/Joint venture Port Projects (Non-Major Ports)

Sl. No	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2024
1	2	3	4	5	6
1.	GCPL Proposed 2 nd Berth and allied infrastructure.	Dahej (Gujrat)	6.5	3322	DPR is approved and construction has been granted. Construction is in Progress.
2.	Development of 3 rd jetty by Petronet LNG Ltd.	Dahej (Gujrat)	5	1656.15	DPR is approved and construction has been granted. Construction is in Progress.
3.	Development of Bulk General Cargo Terminal under phase-II at Hazira	Hazira Gujarat	12-15	3559.6	Multipurpose Berth under Phase II, Construction of One berth of total 182 m quay length has been completed and operational, DPR for remaining assets of Phase-II is approved by GMB and the construction is in progress.
4.	Development of Chhara Port.	Chhara Port Gujarat	8	3886	CA signed on 29.1.2015. DPR has been approved and construction is in progress.
5.	Development of LNG Terminal at Chhara Port .	Chhara Port Gujarat	5	4239	Terminal is operational.
6.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujrat)	5	4069	Construction is in Progrss.
7.	Development of CNG terminal at North side of Bhavnagar Port.	Bhavnagar (Gujarat)	4.5	4024	Concession Agreement has been signed on 14 September, 2024
8.	Private jetty at Victor by Om sai Navigations Pvt. Ltd	Jafrabad (Gujarat)	0.5	29.02	. The company requested to grant extension for construction period, which is under Construction.
9.	Mata Sitadevi Infrastructure & Research Pvt Ltd.	Megdalla	0.5	166	Construction is in Progress.
10.	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt. Ltd.	Trombay	0.2	750	Phase- 1 of the operational with coastal cargo movement. Dredging of navigation channel is in progress. Project Proponent is awaiting ISPS and NSPC clearances. EXIM cargo operations to start, post dredging and receipt of required clearances.
11.	Multipurpose jetty terminal at village change (Tal. Uran,	Karanja	5.0	10000	The total berth length planned is 1000 m. Out of these 1000m. the company has developed 400 m of

	Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt. Ltd.				berth length with berthing facility on either side thereby proving a total quay length of 800 m. additionally, the company has developed another 200m wharf on east side. Therefore, total quay length available is 1000 m. the balance berth length will be constructed in a phase manner commensurate with the growth of port traffic. In the year 2023-24, the port has handled 1.31 MMT of cargo.
12.	Expansion of existing captive jetty facilities at village Vave (Tal. Pen, Dist. Raigad) in Dharamtar creek by M/s JSW Dharamtar Port Pvt. Ltd.	JSW Dharamtar	34.0	2800	The total expansion planned is for 1420 m quay length. Out of this is length, 1200 m quay is completed and under operational for cargo handling. Balance work is expected to be completed by November-2025. The port has created a capacity to handle 28 MMTPA. In the year 2023-24, the port has handled about 25.26 MMT of cargo traffic.
13.	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	JSW Jaigarh	50.0	28000	Expansion of the port comprises LPG and LNG berths. LPG Berth- Out of the total planned capacity of 2 MTPA, LPG berth has commenced operations with Phase-1 capacity of 0.6 MMTPA. LNG Berth- Out of the total planned capacity of 8 MTPA, Phase-1 of 2 MTPA with Floating Storage and Regasification Unit (FSRU) is completed. LNG operations are yet to start. Phase-II of the project is yet to start. JSW Jaigarh Port, operating with 7 berths having total port capacity of 55 MMTPA and has handled 37.06 MMT of cargo traffic in the year 2023-24.
14.	Construction of Terminal Building.	Panaji Port	N.A.	252.00 Million	Construction work is in Progress, Expected to be ready by December 2024.
15.	Development of Honnavar Port by M/s Honnavar Port	Honnavar Port	4.9 MTPA	6130	M/s Honnavar Port Pvt. Ltd., Hyderabad is constructing a port in the leased 40,000 Sqm port

