

भारत के पत्तन क्षेत्र का अद्यतन

Update on the Indian Ports Sector (31st March 2025)



भारत सरकार
GOVERNMENT OF INDIA
पत्तन, पोत परिवहन और जलमार्ग मंत्रालय
MINISTRY OF PORTS, SHIPPING & WATERWAYS
परिवहन अनुसंधान प्रभाग
TRANSPORT RESEARCH WING
नई दिल्ली
New Delhi

टी.के.रामचन्द्रन
T.K.Ramachandran



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

PREFACE

Update on Indian Port Sector is a bi-annual publication of Ministry of Ports, Shipping & Waterways. This publication comprehensively reflects the cargo handled by Major Ports and Non-Major Ports in the country. On the basis of information received from various arms of the Ministry the 45th edition of the publication has been prepared.

This edition covers the latest available data for 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.

Transport Research Wing (TRW) in the Ministry of Ports, Shipping and Waterways had prepared this edition of the publication. I would like to complement the efforts made by the officials in TRW to bring out this edition in time.

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

(T.K. Ramachandran)

New Delhi

8th September, 2025



परिवहन भवन, 1, संसद मार्ग, नई दिल्ली-110001, भारत
टेलि. : +91 11 23714938, 23716656, ई-मेल : secyship@nic.in
Transport Bhawan, 1, Parliament Street, New Delhi-110001, INDIA
Tel. : +91 11 23714938, 23716656, E-mail : secyship@nic.in

Officers associated with this publication

Dr. Kamala Kanta Nath
Adviser (Statistics)

Ms. Mohita Aswal
Deputy Director

Sh. Jagdish Chand
Senior Statistical Officer

Sh. Kuldeep Kumar
Junior Statistical Officer

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

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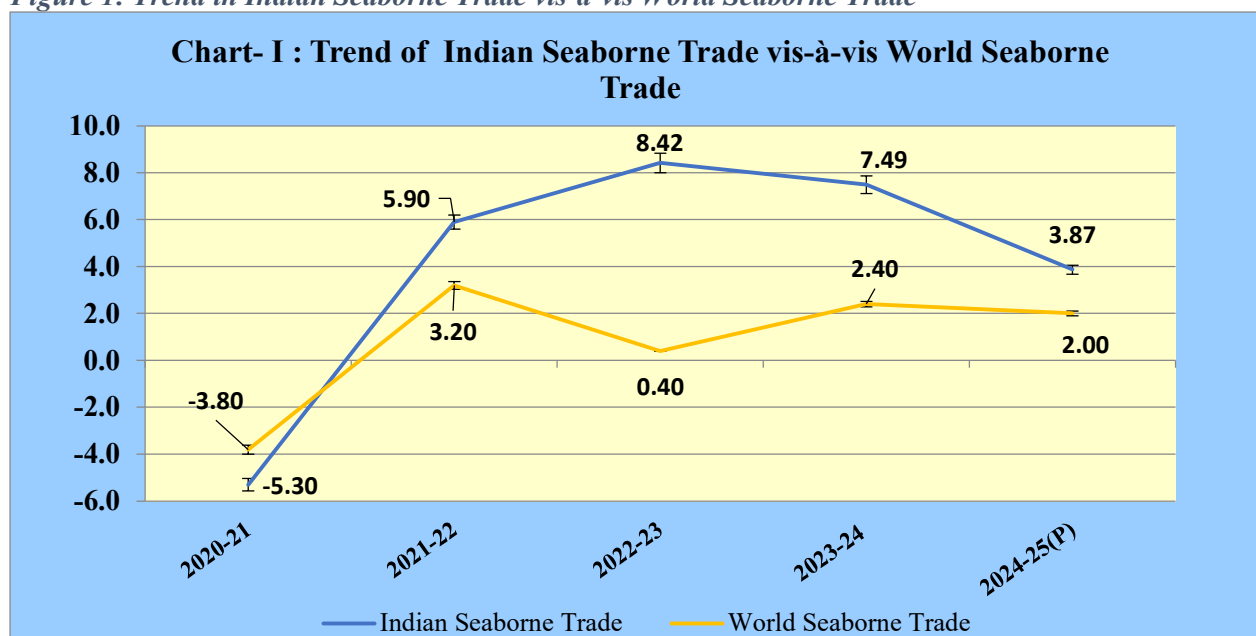
1. RECENT TRENDS IN CARGO TRAFFIC

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 coastline of around 11098 Kms with 12* operational Major Ports under Ministry of Ports, Shipping and Waterways and 66 Non-Major Ports under 11 State Maritime Boards (SMB) and Directorate of Ports (DoP).

In 2024, World Seaborne Trade declined from 2.40 percent in 2023 to 2.00 percent in 2024. Comparatively, Indian Seaborne Trade declined from 7.49 percent in 2023-24 to 3.87 percent in 2024-25. The trend of India's Seaborne Trade and World Seaborne Trade during 2020-21 to 2024-25(P) is shown in Figure 1.

Figure 1: Trend in Indian Seaborne Trade vis-à-vis World Seaborne Trade



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

1.2 Cargo Traffic at Indian Ports

During 2024-25 Major and Non-Major Ports in India have handled a total Cargo of 1602.56 million tonnes (MT) registering a growth of 3.87 percent over 2023-24. During 2024-25 cargo handled at Major and Non-Major Ports registered a growth of 4.34 percent and 3.33 percent respectively. The share of Non-Major Ports to the total traffic handled at Indian Ports has decline from 46.90 percent in 2023-24 to 46.66 percent in 2024-25. Trend in traffic handled at Major Ports and Non-Major Ports is given in Table 1.

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

Table 1: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	672.68	720.05	784.31	819.29	854.86
% growth	-(4.57)	(7.04)	(8.92)	(4.46)	(4.34)
Non-Major Ports	577.30	603.75	651.02	723.59	747.71
% growth	-(6.14)	(4.58)	(7.83)	(11.15)	(3.33)
All Ports	1249.99	1323.80	1435.32	1542.88	1602.56
% growth	-(5.30)	(5.91)	(8.42)	(7.49)	(3.87)

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 4.43 percent during 2024-25 as compared to 2023-24 and Coastal cargo handled increased 1.84 percent during the same period. Overseas cargo handled at Major Ports increased 4.72 percent from 628.39 MT during 2023-24 to 658.05 MT during 2024-25. Coastal Cargo handled at Major Ports also increased 3.10 percent from 190.91 MT during 2023-24 to 196.80 MT handled during 2024-25. Overseas cargo handled at Non-Major Ports during 2024-25 increased 4.11 percent to 605.49 MT from 581.58 MT during 2023-24. Coastal cargo handled at Non-Major Ports during 2024-25 also increased 0.15 percent to 142.22 MT from 142.01 MT handled during 2023-24. Overseas and coastal cargo traffic handled at Indian Ports during 2023-24 and 2024-25 is given in Table 2.

Table 2: Overseas & Coastal Traffic handled at Indian Ports during 2023-24 & 2024-25 (P) (Million Tonnes)

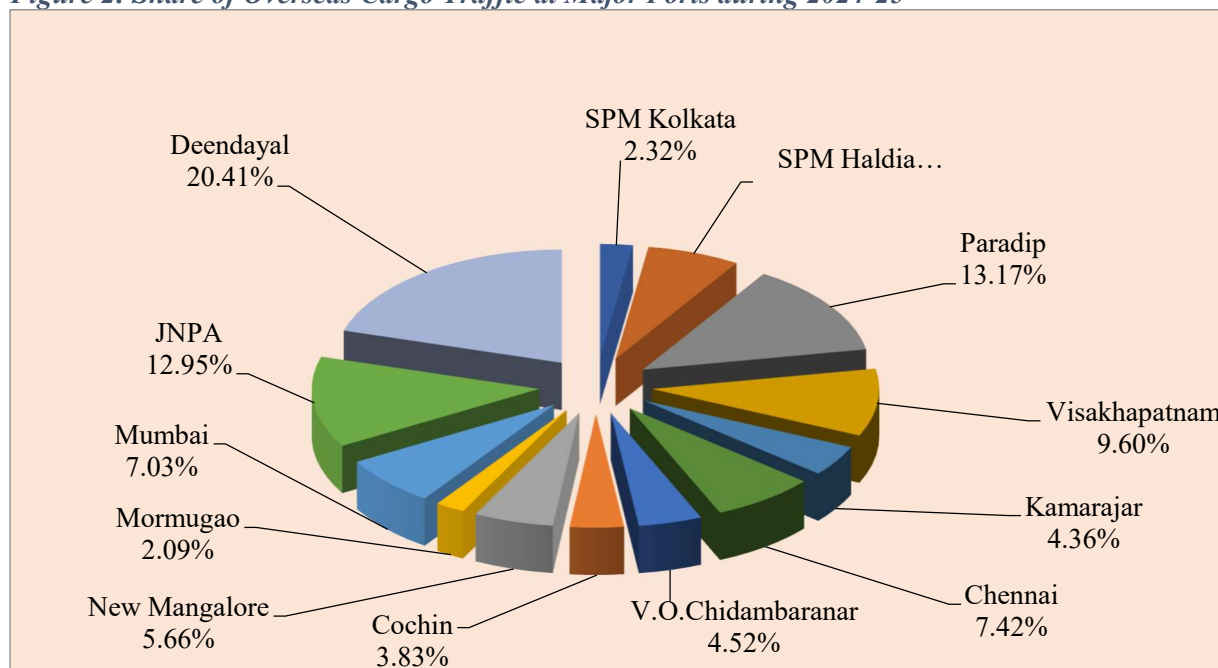
Major/Non-Major	2023-24			2024-25 (P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	628.39	190.91	819.29	658.05	196.81	854.86
% Growth	(4.81)	(3.34)	(4.46)	(4.72)	(3.10)	(4.34)
Non-Major Ports	581.58	142.01	723.59	605.49	142.22	747.71
% Growth	(10.56)	(13.62)	(11.15)	(4.11)	(0.15)	(3.33)
All Ports	1209.97	332.91	1542.88	1263.53	339.03	1602.56
% Growth	(7.49)	(7.49)	(7.49)	(4.43)	(1.84)	(3.87)

Source- Major Ports and Non-Major Ports /State Maritime Board/ UTs, (P) – Provisional

1.2.1.1 Overseas Cargo handled at Major Ports:

During 2024-25, among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 134.28 MT with a share of 20.41 percent. The port wise share of Overseas cargo traffic is shown in Figure 2.