	Pvt. Hyderabad Ltd.,				<p>land at Kasarkod Tonka in Honnavar Taluk of Uttar Kannada District at a project cost of ₹613.00 Cr and 4.9 MTPA capacity. National Highway Authority of India has taken up the work of construction of 4 lane road connectivity from NH-66 to the project site under 1st phase of Bharatmala Pariyojana at a cost of ₹91.51 Cr. Meanwhile, Smt. Damayanti Subray Mesta, Honnavar has filed the petition in the Hon'ble National Green Tribunal, Chennai vide O.A.76/2022 against the Construction of 4 lane road.</p> <p>The Port department had submitted an application for CRZ clearance for the Construction of 4 lane dedicated road corridor from NH-66 to provide road connectivity for the port projects of Honnavar Port Pvt. Ltd. In the Parivesh Portal of MoEFCC.</p> <p>Expert Appraisal Committee (EAC) of MOEFCC Department of Central Government in its meeting dated: 26.09.2023 asked to approach SEIAA regarding permission of four lane road connecting NH-66 to port area. Action is being taken accordingly.</p> <p>At present, the Hon'ble National Green Tribunal, Chennai has permitted to use the kachha road connecting to the port area.</p>
16.	Captive Port facility M/s. Udangudi Power Corporation Limited.	Udangudi in Thoothukudi, Tamil Nadu	6 MMTPA	1902	Port Construction works are in progress. Expected completion by 2024.
17.	Expansion, Development and Operation of Gopalpur Port.	Gopalpur Port Limited Odisha	20	23638	All project components has been completed for the current stage of development

18.	Berth-4	Dhamra Port	15	1634	Execution Stage
19.	Railway Doubling	Dhamra Port	Rake Movement will increase	549	Commissioning Stage
20.	Operation Management, Development and maintenance of Lakshadweep Port facilities	Lakshadweep	NA	NA	The Union Territory of Lakshadweep Administration (UTLA) has entered into a Quadripartite Agreement with Cochin Port Authority, Cochin Shipyard Ltd. and the Lakshadweep Development Corporation Limited for Port Infrastructure Development Projects and Shipping Operations and maintenance of UTLA vessels signed on 22.02.2023 with the approval of Ministry of Port Shipping & Waterways. Hence forth all technical matters related to Port facilities will be undertaken by Cochin Port Authority, including development projects under State/Central Sector and approved under Sagarmala Scheme.
21.	Astaranga Port	Astaranga Port	36.80 to 151.02	74170	Under Implementation
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.					

Source:- Non-Major ports, State Maritime Board and UTs

Appendix – IV

Private Sector/Captive/Joint Venture Port Projects Under Formulation (Non-Major Ports)

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project As on 30.09.2024	Status
1	2	3	4	5	6	
1.	Phase– III Development of Mundra Port.	Mundra Gujarat	196	24999	Phase – 3 DPR for development of Phase -3 has been submitted and the same under construction.	
2.	Development of LPG Terminal Chhara Port.	Chhara Port Gujarat	2.5	1400	In- principal approval is granted by Government to develop the project under sub- concession.	
3.	Development of Nargol Port.	Valsad Gujarat	Bidding process under review.			
4.	Development of Dahej Port.	Dahej Gujarat	Bidding process under review.			
5.	Expansion of Capative Jetty by M/s Shanghi Cement Ltd.	Jakhau, Gujarat	2	150	Environmental clearance is awaited.	
6.	Captive Jetty by M/s Archana Chemical Budh Bunder.	Jakhau, Gujarat	2	135	Environmental clearance is awaited.	
7.	Captive Jetty development by HPCL (Hindustan Petroleum Corporation Ltd).	Dahej Bharuch Gujarat	5	1183	IN- principal approval granted.	
8.	RSPL Limited at Devbhumi Dwarka	Devbhumi Dwarka Gujarat	1.2	249	IN- principal approval granted.	
9.	Development of Liquid berth by M/s. Gujarat Pipavav Port Ltd. at Pipavav	Pipavav Gujarat	3.2	735.2	In-principal approval for development of 2 nd Liquid Berth has been granted.	
10.	M/s. Adani Cementation Ltd.	Koshiyari, Kutch	2	845.00	In principle approved granted. DPR submitted by company and applied for EC & CRZ clearance.	
11.	M/s. Shree Cement Ltd- Kori Creek, Kutch	Jakhau/ Mandvi	2	166	In principle approved granted. DPR preparation is in progress.	
12.	HPCL Mittal Pipelines Ltd. (HMPL)	Mandvi	9	2781.37	In principle approved granted. DPR submitted by company and applied for EC & CRZ clearance.	
13.	HPCL Mittal Energy Ltd. (HMEL)	Mandvi	8	1406.6	As per the resolution of GMB Board, proposal has been submitted to Government for in principle approval of	