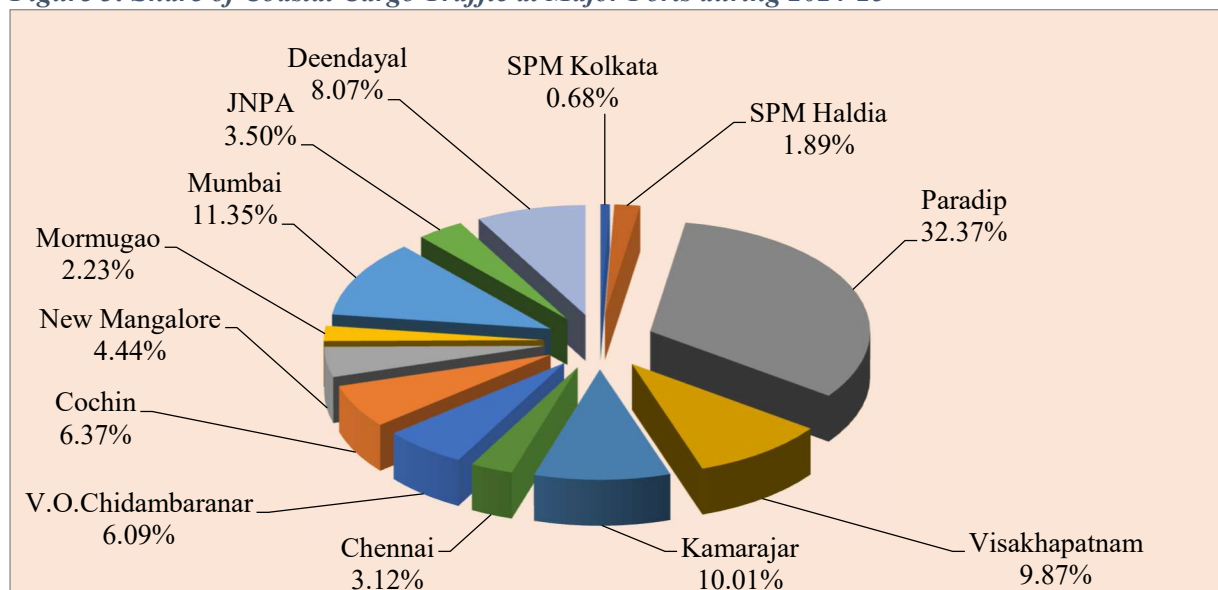
Figure 2: Share of Overseas Cargo Traffic at Major Ports during 2024-25



1.2.1.2 Coastal cargo handled at Major Ports:

During 2024-25, among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 63.71 MT with a share of 32.37 percent. The port wise share of Coastal Cargo traffic is shown in Figure 3.

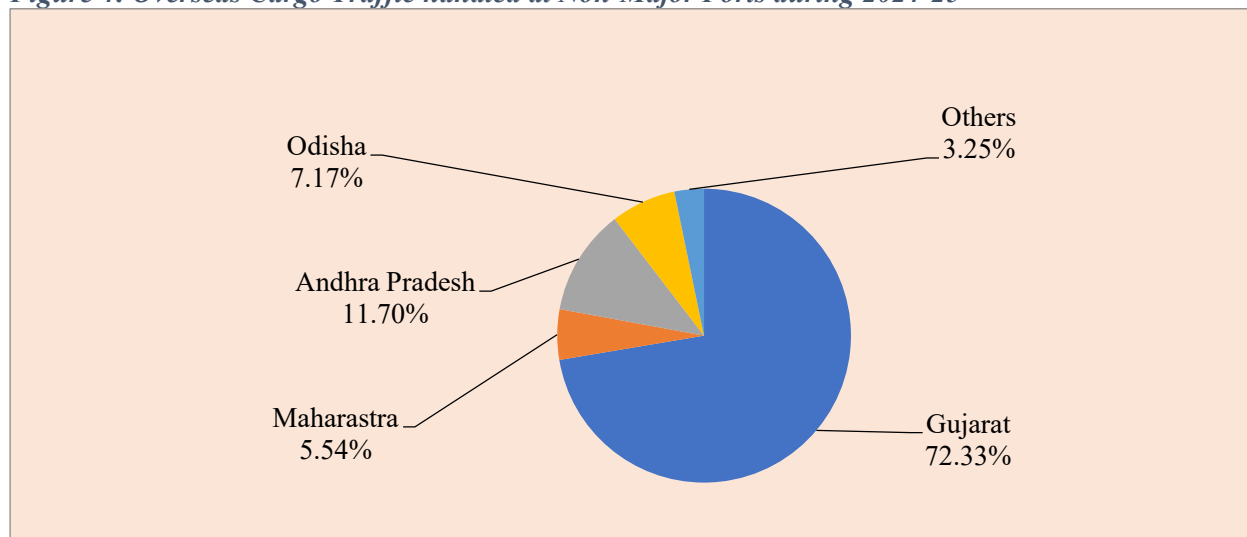
Figure 3: Share of Coastal Cargo Traffic at Major Ports during 2024-25



1.2.1.3 Overseas Cargo handled at Non-Major Ports:

During 2024-25, among the Non-Major Ports, Gujarat Maritime Board handled the maximum overseas cargo of 437.97 MT with a share of 72.33 percent. The SMB/DoP wise share of Overseas cargo traffic is shown in Figure 4.

Figure 4: Overseas Cargo Traffic handled at Non-Major Ports during 2024-25

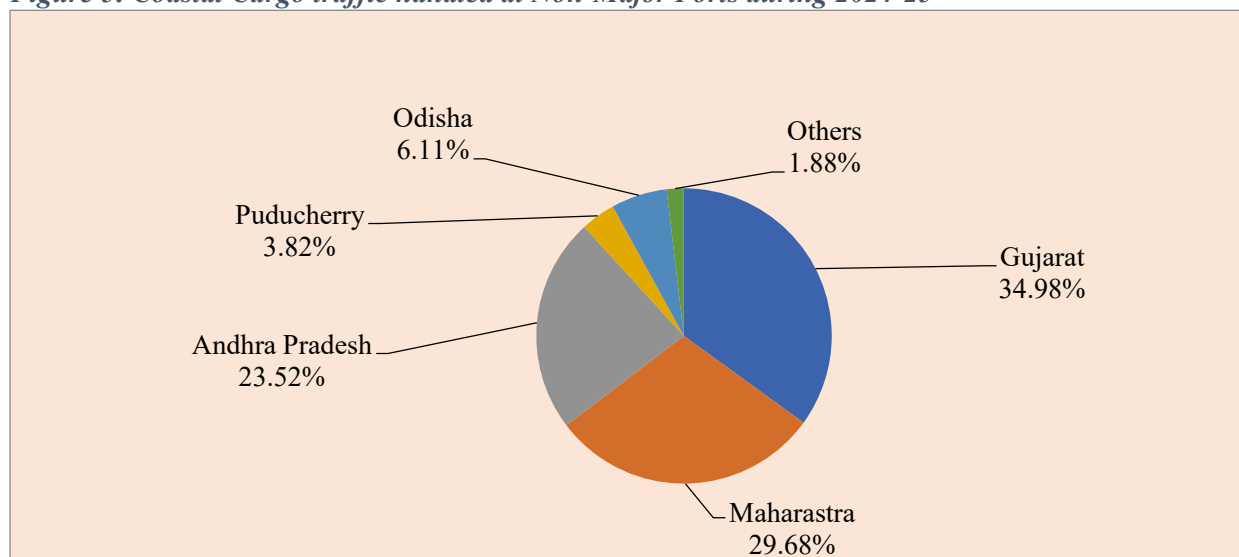


(Note- Others include Tamil Nadu Maritime Board (TNMB), Port Department Puducherry, Directorate of Ports Karnataka and Andaman & Nicobar)

1.2.1.4 Coastal cargo handled at Non-Major Ports:

During 2024-25, among the Non-Major Ports, Gujarat Maritime Board handled the maximum Coastal Cargo of 49.75 MT with a share of 34.98 percent. The SMB/DoP wise share of Coastal cargo traffic is shown in Figure 5.

Figure 5: Coastal Cargo traffic handled at Non-Major Ports during 2024-25



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

1.3 Cargo Traffic at Major Ports

Cargo traffic at India's 12 Major Ports during 2024-25 was 854.86 MT registering a growth of 4.34 percent over 2023-24.

During 2024-25, Paradip Port handled the maximum cargo traffic of 150.41 MT with a share of 17.59 percent. Deendayal Port recorded highest growth in traffic (13.44 percent). The port wise cargo traffic handled at Major Port from 2020-21 to 2024-25 is given in Table 3.

Table 3: Traffic Handled at Major Ports

(Million Tonnes)

Major Ports	2020-21	2021-22	2022-23	2023-24	2024-25 (P)	Percent change in 2024-25 w.r.t to 2023-24	Percent Share
SMPA Kolkata	61.37	58.18	65.66	66.45	63.95	-3.75	7.48
(i) SMP Kolkata DS	15.90	15.30	17.05	16.91	16.64	-1.59	1.95
(ii) SMPA Haldia DC	45.47	42.88	48.61	49.54	47.31	-4.49	5.53
Paradip Port Authority	114.55	116.13	135.36	145.38	150.41	3.46	17.59
Visakhapatnam Port Authority	69.84	69.03	73.75	81.09	82.62	1.89	9.67
Kamarajar Port Ltd.	25.89	38.74	43.51	45.28	48.41	6.91	5.66
Chennai Port Authority	43.55	48.56	48.95	51.60	54.96	6.52	6.43
V.O. Chidambaranar Port Authority	31.79	34.12	38.04	41.40	41.72	0.77	4.88
Cochin Port Authority	31.50	34.55	35.26	36.32	37.75	3.94	4.42
New Mangalore Port Authority	36.50	39.30	41.42	45.71	46.01	0.67	5.38
Mormugao Port Authority	21.99	18.46	17.33	20.63	18.13	-12.13	2.12
Mumbai Port Authority	53.32	59.89	63.61	67.26	68.63	2.03	8.03
Jawaharlal Nehru Port Authority	64.81	76.00	83.86	85.82	92.12	7.34	10.78
Deendayal Port Authority	117.57	127.10	137.56	132.37	150.16	13.44	17.57
All Ports	672.68	720.05	784.30	819.29	854.86	4.34	100.00

Source: Major Ports

(P): Provisional

1.3.1 Commodity wise growth of cargo traffic at Major Ports

At broad commodity level, during 2024-25, Food grain posted highest growth rate of 287.93 percent. The details of Commodity wise cargo traffic handled at Major Ports from 2020-21 to 2024-25 is given in Table 4.

Table 4: Commodity wise Traffic Handled at Major Ports

(Million Tonnes)

Commodities	2020-21	2021-22	2022-23	2023-24	2024-25 (P)	Percent change in 2024-25 w.r.t to 2023-24	Percent Share
POL*	191.06	203.19	217.92	225.84	233.13	3.23	27.27
Iron Ore@	64.33	52.24	46.42	60.70	49.32	-18.75	5.77
Fertiliser#	17.95	16.09	16.17	17.73	20.02	12.91	2.34
1. Finished	10.38	7.49	7.89	8.27	9.97	20.53	1.17
2. Raw (DRY)	7.57	8.60	8.28	9.46	10.05	6.24	1.18
Coal	102.93	123.25	149.95	141.90	150.32	5.94	17.58
1. Thermal Coal	68.88	87.03	111.71	105.66	113.70	7.61	13.30
2. Coking Coal	34.05	36.21	38.24	36.24	36.63	1.06	4.28
Food Grain^	1.56	7.03	6.95	1.49	5.77	287.93	0.67
Container	143.71	167.38	170.28	181.57	193.52	6.58	22.64
Others	151.15	150.87	176.61	190.07	202.79	6.69	23.72
Total	672.68	720.05	784.31	819.29	854.86	4.34	100.00

* Includes POL crude and POL Products only @ Includes iron ore fine and pellets only

Includes Fertilizer finished and FRM-Dry only ^ Excludes Pulses

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Source: Major Ports

In terms of composition of cargo traffic handled during 2024-25 at Major Ports, the largest commodity group (in terms of percent share in total cargo handled) was POL (27.27 percent). The commodity wise cargo traffic handled at Major Ports from 2020-21 to 2024-25 is given in Table 4.