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project As on 30.09.2024	Status
1	2	3	4	5	6	
						the project.
14.	Development of Captive jetty at Suvali, Surat by M/s. AMNS India Ltd.	Suvali, Surat	65	7545		As per the resolution of GMB Board, proposal has been submitted to Government for in principle approval of the project.
15.	Dev Salt Ltd. at Maliya	Navlakhi	1	51.4		In principle approved granted
16.	Captive jetty development by HPCL	Dahej, Bharuch	5	1183		In principle approved granted.
17.	Expansion of existing multipurpose jetty facility on Dharmatar creek near village Shahbaz (Tal. Alibag, Dist. Raigad) by M/s PNP Maritime Services Pvt. Ltd.	Dharamtar	5.0	9900		PP has obtained EC from MoEF & CC. Pre -construction activities are in progress.
18.	Construction of captive jetty at village Nate (Tal. Rajapur, Dist. Ratnagiri) by M/s I-Log Ports Ltd.	Jaitapur	5.0	1350		ToR has been received from MoEF. The process of obtaining environmental clearance is underway.
19.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/S White Orchid Estate Pvt. Ltd.	Kiranpani	0.5	280		Consideration of jetty facilities completed. However, port operations are kept in abeyance due to legal matters pending in the court/ NGT. The NGT matters have been disposed off. Now, the project of renewal os the contact by signing long terms agreement is in progress.
20.	Development of port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi port Ltd.	Redi	5.16	7160		All clearance for the port project are in place. Tendering for various work under progress. The construction of the project will start, post transfer for forest land to the project proponent by the State Govt.
21.	Construction of multipurpose jetty at vill. Targher (Tel. Panval, Dist. Riagad) by M/s Shri Sai Baba sand dredging Co. Pvt Ltd.	Ulwa-Belapur	0.3	30		Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic. Environmental clearance is awaited.
22.	Construction of multipurpose jetty at vill. Targhar (Tel. Panvel, Dist. Raigad)	Ulwa-Belapur	0.2	50		Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance and technical studies are being carried

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project As on 30.09.2024	Status
1	2	3	4	5	6	
	by M/s Famous dredging Corporation.					out CWPRS, as advised by MCZMA. Project delayed due to covid-19 pandemic. Environmental clearance is awaited.
23.	Construction of multipurpose jetty in Vasai creek near village Ghodbunder (Tal. Mira Bhayander, Dist. Thane) by M/s Famous dredging Company.	Vasai	0.2	50		Letter of Intent (LOI) has been issued on PP on 23.10.2018. PP is in a process of obtaining environmental clearance. Project delayed due to covid-19 pandemic.
24.	Modernisation of 7 existing Jetties under Sagarmala Programme	Panaji Port	N.A.	600.30 Million		1) The Project has been handed over to (GSIDC) Goa State Infrastructure Development Corporation for implementation and execution. 2) The queries raised by Development wing of Sagarmala cell are being complied with.
25.	Dredging/Desilting of Chapora River.	Panaji Port	N.A.	84.80 Million		The Project is under process.
26.	Re-development of Maritime School at Britona.	Panaji Port	N.A.	150.00 Million		The Concession Agreement for the redevelopment of existing Maritime School at Britona into a “Goa Institute of Maritime Excellence (GIME), on DBFOT basis was signed on 15 th July 2024 between M/s. Ganpat University, Gujrat and Captain of Ports Department. The other conditions are being complied as per the concession Agreement.
27.	Dredging/Desilting of Mapusa River.	Panaji Port	N.A.	39.90 Million		Department also intends to undertake desilting of River Mapusa from Highway Bridge at Tar upto Moira, to prevent flooding in low lying areas and to facilitate Navigation, and same is send for Govt. approval.
28.	Development of Deep-Water All-Weather Greenfield Port at Keni-Belekeri in Uttar Kannada	Belekeri	30	41180.00		A Request for Proposal has been invited for the development of a greenfield port with a capacity of 30 MTPA at Keni in Ankola Taluk, Uttar Kannada District, under Public-Private Partnership at a cost of ₹4,118.00 Crores. JSW

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project As on 30.09.2024	Status
1	2	3	4	5	6	
	District, Karnataka.					Infrastructure submitted their bid, which was accepted, and the Letter of Award was issued on November 15, 2023. The Concession Agreement was executed on November 29, 2023. According to the contract terms, the successful bidder will be responsible for bearing the land acquisition costs required for last-mile road and railway connectivity to Keni Port. As per the Concession Agreement for the construction of Keni Port, the process is underway to appoint an Independent Engineer through tender to review the Detailed Project Report (DPR), examine the drawings and documents, conduct supervision and monitoring during construction, and handle other port development-related works.
29.	Development of Captive Port at Pavinkurve in Honnavar Taluka of Uttara Kannada District	Pavinakurve	14	30470.00		For the development of a Greenfield port at Pavinakurve with a capacity of 14 MTPA at an estimated cost of ₹3,047.00 Crores under Public-Private Partnership, Request For Proposals (RFPs) have already been invited twice, but no bids were received. Therefore, steps are being taken to invite RFPs for the third time.
30.	Operation Management, Development and maintenance of Lakshadweep Port facilities	Lakshadweep	NA	NA		The Union Territory of Lakshadweep Administration (UTLA) has entered into a Quadripartite Agreement with Cochin Port Authority, Cochin Shipyard Ltd. and the Lakshadweep Development Corporation Limited for Port Infrastructure Development Projects and Shipping Operations and maintenance of UTLA vessels signed on 22.02.2023 with the approval of Ministry of Port Shipping & Waterways. Hence forth all technical matters related to Port facilities will be undertaken by Cochin Port Authority, including development projects under State/Central Sector and approved under Sagarmala Scheme.

Sl. No	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project As on 30.09.2024	Status
1	2	3	4	5	6	
31.	Astaranga Port	Astaranga Port	36.80 to 151.02	74170		Under Implementation
32.	CPCL pipeline and berths	Karaikal Port	9	4500-5000Cr.		In discussion between CPCL and KPPL
33.	Liquid storage terminals	Karaikal Port	0.8	-100Cr.		Discussion with ONGC and Kothari grp.
34.	Berth-5	Dhamra Port	12	1795		Under formulation
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.						

Source:- Non-Major ports, State Maritime Board and UTs

Annexure-I

Commodity-wise Traffic Handled at Major Ports

(000 Tonnes)

Port	Period	POL Crude & POL	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	
SPM Kolkata S	2022-23	4400	5586	927	0	13257	9665	893	419	10587	708	19926	65660	
	2023-24 (P)	4518	5570	1807	0	9557	12726	1290	0	11648	753	19329	66445	
	April- September	2023-24	2296	2510	563	0	4943	4753	640	0	6093	379	9361	31159
	2024-25 (P)	1995	2690	352	52	4017	2308	630	16	5981	390	10485	28526	
Paradip	2022-23	37806	0	18506	42398	9660	10466	5507	0	192	12	10827	135361	
	2023-24 (P)	37962	0	25824	43932	10626	9913	5976	0	203	13	9692	145379	
	April- September	2023-24	19094	0	10872	21124	5217	4726	2706	0	100	6	5308	69147
	2024-25 (P)	17039	0	12964	22196	5875	5267	2949	0	222	14	6603	73115	
Visakhapatnam	2022-23	14201	1896	14924	1566	4908	12560	2839	793	8460	522	11603	73750	
	2023-24 (P)	16624	1672	8627	198	6459	11427	3522	327	11078	673	21156	81090	
	April- September	2023-24	8172	782	7727	198	3395	5621	1720	306	5882	363	5808	39611
	2024-25 (P)	10055	836	6269	0	3654	5917	1254	387	5558	350	7835	41765	
Chennai	2022-23	14148	0	0	0	0	0	280	32	28377	1470	6112	48949	
	2023-24 (P)	14744	0	0	0	0	0	289	0	30678	1590	5887	51598	
	April- September	2023-24	7037	0	0	0	0	0	168	15112	783	2986	25303	
	2024-25 (P)	6833	0	290	0	0	0	159	0	16922	877	2884	27088	
Kamarajar	2022-23(P)	2504	2196	0	22251	1933	60	0	0	10617	550	3946	43507	
	2023-24 (P)	2675	2305	0	21892	2200	72	0	0	12948	671	3186	45277	
	April- September	2023-24(P)	1352	670	0	10916	1060	122	0	0	6387	331	1970	22478
	2024-25 (P)	1300	1224	0	11362	1103	47	0	0	6814	353	1834	23684	
V.O.Chidambaranar	2022-23	205	94	25	15553	0	491	1405	35	14678	734	5555	38041	
	2023-24 (P)	169	298	0	9904	0	8512	1594	53	14940	747	5932	41402	
	April- September	2023-24	97	145	0	4582	161	3711	713	7526	376	2852	19840	
	2024-25 (P)	41	179	0	5049	0	4464	536	397	8034	402	2311	21011	
Cochin	2022-23	21267	956	0	0	0	0	171	0	9986	695	2875	35256	
	2023-24 (P)	22918	1268	0	0	0	0	190	0	10179	754	1762	36316	
	April- September	2023-24	10614	530	0	0	0	147	0	4917	358	1025	17233	
	2024-25 (P)	11445	645	0	0	0	0	74	0	5630	419	742	18537	
New Mangalore	2022-23	24040	2799	2832	0	689	4519	612	30	2369	166	3527	41417	
	2023-24 (P)	23277	0	4498	0	480	0	548	30	2801	196	14073	45707	
	April- September	2023-24	10383	1589	1786	0	44	2732	325	0	1455	103	1855	20168
	2024-25 (P)	12089	1348	284	0	168	3755	296	0	1216	91	1925	21081	
Mormugao	2022-23	609	0	2284	2776	7440	0	94	0	28	3	4103	17334	
	2023-24 (P)	585	0	5001	3738	6608	0	153	0	0	0	4543	20628	
	April- September	2023-24	295	0	1499	1774	3348	0	98	0	0	0	1608	8622
	2024-25 (P)	259	0	1584	930	3550	0	115	0	0	0	0	1763	8201
J. L. Nehru	2022-23	2299	983	0	0	0	0	0	0	76194	6051	4386	83861	
	2023-24 (P)	2400	990	0	0	0	0	0	0	78126	5797	4302	85818	
	April- September	2023-24	1178	483	0	0	0	0	0	38354	3111	2161	42176	
	2024-25 (P)	1182	469	0	0	0	0	0	0	40856	3527	2295	44801	
Mumbai	2022-23	36525	1320	6045	6279	0	0	411	19	225	21	12784	63608	
	2023-24 (P)	38583	1262	5484	8108	0	0	554	44	157	0	13069	67261	
	April- September	2023-24	19839	569	0	5964	0	458	292	30	106	10	5752	33010
	2024-25 (P)	19899	617	2667	4395	0	0	227	42	2	0	6612	34461	
Deendayal (Kandla)	2022-23	59912	0	877	20885	355	0	3954	5626	8572	492	37379	137561	
	2023-24 (P)	61367	2883	2017	17649	540	0	3679	1062	8502	230	34674	132373	
	April- September	2023-24	30268	752	693	9896	173	0	1953	453	4530	243	16252	64971
	2024-25 (P)	30830	1454	710	9709	343	0	1792	1133	3394	200	22027	71392	
All Ports	2022-23	217917	15830	46420	111708	38242	37761	16166	6955	170284	11425	123024	784305	
	2023-24 (P)	225821	16247	53257	105901	35990	42650	17796	1516	181260	11424	137605	819295	
	April- September	2023-24	110625	8030	23139	54454	18342	22123	8593	1010	90460	6063	56937	393716
	2024-25 (P)	112966	9462	25121	53693	18710	21759	8032	1975	94630	6624	67316	413662	