The Port-wise and Commodity-wise shares in total cargo traffic during 2024-25 are shown in the Figure 6 and Figure 7 respectively.

Figure 6: Major Ports- Port-wise Share in Traffic handled during 2024-25

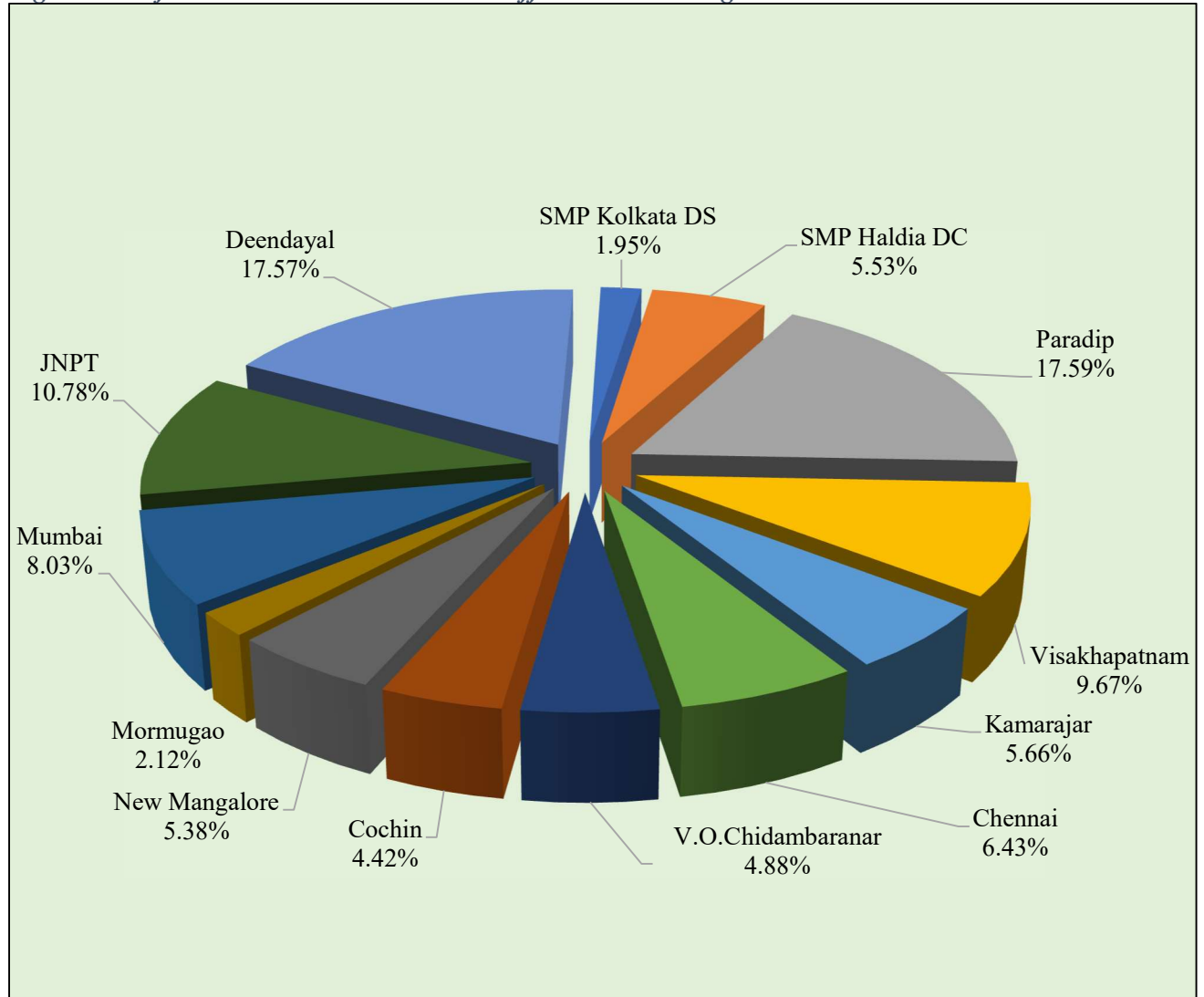
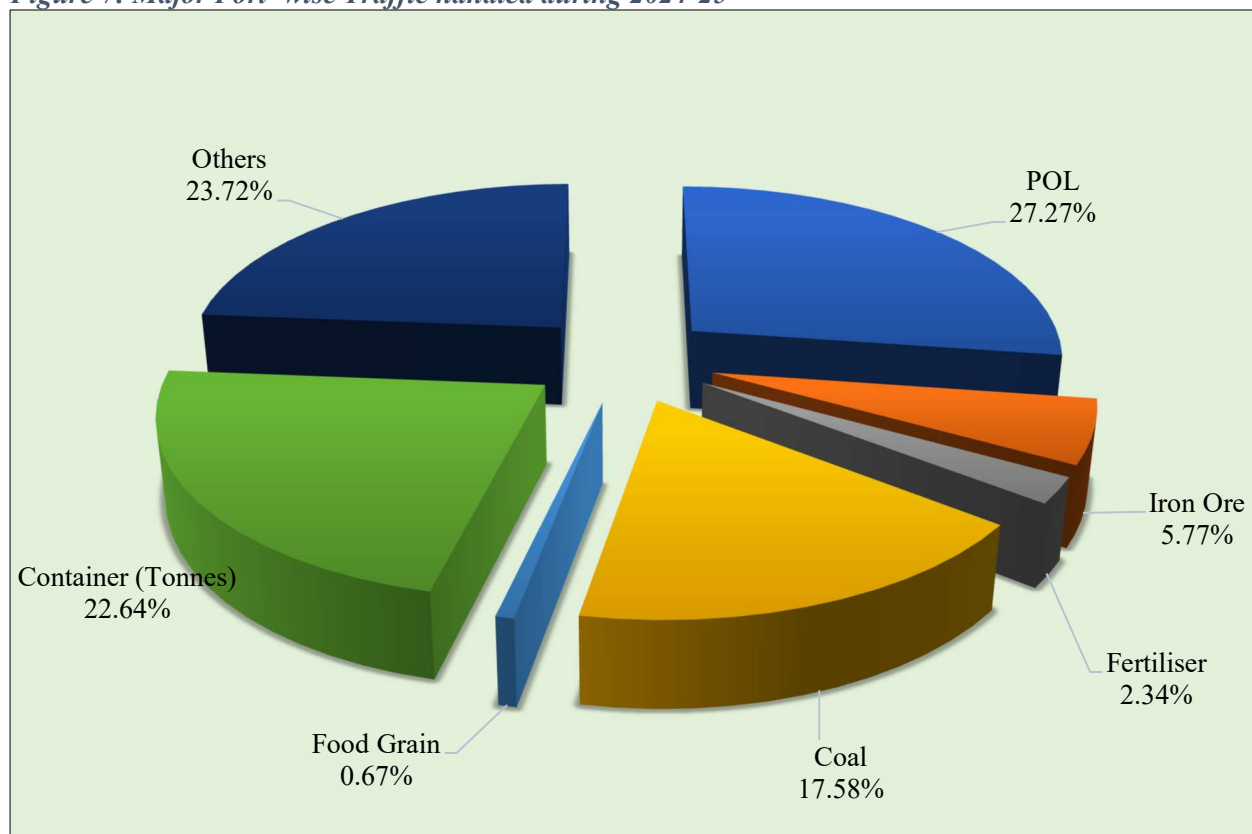


Figure 7: Major Port- wise Traffic handled during 2024-25

The Port-wise & commodity-wise traffic handled at Major Ports from 2021-22 to 2024-25 is given at Annexure-I and port wise commodity wise traffic handled in Overseas and Coastal during 2023-24 and 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 6.59 percent during 2024-25 from 181.57 MT during 2023-24 to 193.52 MT handled during 2024-25. In terms of Twenty Foot Equivalent Units (TEUs), containers handled increased by 9.99 percent from 12.31 MT during 2023-24 to 13.54 MT handled during 2023-24.

Among the Major Ports, Paradip Port Authority recorded highest growth of 169.95 percent (in terms of tonnage) in container traffic. Jawahar Lal Nehru Port Authority continues to be the leading container handling port in the country with a share of 43.39 percent in terms of tonnage and 53.93 percent in terms of TEUs in the total container traffic at Major Ports during 2024-24. The port wise Container cargo traffic and TEUs handled at Major Ports from 2022-23 to 2024-25 is given in Table 5.

Table 5: Container Traffic at Major Ports

(Million Tonnes/Million TEUs)

Major Ports	2022-23		2023-24		2024-25 (P)		Percent change in 2024-25 w.r.t to 2023- 24		Percent Share	
	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU
SMPA Kolkata	10.59	0.71	11.95	0.75	13.12	0.80	9.81	6.85	6.67	5.86
(i) SMP Kolkata DS	8.52	0.60	9.89	0.64	9.91	0.62	0.18	-3.45	5.12	4.58
(ii) SMP Haldia DC	2.07	0.11	2.06	0.11	3.22	0.18	55.99	66.42	1.66	1.36
Paradip Port Authority	0.19	0.01	0.20	0.01	0.55	0.03	169.95	107.69	0.28	0.20
Visakhapatnam Port Authority	8.46	0.52	11.08	0.67	9.94	0.62	-10.27	-8.17	5.14	4.56
Chennai Port Authority	28.38	1.47	30.68	1.59	35.09	1.82	14.37	14.34	18.13	13.43
Kamarajar Port Ltd.	10.62	0.55	12.97	0.67	13.15	0.68	1.53	1.49	6.79	5.03
V.O.Chidambanar Port Authority	14.68	0.73	14.94	0.75	15.90	0.80	6.40	6.43	8.21	5.87
Cochin Port Authority	9.99	0.70	10.18	0.75	11.27	0.84	10.69	10.74	5.82	6.17
New Mangalore Port Authority	2.37	0.17	2.80	0.20	2.46	0.18	-12.35	-6.12	1.27	1.36
Mormugao Port Authority	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Jawahar Lal Nehru Port Authority	76.19	6.05	78.13	6.43	83.97	7.30	7.48	13.55	43.39	53.93
Mumbai Port Authority	0.23	0.02	0.16	0.02	0.01	0.00	-96.18	-93.33	0.00	0.01
Deendayal Port Authority	8.57	0.49	8.50	0.47	8.08	0.48	-4.93	1.50	4.18	3.51
All Ports	170.28	11.43	181.57	12.31	193.52	13.54	6.59	9.99	100.00	100.00

Source: Major Ports

Tn - tonnes; TEU—twenty foot equivalent unit

(P) – Provisional

1.4 Cargo Traffic at Non-Major Ports

Non-Major Ports handled 46.66 percent of total maritime cargo traffic of the country during 2024-25. Table 6 represents maritime State-wise share and growth of traffic handled at Non-Major Ports during 2020-21 to 2024-25.