Source: Major Ports.

* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only ** excludes pulses

Haldia Dock Complex included

P : Provisional

Commodity-wise Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material §	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat	2022-23	161439	13381	9656	60846	7931	105157	7838	57949	416359
	2023-24 (P)	161388	13364	9099	73077	7441	124645	8818	60241	449255
April-September	2023-24	94917	6718	5042	35426	5708	57653	4138	12639	218103
	2024-25(P)	96256	7286	4042	39974	4272	72713	4849	15720	240263
Maharashtra	2022-23	0	27215	2085	28338	386	0	0	13232	71257
	2023-24 (P)	82	34346	0	26456	153	0	0	15834	76871
April-September	2023-24	758	17615	1005	13248	0	0	0	5150	37776
	2024-25(P)	982	10530	88	14617	52	0	0	6392	32661
Andhra Pradesh	2022-23	1155	4657	175	59136	6048	1828	118	28433	101432
	2023-24 (P)	2065	11032	50	69334	5536	2222	126	27203	117442
April-September	2023-24	953	2761	0	23116	2883	1457	83	8522	39693
	2024-25(P)	662	3374	25	32120	2612	401	22	12130	51324
Goa	2022-23	0	0	0	0	0	0	0	8	8
	2023-24 (P)	0	58	0	40	0	0	0	20	118
April-September	2023-24	0	0	0	4	0	0	0	2	6
	2024-25(P)	0	0	0	0	0	0	0	0	0
Tamil Nadu	2022-23	747	0	0	0	0	8168	681	956	9871
	2023-24 (P)	0	0	153	0	0	8416	701	1553	10123
April-September	2023-24	248	0	115	0	0	4039	337	529	4931
	2024-25(P)	1	0	14	0	0	5156	430	998	6168
Karnataka	2022-23	350	0	26	0	31	4	0	645	1057
	2023-24 (P)	123	38	27	0	42	4	0	650	885
April-September	2023-24	185	0	6	0	0	0	0	317	508
	2024-25(P)	0	0	8	0	22	0	0	230	261
Puducherry	2022-23	338	169	34	8722	92	0	0	765	10120
	2023-24 (P)	1	502	0	10638	179	0	0	990	12310
April-September	2023-24	11	106	0	4980	47	0	0	538	5682
	2024-25(P)	12	323	0	5081	33	0	0	621	6070
Odisha	2022-23		6426	0	21366	281	0	0	10639	38711
	2023-24 (P)	2978	16928	0	24717	473	0	0	9146	54243
April-September	2024-25(P)	2314	6344	0	12578	225	0	0	3677	25138
	2024-25(P)	2293	7494	0	13554	33	0	0	3492	26866
Kerala	2022-23	11	0	0	0	0	0	2	98	109
	2023-24 (P)	10	0	0	0	0	0	0	77	87
April-September	2023-24	5	0	0	0	0	0	0	24	29
	2024-25(P)	7	0	0	0	0	0	0	24	31
A & N	2022-23	191	0	407	0	0	614	0	664	1876
	2023-24 (P)	223	0	579	0	0	573	64	667	2042
April-September	2023-24	113	0	216	0	0	278	29	297	904
	2024-25(P)	118	0	259	0	0	307	30	149	833
Lakshadweep	2022-23	30	0	96	0	0.00	0	0	93	218
	2023-24 (P)	21	0	92	0	0.00	0	0	98	211
April-September	2023-24	19	0	39	0	0	0	0	87	145
	2024-25(P)	16	0	10	0	18	0	0	40	83
All Non-Major States/Uts	2022-23	164261	51848	12479	178407	14770	115771	8638	113481	651017
	2023-24(P)	166891	76269	10000	204262	13824	135860	9710	116480	723586
April-September	2023-24	99521	33544	6423	89352	8863	63427	4587	31783	332914
	2024-25(P)	100347	29007	4446	105347	7041	78577	5331	39795	364560

* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil.

@ includes Thermal Coal, Coking coal, Other coal and Pet coal

§ includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

& includes Fertilisers, FRM-Liquid, FRM_Dry and Rock Phosphate

Source: Non Major Ports/State Maritime Boards

Overseas and Coastal-wise and Commodity-wise Traffic Handled at Major Ports

Annexure-III

Port	Period (April- September)	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	(000 Tonnes)
													Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata S	2023-24 (O)	709	2510	449	0	4943	4753	640	0	5780	362	9270	29053
	2023-24 (C)	1588	0	114	0	0	0	0	0	293	16	112	2106
	2024-25 (O)	654	2690	352	0	3965	2308	630	16	5692	373	10314	28621
	2024-25 (C)	1341	0	0	52	52	0	0	0	289	17	171	1905
Paradip	2023-24 (O)	16707	0	6849	0	5153	4688	2706	0	0	0	4648	40751
	2023-24 (C)	2387	0	4023	21124	64	39	0	0	100	6	660	28396
	2024-25 (O)	14958	0	8353	0	5694	5153	2949	0	106	6	5873	43086
	2024-25 (C)	2082	0	4612	22196	180	114	0	0	116	8	730	30030
Visakhapatnam	2023-24 (O)	6720	782	1019	198	3395	5585	1720	306	5544	329	5532	30801
	2023-24 (C)	1452	0	6708	0	0	36	0	0	338	34	276	8810
	2024-25 (O)	7368	813	421	0	3599	5917	1254	387	4974	301	7366	32099
	2024-25 (C)	2687	23	5848	0	55	0	0	0	584	49	469	9666
Chennai	2023-24 (O)	5643	0	0	0	0	0	0	168	14557	754	2328	22696
	2023-24 (C)	1394	0	0	0	0	0	0	0	555	29	658	2607
	2024-25 (O)	5461	0	290	0	0	0	158	0	15818	820	1922	23649
	2024-25 (C)	1372	0	0	0	0	0	1	0	1104	57	962	3439
Kamarajar	2023-24 (O)	50	670	0	4016	1060	122	0	0	6387	331	1955	14261
	2023-24 (C)	1302	0	0	6900	0	0	0	0	0	0	15	8217
	2024-25 (O)	20	1224	0	3385	1103	47	0	0	6814	353	1834	14427
	2024-25 (C)	1280	0	0	7977	0	0	0	0	0	0	0	9257
V.O.Chidambaranar	2023-24 (O)	64	145	0	224	161	3702	713	53	6192	310	2558	13813
	2023-24 (C)	33	0	0	4357	0	9	0	0	1334	67	294	6027
	2024-25 (O)	3	179	0	527	0	4464	536	397	6561	328	2184	14851
	2024-25 (C)	38	0	0	4522	0	0	0	0	1473	74	127	6160
Cochin	2023-24 (O)	8179	530	0	0	0	0	147	0	2044	179	311	11211
	2023-24 (C)	2435	0	0	0	0	0	0	0	2872	179	714	6022
	2024-25 (O)	8942	645	0	0	0	0	74	0	2734	229	264	12660
	2024-25 (C)	2503	0	0	0	0	0	0	0	2896	191	478	5877
New Mangalore	2023-24 (O)	7220	1589	857	0	44	2723	325	0	735	59	1411	14903
	2023-24 (C)	3163	0	929	0	0	9	0	0	719	44	444	5265
	2024-25 (O)	9067	1348	163	0	152	3755	296	0	799	66	1611	17191
	2024-25 (C)	3022	0	121	0	16	0	0	0	417	25	314	3890
Mormugao	2023-24 (O)	0	0	844	860	3340	0	98	0	0	0	1608	6750
	2023-24 (C)	295	0	655	914	8	0	0	0	0	0	0	1872
	2024-25 (O)	0	0	469	371	3479	0	115	0	0	0	1706	6140
	2024-25 (C)	259	0	1115	559	71	0	0	0	0	0	57	2061
J. L. Nehru	2023-24 (O)	257	483	0	0	0	0	0	0	37738	3038	1473	39951
	2023-24 (C)	922	0	0	0	0	0	0	0	616	74	688	2225
	2024-25 (O)	191	469	0	0	0	0	0	0	39605	3371	1327	41591
	2024-25 (C)	991	0	0	0	0	0	0	0	1251	156	968	3210
Mumbai	2023-24 (O)	11914	569	0	3285	0	0	292	30	1	0	5425	21515
	2023-24 (C)	7925	0	0	2679	0	458	0	0	105	10	328	11495
	2024-25 (O)	11826	617	0	3609	0	0	227	42	0	0	6425	22746
	2024-25 (C)	8073	0	2667	786	0	0	0	0	2	0	187	11716
Deendayal	2023-24 (O)	26321	752	320	9734	173	0	1953	453	1852	80	15737	57296
	2023-24 (C)	3947	0	373	162	0	0	0	0	2679	163	515	7674
	2024-25 (O)	27085	1454	148	9510	321	0	1792	1133	1866	106	21532	64841
	2024-25 (C)	3745	0	562	200	22	0	0	0	1528	93	495	6552
All Ports	2023-24 (O)	83782	8030	10338	18318	18270	21573	8593	1010	80830	5442	52256	302999
	2023-24 (C)	26843	0	12801	36136	72	551	0	0	9611	621	4703	90716
	2024-25 (O)	85574	9439	10195	17402	18313	21644	8031	1975	84970	5953	62357	319901
	2024-25 (C)	27392	23	14926	36291	396	114	1	0	9660	670	4959	93761