Table 6: Traffic Handled by Non-Major Ports by Maritime States/UTs (Million Tonnes)

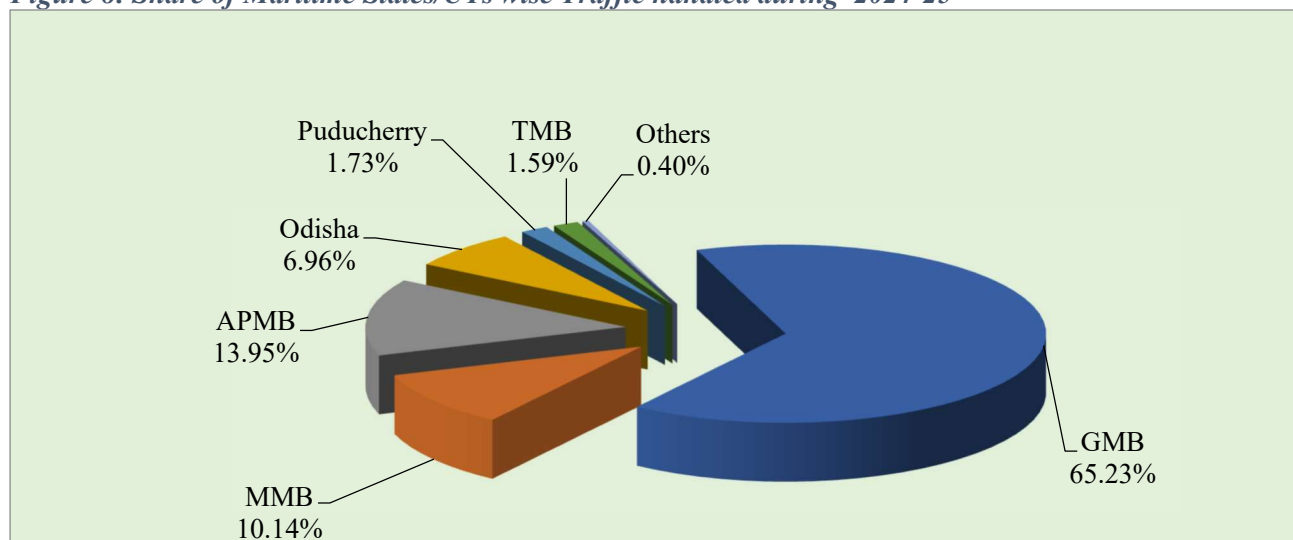
Maritime State/UT	2020-21	2021-22	2022-23	2023-24	2024-25 (P)	Percent change in 2024-25 w.r.t to 2023-24	Percent Share
Gujarat Maritime Board	387.57 (67.13)	405.39 (67.15)	416.36 (63.96)	449.26 (62.09)	487.73 (65.23)	8.56	65.23
Maharashtra Maritime Board	39.84 (6.90)	52.47 (8.69)	71.26 (10.95)	76.87 (10.62)	75.78 (10.14)	-1.41	10.14
Andhra Pradesh Maritime Board	89.64 (15.53)	87.98 (14.57)	101.43 (15.58)	117.44 (16.23)	104.32 (13.95)	-11.18	13.95
Goa	0.04 (0.01)	0.03 (0.00)	0.01 (0.00)	0.12 (0.02)	0.06 (0.01)	-51.10	0.01
Tamil Nadu Maritime Board	7.41 (1.28)	7.84 (1.30)	9.87 (1.52)	10.12 (1.40)	11.90 (1.59)	17.55	1.59
Karnataka Maritime Board	0.79 (0.14)	0.79 (0.13)	1.06 (0.16)	0.89 (0.12)	0.61 (0.08)	-31.41	0.08
Andaman & Nicobar Islands	1.43 (0.25)	1.54 (0.25)	1.88 (0.29)	2.04 (0.28)	2.03 (0.27)	-0.35	0.27
Odisha	43.03 (7.45)	41.54 (6.88)	38.71 (5.95)	54.24 (7.50)	52.08 (6.96)	-4.00	6.96
Kerala Maritime Board	0.11 (0.02)	0.14 (0.02)	0.11 (0.02)	0.09 (0.01)	0.10 (0.01)	16.59	0.01
Puducherry	7.33 (1.27)	5.84 (0.97)	10.12 (1.55)	12.31 (1.70)	12.95 (1.73)	5.17	1.73
Lakshadweep	0.12 (0.02)	0.18 (0.03)	0.22 (0.03)	0.21 (0.03)	0.16 (0.02)	-25.79	0.02
All M. States / UTs	577.30	603.75	651.02	723.59	747.71	3.33	100.00

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 2024-25 increased 3.33 percent from 723.59 MT during 2023-24 to 747.71 MT during 2024-25. Gujarat accounted for 65.23 percent (maximum) of the traffic handled by the Non-Major Ports. Four Maritime State, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96.28 percent of the total cargo traffic handled by Non-Major Ports during 2024-25. The SMB/DoP wise share in total cargo traffic handled during 2024-25 is shown in Figure 8.

Figure 8: Share of Maritime States/UTs wise Traffic handled during 2024-25

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

Table 7 gives the details of commodity-wise traffic handled at Non-Major Ports from 2020-21 to 2024-25. The table shows that the two commodities, viz. POL and Coal accounted for 54.90 percent of the total cargo handled at the Non-Major Ports during 2024-25.

Table 7: Commodity-wise Traffic Handled by Non-Major Ports (Million Tonnes)

Commodities	2020-21	2021-22	2022-23	2023-24	2024-25 (P)	Percent change in 2024-25 w.r.t to 2023-24	Percent Share
POL*	157.63	163.05	164.26	163.91	201.56	22.97	26.96
	(27.30)	(27.01)	(25.23)	(22.65)	(26.96)		
Iron Ore**	42.99	42.45	51.85	76.23	64.38	-15.55	8.61
	(7.45)	(7.03)	(7.96)	(10.54)	(8.61)		
Building Material^s	13.89	12.70	12.48	9.85	15.48	57.21	2.07
	(2.41)	(2.10)	(1.92)	(1.36)	(2.07)		
Coal[@]	153.84	144.92	178.41	204.22	208.92	2.30	27.94
	(26.65)	(24.00)	(27.40)	(28.22)	(27.94)		
Fertilizer & FRM[^]	13.41	13.88	14.77	13.82	16.03	15.99	2.14
	(2.32)	(2.30)	(2.27)	(1.91)	(2.14)		
Others	195.55	226.75	229.25	255.55	241.33	-5.56	32.28
	(33.87)	(37.56)	(35.21)	(35.32)	(32.28)		
All	577.30	603.75	651.02	723.59	747.71	3.33	100.00

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

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 Thermal Coal, Coking coal and Other Coal

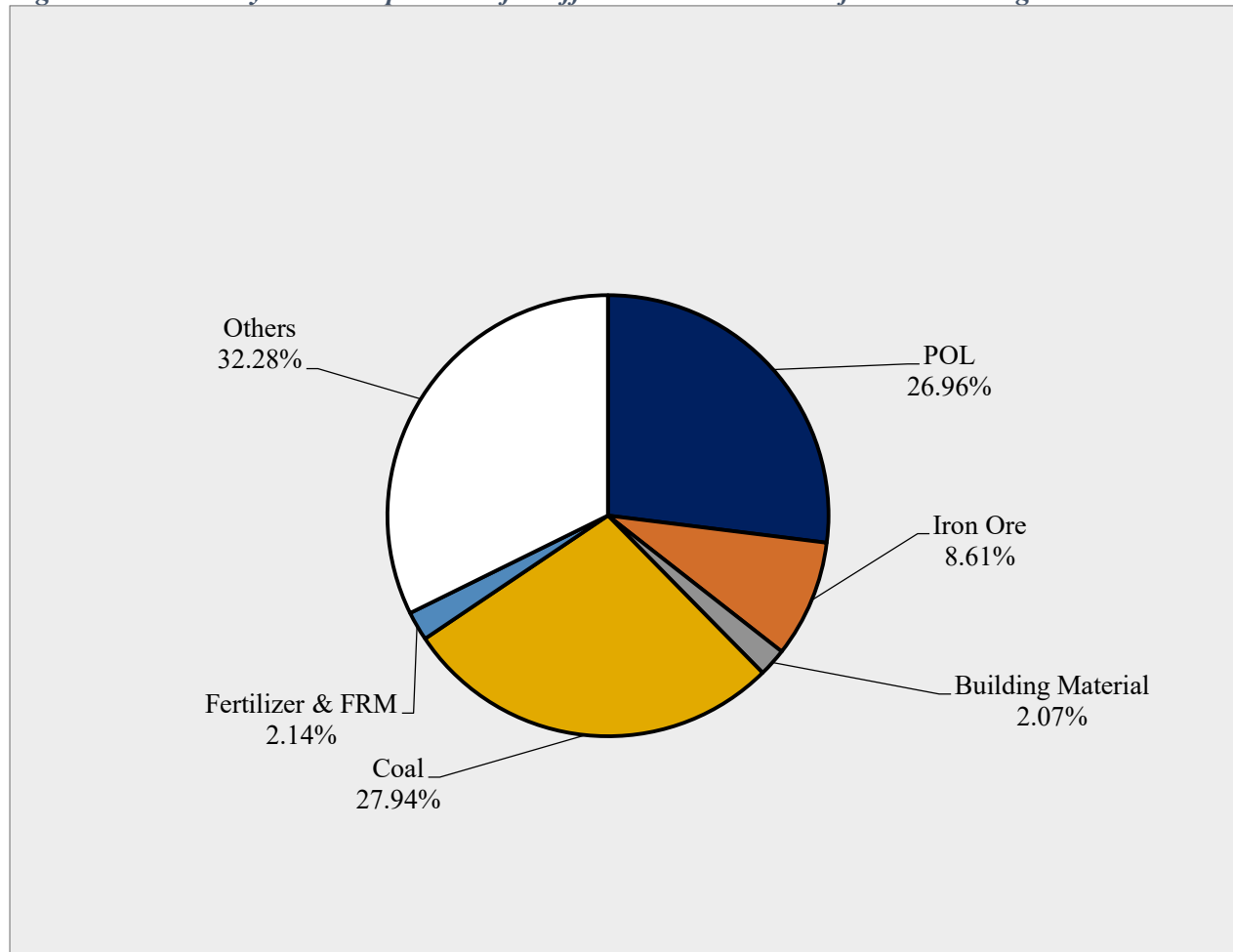
^s Includes Building Material and Cement/Clinker

** Includes iron ore fines and Pellets

[^] Includes Fertilisers, FRM-Liquid, FRM-Dry and Rock Phosphate

The percentage share was maximum (32.28 percent) for Other Cargo having a negative growth of 5.56 percent during 2024-25. The Commodity-wise composition of traffic handled at Non-Major Ports during 2024-25 is shown in Figure 9.

Figure 9: Commodity-wise Composition of Traffic handled at Non-Major Ports during 2024-25



Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2021-22 to 2024-25 is given at Annexure-II and Port-wise/ Commodity-wise Overseas & Coastal traffic handled during 2023-24 and 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, whether by rail or road. Therefore, the essential aspect of ports lies in their intermodal nature. India has a coastline of over 11098 Kms with 12* Major Ports and 217 notified Non-Major (minor/intermediate) Ports along the coastline and sea-islands. These 217 Non-Major Ports are located in Gujarat (48), Maharashtra (48), Goa (5), Daman & Diu (2), Karnataka (13), Kerala (17), Lakshadweep (10), Tamil Nadu (17), Puducherry (3), Andhra Pradesh (15), Odisha (14), West Bengal (1) and Andaman & Nicobar Islands (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 which applies to all the ports. 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 (MSDC)

With a view to have an integrated approach for the development of both Major and Non-Major Ports, the **Maritime States Development Council (MSDC)** 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 & Nicobar Administration, Daman & 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 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

Non-Major Ports in India collectively handled 747.71 MT of traffic during 2024-25 as compared to 723.59 MT of cargo handled during 2023-24 recording growth of 3.33 percent.