Source: Major Ports.

* Includes POL Crude and POL Products only @ includes iron ore fine and pellets only # includes Fertilizer finished and FRM-Dry only ** excludes pulses

Haldia Dock Complex included

P : Provisional

Commodity-wise and Overseas & Coastal Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
	(April-September)									
Gujarat	2023-24(O)	85551	645	1430	34948	5708	57374	4138	9285	194941
	2023-24 (C)	9366	6073	3612	478	0	279	0	3354	23162
	2024-25(O)	86360	492	397	39956	4272	72278	4849	12979	216734
	2024-25(C)	9896	6794	3645	18	0	435	0	2741	23529
Maharashtra	2023-24(O)	758	2483	162	6456	0	0	0	3882	13741
	2023-24 (C)	0	15132	842	6792	0	0	0	1268	24034
	2024-25(O)	982	1651	0	7731	52	0	0	3508	13924
	2024-25(C)	0	8879	88	6886	0	0	0	2883	18737
Andhra Pradesh	2023-24(O)	126	1774	0	13746	2871	875	47	7961	27353
	2023-24 (C)	827	987	0	9370	12	582	36	561	12339
	2024-25(O)	61	809	25	19190	2579	268	15	11674	34606
	2024-25(C)	601	2565	0	12930	33	133	7	456	16718
Goa	2023-24(O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	0	0	0	4	0	0	0	2	6
	2024-25(O)	0	0	0	0	0	0	0	0	0
	2024-25(C)	0	0	0	0	0	0	0	0	0
Tamil Nadu	2023-24(O)	245	0	115	0	0	4035	336	388	4783
	2023-24 (C)	2	0	0	0	0	4	0	142	148
	2024-25(O)	0	0	14	0	0	5156	430	890	6060
	2024-25(C)	1	0	0	0	0	0	0	107	108
Karnataka	2023-24(O)	158	0	0	0	0	0	0	256	415
	2023-24 (C)	26	0	6	0	0	0	0	61	94
	2024-25(O)	0	0	0	0	22	0	0	133.0	155.0
	2024-25(C)	0	0	8	0	0	0	0	98	106
Puducherry	2023-24(O)	10	106	0	2819	47	0	0	538	3520
	2023-24 (C)	1	0	0	2161	0	0	0	0	2161
	2024-25(O)	12	0	0	3586	33	0	0	495	4126
	2024-25(C)	0	323	0	1495	0	0	0	126	1944
Odisha	2023-24(O)	2249	5642	0	11184	225	0	0	3601	22901
	2023-24 (C)	65	703	0	1394	0	0	0	76	2238
	2024-25(O)	2090	5936	0	11461	33	0	0	3375	22895
	2024-25(C)	203	1557	0	2093	0	0	0	117	3971
Kerala	2023-24(O)	92	0	0	0	0	0	0	0	0
	2023-24 (C)	5	0	0	0	0	0	0	24	29
	2024-25(O)	0	0	0	0	0	0	0	2	2
	2024-25(C)	7	0	0	0	0	0	0	21	29
A & N	2023-24(O)	7	0	0	0	0	0	0	64	71
	2023-24 (C)	106	0	216	0	0	278	29	232	833
	2024-25(O)	6	0	0	0	0	0	0	27	33
	2024-25(C)	112	0	259	0	0	307	30	122	800
Lakshdweep	2023-24(O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	19	0	39	0	0	0	0	87	145
	2024-25(O)	0	0	0	0	0	0	0	0	0
	2024-25(C)	16	0	10	0	18	0	0	40	83
Total	2023-24(O)	89195	10649	1708	69154	8851	62284	4522	25975	267725
	2023-24 (C)	10418	22895	4716	20198	12	1143	65	5808	65190
	2024-25(O)	89511	8889	436	81925	6990	77702	5294	33083	298536
	2024-25(C)	10836	20118	4010	23422	51	875	37	6712	66024

* includes POL crude, POL products, LPG/LNG, Naphtha and Fuel oil.

@ includes Thermal Coal, Coking coal, Other coal and Pet coal

\$ includes Building Material and Cement/Clinker

** includes iron ore fines and Pellets

& includes Fertilisers, FRM-Liquid, FRM_Dry and Rock Phosphate

O=Overseas, C=Coastal

Source: Non Major Ports/State Maritime Boards

Capacity at Major Ports

(In MTPA)

Port	2016-17	Re-rated Capacity *	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (upto Jan, 2025)
SMP Kolkata	96.1	78	82.57	82.57	82.57	90.77	92.77	92.77	93.02	93.02
Paradip	143.44	234	239	239	249	259	289.75	289.75	289.75	289.75
Visakhapatnam	110.75	121	131.09	131.09	134.18	134.18	134.18	143.68	148.18	148.18
Kamarajar	57	66	84	91	91	91	91	91.00	94.00	97.00
Chennai	93.44	134	134	134	135	135	135	136.00	136.00	136.00
V.O. Chidambaranar	65.9	79	94.83	111.46	111.46	111.46	111.46	111.46	111.46	123.46
Cochin	56.57	74	74.50	78.60	78.60	78.60	78.60	79.90	79.90	80.50
New Mangalore	87.63	98	98	98	104.73	104.73	108.96	114.96	114.96	114.96
Mormugao	50.04	63	63	63.4	63.4	63.4	63.4	63.40	63.40	63.40
Mumbai	65.33	78	79	79	79	84	84	84.00	84.00	86.50
JNPT	89.37	88	118	138.87	138.87	141.37	141.37	141.37	145.87	145.87
Deendayal	150.26	246	253.2	267.10	267.10	267.10	267.10	269.10	269.32	372.82
Total:	1065.83	1359.00	1451.19	1514.09	1534.91	1560.61	1597.59	1617.39	1629.86	1751.46

(*) Port Capacity re-rated based on Berthing Policy as per international norms. Major Ports re-rated capacity during 2016-17 was 1359 MTPA.

(#) Include SMP Haldia Dock Complex

(P): Provisional

Source: Ports Wing, Ministry of Ports, Shipping and Waterways

Annexure-VI

Capacity of (Non-Major Ports) Maritime Boards/States as on 31st March

(Million Tonnes)

S.No.	States	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
1	Gujarat	501.00	523.00	542.00	542.81	544.62	552.00	593.00	598.01	598.01
2	Maharashtra	85.80	100.90	102.40	125.00	125.00	125.00	117.55	137.77	137.77
3	Goa	0.12	0.07	0.02	9.00	9.00	9.00	9.00	9.00	9.00
4	Tamil Nadu	1.17	1.10	2.15	26.15	25.05	25.05	25.05	25.05	25.05
5	Kerala	0.01	0.01	0.55	0.55	1.07	1.07	1.07	1.07	1.07
6	Karnataka	0.71	0.68	17.80	5.00	5.00	5.00	5.00	5.00	5.00
7	Andhra Pradesh	154.40	178.00	178.00	193.40	193.40	193.40	207.00	207.00	207.00
8	Odisha	27.50	34.50	47.50	65.00	70.00	70.00	65.00	70.00	70.00
9	Puducherry	14.90	14.90	16.90	16.96	16.96	16.96	17.95	17.95	17.95
10	Andaman & Nicobar Islands	3.00	3.00	3.00	4.11	4.11	4.11	4.11	4.11	4.11
11	Lakshadweep						5.82	5.82	5.82	5.82
	Total	788.61	856.16	910.32	987.98	994.21	1007.41	1050.55	1080.78	1080.78

Source: Non-Major Ports /State Maritime Board

(P): Provisional