The State of Gujarat is endowed with 2340.62 Kms 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, 20 Non-Major Ports in the State are handling cargo. The remaining 28 Non-Major Ports are used for fishing activities and have negligible traffic. A snap view of the location of ports in Gujarat is shown in Figure 10.

[illegible]

The trends in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 are given in Table 8.

Table 8: Gujarat: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	117.57	127.10	137.56	132.37	150.16
% Growth	-(4.11)	(8.11)	(8.23)	-(3.77)	(13.44)
Non-Major Ports	387.57	405.39	416.36	449.25	487.73
% Growth	-(5.88)	(4.60)	(2.70)	(7.90)	(8.56)
All Ports	505.14	532.49	553.92	581.63	637.88
% Growth	-(5.48)	(5.42)	(4.02)	(5.00)	(9.67)

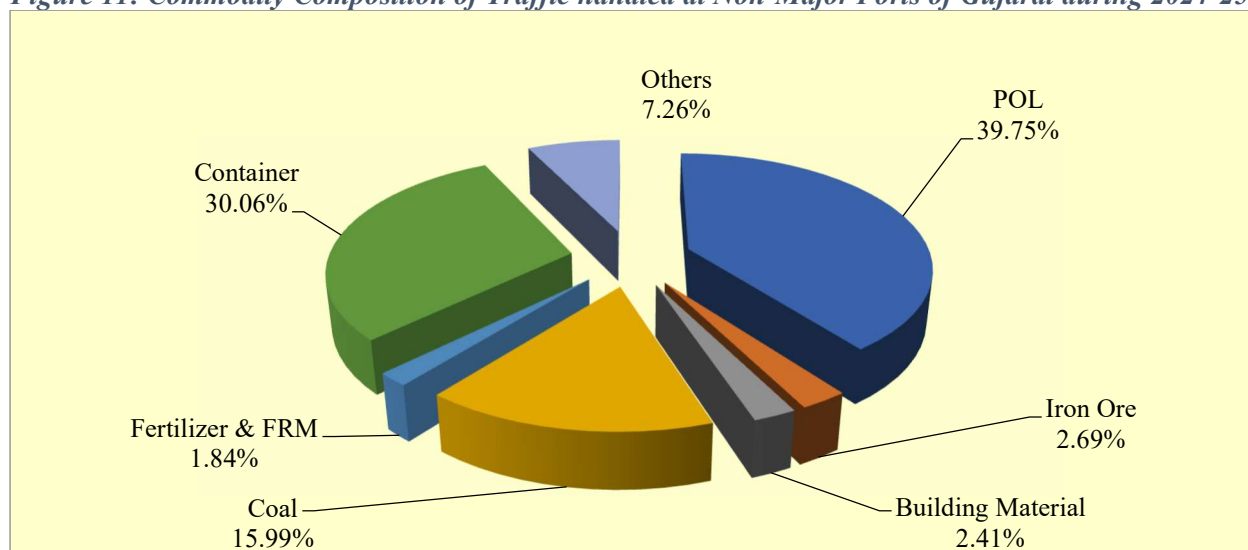
Source: Gujarat Maritime Board

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 39.80 percent of the total cargo handled by Indian Ports during 2024-25. The total cargo traffic handled at the Major and Non-Major Ports of Gujarat during 2024-25 was 637.88 MT as against 581.63 MT during 2023-24, reflecting an increase of 9.67 percent. In particular, Non-Major Ports of Gujarat alone handled around 65.23 percent of total cargo traffic handled at India's Non-Major Ports during 2024-25.

Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development Non-Major Ports on its coastline. The share of commodity-wise traffic handled by Non-Major Ports of Gujarat during 2024-24 is shown in Figure 11.

Figure 11: Commodity Composition of Traffic handled at Non-Major Ports of Gujarat during 2024-25

Recent trends in cargo handled and capacity creation in Non-Major Ports of Gujarat are given in the Table 8. It indicates sustained increase in cargo throughput and capacity addition. During the

year 2024-25, total cargo handling capacity in the Non-Major Ports sector in Gujarat was 598.01 MT. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State's maritime activities. Table 9 indicates that from the year 2020-21 onwards the capacity of Non-Major Ports increased every year. In 2024-25 the capacity utilization was 81.56 percent.

Table 9: Gujarat: Non-Major Ports - Capacity & Utilization (Million Tonnes)

Item	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Capacity*	545	552	593	598	598
(% Growth)	(0.37)	(1.28)	(7.43)	(0.84)	(0.00)
Cargo Handled	387.57	405.39	416.36	449.26	487.73
% Utilization	71.11	73.44	70.21	75.12	81.56

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 (GMB) 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

The State has a coastline of 877.97 Kms, with 2* Major Ports viz. 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 State's maritime activities. Total cargo handled during 2024-25 was 236.52 MT as compared to 229.95 MT handled during 2023-24 registering an increment of 2.86 percent. However, the share of the cargo handled at the two Major Ports of Maharashtra State in the Total cargo was 67.96 percent while share of Non-Major Ports was only 32.04 percent.

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 is given in Table 10.

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

Table 10: Maharashtra: Cargo Handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	118.13	135.89	147.47	153.08	160.74
% Growth	-(8.53)	(5.22)	(24.83)	(12.65)	(5.00)
Non-Major Ports	39.84	52.47	71.26	76.87	75.78
% Growth	-(8.74)	(31.70)	(35.79)	(7.88)	-(1.41)
All Ports	157.98	188.36	218.73	229.95	236.52
% Growth	-(8.58)	(19.23)	(16.12)	(5.13)	(2.86)

Source: Jawahar Lal Nehru Port Authority, 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 Kms 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 State, the cargo handled at Non-Major Ports was very less compared to Major Port. The percentage share of Major Port in the total cargo handled in the Goa state was 99.68 percent. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 is given in Table 11.

Table 11: Goa: Trends in Cargo handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	21.99	18.46	17.33	20.63	18.13
% Growth	(37.28)	-(16.06)	-(06.08)	(19.00)	-(12.13)
Non-Major Ports	0.04	0.03	0.01	0.12	0.06
% Growth	(341.88)	-(23.62)	-(70.37)	(1375.00)	-(51.10)
All Ports	22.02	18.48	17.34	20.75	18.18
% Growth	(37.43)	-(16.08)	-(06.17)	(19.63)	-(12.35)

Source: Mormugao Port and Captained 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 343.30 Kms. At present, there is one Major Sea Port, the New Mangalore Port and 13 Non-Major Ports in Karnataka. Out of 13 Non-Major Ports, 2 ports handled cargo during 2024-25 in the state viz. Old Mangalore and Karwar Port. During 2024-25, Non-Major Ports in the State handled 0.61 MT cargo as compare to 0.89 MT handled 2023-24. The total cargo handled in the Karnataka state was 46.62 MT during 2024-25 as compared to 46.59 MT during 2023-24.

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 is given in Table 12.

Table 12: Karnataka: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	36.50	39.30	41.42	45.71	46.01
% Growth	(6.76)	(7.66)	(5.40)	(10.36)	(0.67)
Non-Major Ports	0.79	0.79	1.06	0.89	0.61
% Growth	-(16.04)	(0.25)	(34.31)	-(16.23)	-(31.47)
All Ports	37.28	40.08	42.47	46.59	46.62
% Growth	-(6.97)	(7.50)	(5.97)	(9.70)	(0.06)

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 Kms, 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 2024-25 in Kerala was 37.85 MT as compared to 36.40 MT handled during 2023-24 reflecting growth of 2.97 percent. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 is given in Table 13.

Table 13: Kerala : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	31.50	34.55	35.26	36.32	37.75
% Growth	-(7.45)	(9.68)	(2.04)	(3.01)	(3.94)
Non-Major Ports	0.11	0.14	0.11	0.09	0.10
% Growth	-(27.59)	(23.83)	-(22.14)	-(20.26)	(16.70)
All Ports	31.62	34.69	35.36	36.40	37.85
% Growth	-(7.54)	(9.73)	(1.94)	(2.93)	(3.97)

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 Kms, 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 are Cuddalore, Nagapattinam, Kudankulam, Ennore, Kattupalli and Thirukkadaiyur. A Port Policy for promoting private investment for the development of Minor 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 2024-25, the Non-Major Ports in Tamil Nadu collectively handled 11.90 MT of cargo traffic as compared to 10.12 MT in 2023-24, showing growth of 17.55 percent. The total cargo in Tamil Nadu State has been increased to 156.99 MT in 2024-25 from 148.40 MT in 2023-24 reflecting an increase of 5.79 percent. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 is given in Table 14.

Table 14: Tamil Nadu: Trends in Cargo handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	101.23	121.43	130.50	138.28	145.09
% Growth	-(11.65)	(19.95)	(7.47)	(5.96)	(4.93)
Non-Major Ports	7.41	7.84	9.87	10.12	11.90
% Growth	-(34.85)	(5.85)	(25.91)	(2.55)	(17.55)
All Ports	108.64	129.27	140.37	148.40	156.99
% Growth	-(13.75)	(18.99)	(8.59)	(5.72)	(5.79)

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 Kms 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 handled cargo in the State which are: Kakinada Deep Water, Krishnapatnam, Gangavaram, Rawa and Kakinada Anchorage Port are handling Cargo.

Non-Major Ports in Andhra Pradesh collectively handled 104.32 MT of cargo during 2024-25 as compared to 117.44 MT in 2023-24 registering a decline of 11.18 percent in traffic. The total cargo handled during 2024-25 was 186.94 MT compared to 198.53 MT during 2023-24 registering an decline of 5.84 percent in traffic. The cargo handled at Major Port has registered an increase of 1.89 percent during 2024-25 as compared to 2023-24.

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 is given in Table 15.

Table 15: Andhra Pradesh: Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	69.84	69.03	73.75	81.09	82.62
% Growth	-(3.96)	-(1.16)	(6.84)	(9.95)	(1.89)
Non-Major Ports	89.64	87.98	101.43	117.44	104.32
% Growth	-(10.28)	-(1.84)	(15.28)	(15.78)	-(11.18)
All Ports	159.48	157.01	175.18	198.53	186.94
% Growth	-(7.62)	-(1.55)	(11.57)	(13.33)	-(5.84)

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 574.74 Kms, 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 Minor Ports. To facilitate developers for development of Minor 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 which are Gopalpur and Dhamra Port. Non-Major Ports in Odisha collectively handled 52.08 MT of cargo during 2024-25 as compared to 54.24 MT in 2023-24 registering a decline of 4.00 percent in traffic. The total cargo handled during 2023-24 was 202.48 MT compared to 199.62 MT in the corresponding period of 2023-24 registering an increase of 1.43 percent in traffic. The cargo handled at Major Port has registered an increase of 3.46 percent during 2024-25 as compared to same period of 2023-24.

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2020-21 to 2024-25 is given in Table 16.

Table 16: Odisha : Trends in Cargo Handled at Major & Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	114.55	116.13	135.36	145.38	150.41
% Growth	(1.65)	(1.38)	(16.56)	(7.40)	(3.46)
Non-Major Ports *	43.03	41.54	38.71	54.24	52.08
% Growth	(22.01)	-(3.46)	-(6.82)	(40.12)	-(4.00)
All Ports	157.58	157.68	174.07	199.62	202.48
% Growth	(6.50)	(0.06)	(10.40)	(14.68)	(1.43)

Source: Paradip Port and Directorate of Ports and IWT Odisha

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

* Dhamra Port has started operations in May 2011.

(P)-Provisional.

2.2.9 WEST BENGAL

The State of West Bengal has a coastline of 721.02 Kms which has two Docks, one at Kolkata Dock System (KDS) and the other at Haldia Dock Complex (HDC) under a single Major Port and one Non-Major Port. The trend in the cargo handled at Major Ports of the State from 2020-21 to 2024-25 is given in Table 17.

Table 17: West Bengal: Trends in Cargo Handled at Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Major Ports	61.37	58.18	65.66	66.45	63.95
% Growth	-(4.09)	-(5.20)	(12.87)	(1.20)	-(3.75)
All Ports	61.37	58.18	65.66	66.45	63.95
% Growth	-(4.09)	-(5.20)	(12.87)	(1.20)	-(3.75)

Source: SMPA KDS and HDC,

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 & Diu, Puducherry, Lakshadweep and Andaman & Nicobar Islands. These ports in the UTs are administered through their respective Departments. Andaman & Nicobar Islands administration has constituted a 'Port Management Board' for the development of ports in the Islands.

The UTs of Andaman and Nicobar Islands has a coastline of 3083.50 Kms with 24 Non-Major Ports out of which only 12 Non-Major Ports handled cargo. The trend in the cargo handled at Non-Major Ports of the Andaman & Nicobar Islands from 2020-21 to 2024-2025 is given in Table 18.

Table 18: Union Territory: Trends in Cargo handled at Andaman & Nicobar Islands (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Andaman & Nicobar	1.43	1.54	1.88	2.04	2.03
% Growth	-(22.60)	(7.15)	(22.21)	(8.85)	-(0.35)

Source: Port management Board Andaman & 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 Port of Puducherry collectively handled 12.95 MT of cargo during 2024-25 as compared to 12.31 MT in during 2023-24 registering an increase of 5.16 percent. The Non-Major Ports of Lakshadweep collectively handled 0.16 MT of cargo in 2024-25.

The trend in the cargo handled at Non-Major Ports of the UTs of Lakshadweep and Puducherry from 2020-21 to 2024-25 is given in Table 19.

Table 19: Union Territories: Trends in Cargo Handled at Non-Major Ports (Million Tonnes)

Major/Non-Major	2020-21	2021-22	2022-23	2023-24	2024-25 (P)
Lakshadweep	0.12	0.18	0.22	0.21	0.16
% Growth		(58.96)	(18.48)	-(03.21)	-(25.79)
Puducherry	7.33	5.84	10.12	12.31	12.95
% Growth	-(27.44)	-(20.34)	(73.32)	(21.64)	(5.16)
All Ports	7.45	6.02	10.34	12.52	13.10
% Growth	-(26.29)	-(19.11)	(71.64)	(21.12)	(4.64)

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 increased to 1680.74 MT at the completion of 2024-25. The port-wise capacity during 2024-25 and the traffic handled at Major Ports during 2023-24 are given in Table 20.

Table 20: Major Port-wise Capacity Utilisation during 2024-25 (P)

(Million Tonnes)

SN	Name of Ports	Capacity	Traffic (P)	Capacity Utilisation (Percent)
1	SMPA Kolkata *	93.02	63.95	68.75
2	Paradip Port Authority	289.55	150.41	51.95
3	Visakhapatnam Port Authority	154.71	82.62	53.41
4	Kamarajar Ports Limited	97.00	54.96	56.66
5	Chennai Port Authority	136.00	48.41	35.59
6	V.O. Chidambaranar Port Authority	123.46	41.72	33.79
7	Cochin Port Authority	80.50	37.75	46.89
8	New Mangalore Port Authority	114.96	46.01	40.03
9	Mormugao Port Authority	63.40	18.13	28.59
10	Mumbai Port Authority	86.50	68.63	79.34
11	Jawaharlal Nehru Port Authority	145.87	92.12	63.15
12	Deendayal Port Authority	295.77	150.16	50.77
Total		1680.74	854.86	50.86

Source: Ports Wing of Ministry of Ports, Shipping and Waterways for Capacity and Major Ports for Traffic

* Haldia Dock Complex included

(P)- Provisional

The above table shows that 50.86 percent capacity has been utilized at Major Ports during 2024-25. The highest capacity utilization i.e. 79.34 percent is achieved at Mumbai Port authority followed by SMPA Kolkata Port Authority (including Haldia Dock Complex) (68.75 Percent), Jawaharlal Nehru Port Authority (63.15 percent), Kamarajar Port (56.66 percent), Visakhapatnam Port Authority (53.41 percent), Paradip Port Authority (51.95 percent), Deendayal Port Authority (50.77 percent), Cochin Port Authority (46.89 percent) New Mangalore Port Authority (40.03 percent), Chennai Port Authority (35.59 percent) and V.O. Chidambaranar Port Authority (33.79

percent) during 2024-25. The least capacity utilization was at Mormugao Port Authority which was only 28.59 percent during 2024-25.

Table 21 shows that around 68.69 percent capacity has been utilized at Non-Major Ports during 2024-25. The highest capacity utilization i.e. 81.56 percent was achieved at Gujarat Maritime Board followed by Odisha (74.39 percent), Puducherry (56.30 percent), Maharashtra Maritime Board (55.01 percent), Andaman & Nicobar Islands (49.51 percent), Andhra Pradesh Maritime Board (50.39 percent), Tamil Nadu Maritime Board (47.50 percent), Karnataka Maritime Board (12.14 percent), Kerala Maritime Board (9.48 percent) and Lakshadweep (2.69 percent) during 2024-25.

Table 21: Non-Major Port-wise Capacity Utilisation during 2024-25 (P) (Million Tonnes)

SN	Name of Ports	Capacity	Traffic (P)	Capacity Utilisation (percent)
1	Gujarat Maritime Board	598.01	487.73	81.56
2	Maharashtra Maritime Board	137.77	75.78	55.01
3	Tamil Nadu Maritime Board	25.05	11.90	47.50
4	Goa	11.76	0.058	0.49
5	Kerala Maritime Board	1.07	0.101	9.48
6	Karnataka Maritime Board	5.00	0.61	12.14
7	Andhra Pradesh Maritime Board	207.00	104.32	50.39
8	Odisha	70.00	52.08	74.39
9	Puducherry	23.00	12.95	56.30
10	Andaman & Nicobar Islands	4.11	2.03	49.51
11	Lakshadweep	5.82	0.16	2.69
	Total	1088.58	747.71	68.69

Source: State Maritime Board/ Directorate of Ports
(P)-Provisional

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

Total cargo handled at Major Ports during, 2024-25 was 854.86 MT against the target of 870 MT, achieving 98.26 percent of the target in the 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 (TRT)

The average TRT during 2024-25 was 58.28 hours as compared to 52.82 hours during corresponding period 2023-24. The average TRT varied in the range between 26.35 hours at Jawaharlal Nehru Port Authority to 125.84 hours at Deendayal Port Authority during 2024-25. Among the 12 Major Ports; Average TRT has been improved at SMP Kolkata DS, SMPA Haldia DC, Cochin Port Authority and New Mangalore Port Authority during 2024-25. Port-wise TRT from 2020-21 to 2024-25 is given in Table 22.

Table 22: Average Turn Round Time

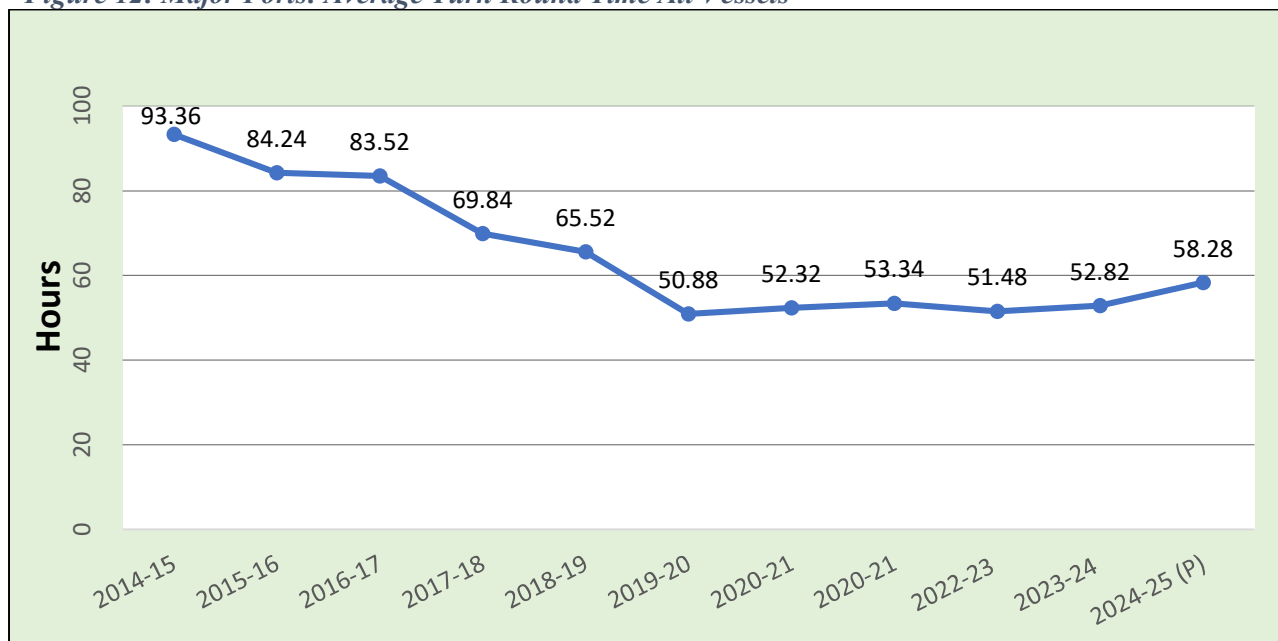
(in hours)

SN	Name of Ports	2020-21	2021-22	2022-23	2023-24	2024-25(P)
1	SMPA Kolkata					
(i)	SMP Kolkata DS	51.01	82.80	48.88	73.89	71.71
(ii)	SMP Haldia DC	69.79	51.19	51.52	50.12	46.79
2	Paradip Port Authority	58.08	53.16	46.27	41.24	44.88
3	Visakhapatnam Port Authority	66.00	73.83	73.19	65.86	69.19
4	Chennai Port Authority	42.96	46.38	45.26	43.36	46.52
5	Kamarajar Port Ltd.	51.36	53.19	48.08	44.92	48.77
6	V.O.Chidambanar Port Authority	40.80	48.54	46.89	51.46	55.51
7	Cochin Port Authority	35.76	45.87	39.45	33.40	32.41
8	New Mangalore Port Authority	47.52	47.99	44.90	40.87	40.43
9	Mormugao Port Authority	57.84	63.94	54.59	57.78	61.16
10	Jawaharlal Nehru Port Authority	28.56	28.04	28.27	26.27	26.35
11	Mumbai Port Authority	49.68	57.99	50.40	46.90	49.57
12	Deendayal Port Authority	62.16	59.99	77.58	98.36	125.84
All Ports		52.32	53.34	51.48	52.82	58.28

Source: Major Ports
(P)- Provisional

The trend in Average Turn Round Time at Major Ports from 2014-15 to 2024-25 (P) is shown in in Figure 12.

Figure 12: Major Ports: Average Turn Round Time All Vessels



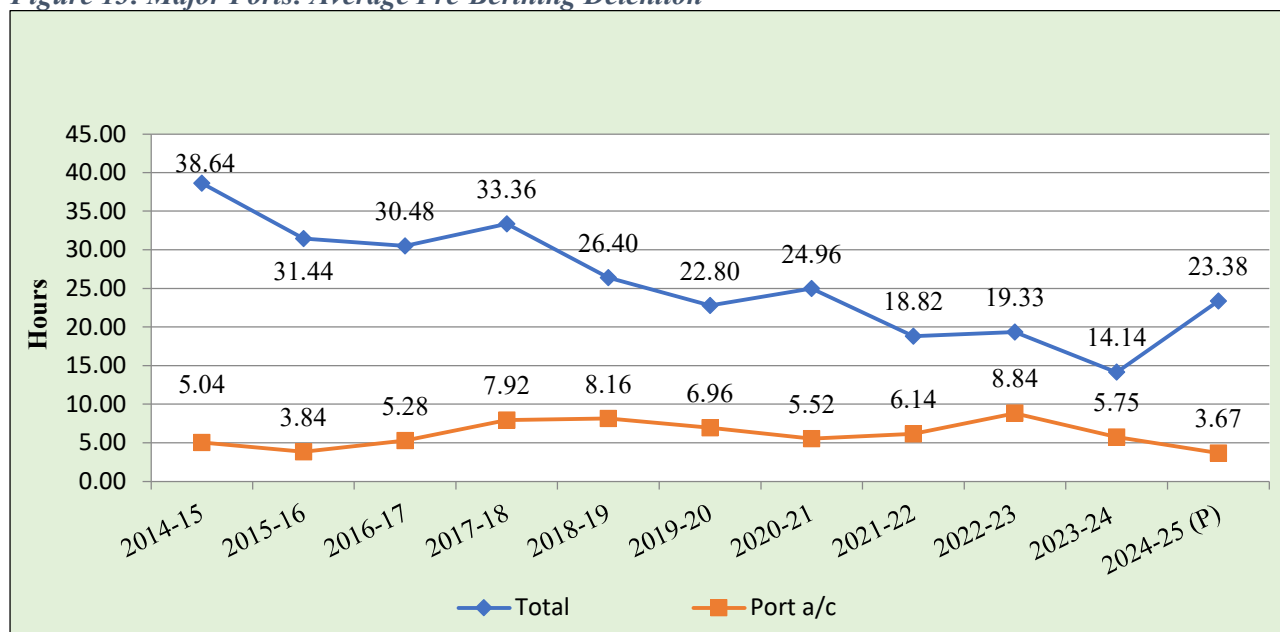
From 2018-19, as per new definition of TRT, from Pilot boarding to de-boarding only.

Source: Major Ports

3.3.2 Average Pre Berthing Detention Time (PBDT)

The average pre berthing detention time during 2024-25 was 23.38 hours as compared to 14.14 hours during 2023-24. The trajectory of weighted average of pre-berthing detention time at Major Ports – Total and on Port Account since 2014-15 to 2024-25(P) are shown in Figure 13.

Figure 13: Major Ports: Average Pre-Berthing Detention



The Port-wise PBDT from 2020-21 to 2024-25 is given in Table 23.

Table 23: Average Pre-Berthing Detention

(in hours)

SN	Name of Ports	2020-21	2021-22	2022-23	2023-24	2024-25(P)
1	SMPA Kolkata					
(i)	SMPA Kolkata DS	12.24	14.75	11.05	19.21	9.71
(ii)	SMPA Haldia DC	65.04	31.10	27.45	1.15	0.29
2	Paradip Port Authority	6.24	2.44	1.68	1.22	39.88
3	Visakhapatnam Port Authority	1.20	0.90	1.78	0.63	0.92
4	Chennai Port Authority	1.92	0.85	1.06	0.59	1.66
5	Kamarajar Port Ltd.	0.00	0.07	0.00	0.33	14.11
6	V.O.Chidambanar Port Authority	12.00	11.63	30.52	41.66	33.88
7	Cochin Port Authority	15.36	11.23	6.04	6.73	8.85
8	New Mangalore Port Authority	26.16	28.54	31.63	19.80	19.50
9	Mormugao Port Authority	30.24	18.85	16.15	22.91	29.78
10	Jawaharlal Nehru Port Authority	21.84	21.58	26.56	16.34	17.47
11	Mumbai Port Authority	2.40	0.95	0.50	0.00	5.59
12	Deendayal Port Authority	67.44	56.42	54.11	45.50	68.78
All Ports		24.96	18.82	19.33	14.14	23.38

Source: Major Ports

(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 2024-25 was 3.67 hours as compared to 5.75 hours during 2023-24. Port- wise Average PBDT Port account from 2020-21 to 2024-25 is given in Table 24.

Table 24: Average Pre-Berthing Detention Port Account

(in hours)

SN	Name of Ports	2020-21	2021-22	2022-23	2023-24	2024-25(P)
1	SMPA Kolkata					
(i)	SMPA Kolkata DS	0.40	1.10	0.68	17.75	3.05
(ii)	SMPA Haldia DC	3.17	0.13	1.55	0.05	0.02
2	Paradip Port Authority	6.20	2.41	1.68	1.22	1.42
3	Visakhapatnam Port Authority	1.15	0.90	1.78	0.63	0.92
4	Chennai Port Authority	0.00	0.00	0.00	0.00	0.01
5	Kamarajar Port Ltd.	0.00	0.00	0.00	0.33	0.08
6	V.O. Chidambanar Port Authority	3.43	4.10	0.42	17.21	16.75
7	Cochin Port Authority	0.00	0.00	0.00	0.00	1.03
8	New Mangalore Port Authority	12.54	12.18	7.99	4.22	3.54
9	Mormugao Port Authority	2.75	2.69	1.81	1.67	2.48
10	Jawaharlal Nehru Port Authority	6.34	8.07	10.40	5.92	5.42
11	Mumbai Port Authority	0.95	0.35	0.00	0.00	0.06
12	Deendayal Port Authority	17.32	22.98	36.74	18.85	8.25
All Ports		5.52	6.14	8.84	5.75	3.67

Source: Major Ports

(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 3372 tonnes in 1990-91 to 22320 tonnes in 2024-25. However, average output per ship berth-day during 2024-25 is marked by substantial variation across Major Ports ranging from a high 38703 tonnes in Paradip Port to 7440 tonnes at SMP Kolkata Dock. This variation reflects the type of cargo being handled, level of mechanization and labor practices. Port-wise average output per Ship Berth day from 2020-21 to 2024-25 is given in Table 25.

Table 25: Average Output per Ship Berth-day (Tonnes)

SN	Name of Ports	2020-21	2021-22	2022-23	2023-24	2024-25(P)
1	SMPA Kolkata					
(i)	SMPA Kolkata DS	8210	7424	10159	8565	7440
(ii)	SMPA Haldia DC	14243	14589	15450	15296	14524
2	Paradip Port Authority	30224	33635	38007	40075	38703
3	Visakhapatnam Port Authority	17238	16069	16646	17795	18231
4	Chennai Port Authority	23945	24292	29350	30320	29598
5	Kamarajar Port Ltd.	20331	20152	20249	23057	20673
6	V.O. Chidambanar Port Authority	19302	19994	18224	17824	16963
7	Cochin Port Authority	30915	31513	33311	34594	34509
8	New Mangalore Port Authority	19048	19627	22310	22851	24114
9	Mormugao Port Authority	24305	18872	24755	20057	18919
10	Jawaharlal Nehru Port Authority	27711	29418	27634	28885	27492
11	Mumbai Port Authority	23659	20053	24006	23667	19838
12	Deendayal Port Authority	10467	18975	20369	22655	20030
All Ports		19171	21002	22730	23570	22320

Source: Major Ports

(P)- Provisional

The trend in Average Output Per Ship Berth Day at Major Ports from 2014-15 to 2024-25 (P) is shown in Figure 14.

Figure 14: Major Ports: Average Output per Ship-Berth Day



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 31.03.2025 are brought out in Appendix-I & Appendix-II in respect of Major Ports and in Appendix-III & Appendix-IV for Non-Major Ports.

5. 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

Table 26: Ongoing Private Sector/Captive/Joint venture Port Projects (Major Ports)

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
1.	Construction of IOCL Captive jetty	Kamarajar Port Limited	3.00	921.00	Commissioning is in progress. Expected before 30-09-2025.
2.	Construction and Operation of a Captive Jetty (B.No.15) and Associated Facilities for Handling Bulk Quality of Coal	NMPA	5.40	376.52	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	469.46	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)	280.71	The construction work of Phase-I project completed on 28.03.2022 and commercial operation commenced with effect from 29.03.2022. As per Concession Agreement,

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
					Phase II construction shall commence within 18 months of achieving 1.80 lakh TEU's per annum(i.e. within 01.03.2024 to 31.08.2025). M/s. Egis India Consulting Engineers Pvt. Ltd., Gurgaon has been appointed as Independent Engineer for Phase-II vide letter of award dated 10.05.2024. Independent Engineer Agreement was signed on 18.06.2024 for phase-II. 3 rd Mobile Harbour Crane operations started from 23.07.2024. The development of container yard under phase-II is yet to commence.
5.	Deepening and optimization of Inner Harbour facilities including Development of Western Dock on BOT basis to handle Cape size vessels	Paradip Port Authority	25	3004.63	Award of Concession issued in favour of the selected Concessionaire on 17.10.2023 for a Concession Period of 30 years. Project is under construction and TDC for Phase-I: 16.10.2026.
6.	Mechanization of CQ-III Berth for handling Dry Bulk on Captive basis	Paradip Port Authority	10	451.0	Letter of Award (LOA) issued in favour of the selected Bidder on 22.04.2025.
7.	Development of fourth container terminal, Phase II on DBFOT basis.	JNPA	30	3196.0	Completed. Operation commenced on 04-Feb-2025.
8.	Upgradation, Operation, Maintenance and transfer (UOMT) of JNPCT through PPP	JNPA	22.10	872.2	Operation commence on 14-feb-2023. Work in Progress.
9.	Development and operation of Export-Oriented Agricultural Processing and Storage Facility.	JNPA		284.2	Concession agreement signed on 11-May-2025.

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
10.	Upgradation, Equipping, Operation, Maintenance & Transfer of Shallow water berth (SWB) facility & newly constructed Coastal Berth (CB) through.	JNPA	7.00	283.3	Operation Commenced on 26-May-2023. Work in Progress.
11.	Equipping, Operation, Maintenance & Transfer of Additional Liquid Cargo Berths LB3 & LB4 through PPP	JNPA	4.50	68.9	Operation commenced on 05-Nov-2024. Work in progress.
12.	Dredging the dock basin in front of North Cargo Berth III to (-)15.10m for handling of Vessels up to 14.20m Draught Including Dredging in the Widened Portion of the Port Entrance, Turning Circle Portion and Channel Patches.	VOCPA	6.96	2,53.57	Work is in progress.
13.	Conversion of 9th berth as container terminal on DBFOT basis for a period of 30 years	VOCPA	10.8 MMTPA(6 Lakhs TEUs)	434.17	COD declared by IE from 24.12.2024.
14.	Mechanization of North Cargo Berth-III (NCB-III) for Handling Dry Bulk Cargo at V.O.Chidambaranar Port on DBFOT basis (PPP).	VOCPA	7 MMTPA	265.15	Award of Concession declared on 26.03.2025.
15.	Supply, installation and commissioning of perimeter Intrusion Detection System PIDS and Thermal Camera of Seafront of Zone B	VOCPA		0.78	Work in progress.

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SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
16.	Supply, Installation of OFC cables and allied accessories in outside operational area and Zone B of VOC Port for convergence of IT/Phone/CCTV/RFID /VTMS/Electrical data etc.	VOCPA		1.87	Work in progress
17.	Supply, Erection and Commissioning of Street light pole along the road from customs building to Port Guest House.	VOCPA		0.75	Work in progress. Laying of street light poles & cables is under progress.
18.	Supply, Installation, Testing and commissioning of 2 Nos. of Passenger Lift for Port Administration Building with 4 years' CAMC	VOCPA		0.54	One lift commissioned. Modernization of 2nd lift is in progress.
19.	Supply & installation of Air Conditioners at Community Hall in Zone "B"	VOCPA		0.48	Work in progress.
20.	Engineering, Procurement and Construction (EPC) contract and comprehensive O & M of 5MW Solar Powerplant at VOCPA -Addition of 1MW Solar panels	VOCPA		4.98	Modules received at site. Work order issued.
21.	Deployment of 4 nos. of HMCs crane with 100-Ton capacity or above at VOC Port operated berthson License mode for a period of 10 years	VOCPA		34.74	<p><u>1.M/s. Global Port Solutions (H2bidder):</u> operations of 2 nos. of old cranes commenced w.e.f.01.04.2025</p> <p><u>2. M/s. HIQ Services (H1 bidder):</u> M/s.HIQ expected to commence the operation with 2 new cranes from 06/2025.</p>

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
					<u>3. M/s.Imcola Crane Company PVt Ltd (H3 bidder):</u> operations of 3 nos. of old cranes commenced w.e.f.01.04.2025.
22.	Rejuvenation of Khidderpore Docks (KDP-I West).	SMIPA Kolkata Dock System	Phase-I Incremental capacity of 2.31 MMTPA Phase-II Incremental capacity of 1.73 MMTPA	95.66 (1 st Phase) 86.15 (2nd Phase)	In Phase II (estimated cost : 86.15 Crore) was awarded to the concessionaire on 24.06.2023. Currently, Phase 1 has received 40 % physical progress. .
23.	Development of storage plot at erstwhile CISF Barrack behind berth no-1	SMIPA Haldia Dock Complex	Nil	67.608	Work in Progress. Phy: 35%
24.	Construction of boundary wall & wind screen at Northern side for Phase-II	SMIPA Haldia Dock Complex	Nil	143.30	Work in Progress. Phy: 12%
25.	Design, Engineering, Supply, Construction, Erection, Testing & Commissioning of 2 MW (AC) solar PV Grid	SMIPA Haldia Dock Complex	Nil	110.10	Work in Progress. Phy: 6%
26.	Construction of Paver Block Road along with drain from FF pump house near Beth no.14	SMIPA Haldia Dock Complex	Nil	71.446	Work in Progress. Phy: 35%
27.	Upgradation of Power House substation and GM Yard substation	SMIPA Haldia Dock Complex	Nil	79.60	Work in Progress. Phy: 45%

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
28.	Survey, Investigation, Design, Construction, Testing, Commissioning of 4.0 MLD Sewage Treatment Plant	SMPA Haldia Dock Complex	Nil	136.60	Work in Progress. Phy: 8%
29.	Paver Block topped pavement including drainage facilities in-between RR line and ISPL boundary	SMPA Haldia Dock Complex	Nil	257.80	Work in Progress. Phy: 40%
30.	Development of hardstand including drainage facilities behind berth no. 14 HDC	SMPA Haldia Dock Complex	Nil	132.70	Work in Progress. Phy: 95%
31.	Repairing of Caisson Gate No. 3 (and other allied work) kept at Lock Entrance Section	SMPA Haldia Dock Complex	Nil	86.00	Work in Progress. Phy: 30%
32.	Development of drainage network at Dock Zone, HDC	SMPA Haldia Dock Complex	Nil	267.90	Completed on 28-03-2025
33.	Mechanization of Berth No. 2 (previous berth no.3)	SMPA Haldia Dock Complex	3.744	2982.60	Work in Progress. Phy: 65%
34.	Setting up of Liquid Cargo Handling Jetty along with associated facilities at Shalukkhali, Haldia Dock-II, Haldia Dock Complex, Kolkata Port Trust on DBFOT basis for a period of 30 years.	SMPA Haldia Dock Complex	2.43	2536.50	Physical work to be commenced by Concessioner from May 2025
35.	Mechanization of Berth No. 5 at HDC	HDC, SMP, Kolkata	5	3658.80 (3435.80 by PPP operator & 223.00 by HDC)	Concession agreement Signed on 20-12-2024. Presently under Condition precedent stage.

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
36.	Development of Multimode Logistics Park at Meppedu, 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. NHLML, ChPA, TIDCO and RVNL (all government bodies) as equity partners. 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 and 1st Supplement 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 180.69 acres which comprises ChPA’s leasehold land of 120.46 acres at Mappedu, which was leased from SIPCOT, balance required land acquired with the assistance of TIDCO/GoTN for Parcel – I: 36.23 acres; under acquisition for Parcel-II: 24 acres for railway yard.</p> <p>Letter of Award (LoA) issued to the Concessionaire, M/s Reliance Industries Limited, Navi Mumbai, on 11.11.2022</p>

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
					<p>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;</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> <ul style="list-style-type: none"> • Phase-I: 2 years from Appointed Date i.e. February 2026 • Phase-II: 10 years from the Appointed Date i.e. February 2034; • Phase-3 15 years from the Appointed Date i.e. February 2039 <p>Period of Project: 45 years (including the construction period from the Appointed Date). The Concessionaire</p>

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
					commenced the preliminary activities such as land development and providing of compound wall works.
37.	Development of Container Terminal at Tuna-Tekra, Deendayal Port on BOT basis under PPP mode	Deendayal Port Authority	2.19 Million TEUs 32.85 MMTPA	4539.84	Under Project Implementation
38.	Development of Oil Jetty to Handle Liquid Cargo and Ship Bundering Terminal at Old Kandla under PPP mode on BOT Basis	Deendayal Port Authority	3.39 MMTPA	343.00	Under Project Implementation
39.	Development operation and maintenance of Oil jetty No 09 on PPP mode.	Deendayal Port Authority	24.5 MMTPA SPM 14.5 MMTPA AND 2 product jetties 10 MMTPA	448.00	Under Project Implementation
40.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa. On BOOT basis a) Bulk cargo Berth No. 5A&6A	Mormugao Port Authority	(a) 5.00	(a) 250.00	(a) Terminal operational since 19.06.2004
	b) Enhancement of Cargo Handling capacity by installing rapid in motion wagon loading facility by SWPL		(b) 2.50	(b) 45.00	(b) Rapid in motion wagon loading facility operational from 26.07.2014

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SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
41.	Development of a Coal Import Terminal at Berth No.7 at Mormugao Port, Goa on DBFOT basis	Mormugao Port Authority	4.61	404.97	Terminal in operation since 06.06.2014
42.	Development of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port . O&M	Mormugao Port Authority	NIL	21.00	Concession Agreement signed on 21.09.2023
43.	Operation & Maintenance of Berth no. 10 & 11 on PPP-OMT basis.	Mormugao Port Authority	6MTPA	139.630	1.) Concession Agreement signed on 14.12.2023. 2.) Letter of Award of Concession issued on 10.12.2024 & Accepted by Concessionaire on 16.12.2024. 3.) Construction Period of 12 months is in progress. 4.) Commercial Operations commenced on 04.04.2025
44.	Development of Kanhoji Angre Island as Tourist destination.	Mumbai	200 pax	50	Condition precedent in progress. Awaiting approvals from Directorate of Archaeology and Museums, Govt. of Maharashtra. The Project site is proposed to UNESCO by the State Government to declare as World Heritage Site by GOM.
45.	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	COD issued. Cruise Operations commenced. Retail works in progress.
46.	Upgradation of existing hospital of 243 beds to 600 bedded Superspeciality Hospital	Mumbai	357 Hospital beds	693	The project to establish a 600-bedded superspecialty hospital under a Public-Private Partnership (PPP) model at Mumbai Port Authority Hospital has been significantly

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
					<p>delayed and has yet to commence, primarily due to unresolved issues regarding Financial Close, which remains unmet as stipulated under Clause 4.1.3.(f) of the Concession Agreement(CA). The Concessionaire's failure to present a compliant financial package and its reliance on speculative equity components have led to disputes with the Authority. Upgradation works undertaken by the Concessionaire during the COVID-19 period further strained relations. The matter has since escalated to arbitration, with a three-member tribunal currently addressing claims and counterclaims from both parties. The project remains stalled, with no significant progress due to the Financial Close deadlock and the ongoing arbitration process.</p>
47.	Development of Container Terminal on BOT basis	Mumbai	1.2M 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. <p>Lead bankers moved to NCT</p>

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
48.	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.
49.	Container Terminal at Outer Harbour on BOT basis(VCTPL-I). Concessionaire: M/s. Visakha Container Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	7.40 MTPA (0.47 MTEUS)	108.00	under operational.
50.	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.
51.	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.
52.	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	The project was terminated on 18.01.2025. Invited tenders on 30.04.2025 for terminal operation on O&M for 5 years.

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SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 31.03.2025
53.	Extension of existing Container Terminal at Outer Harbour on DBFOT basis. (VCTPL-II). Concessionaire: M/s. Visakha Container Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	9.50 MTPA (0.54 MTEUs)	633.11	under operational.
54.	International Container Transshipment Terminal (ICTT) at Vallarpadam (PPP Project)	Cochin Port Authority	Total Project Capacity Envisaged: 40 MMTPA in stages For Phase I (commissioned): 13.86 MMTPA	Rs.2118 Crores (Actual Cost Rs.2805 Crores- 1105 Cr. by Licensee & 1700 Cr. by GoI))	Phase- I Operation since 18.02.2011
5	LNG Port & Terminal Facilities in Puthuvypeen SEZ (Captive Project)	Cochin Port Authority	5 MMPTA	Rs.4150 Crores (Revised Rs.4182Crores	Operation since 25.08.2013 The facility was dedicated to the Nation on 04/01/2014.
BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Source: Major Ports					

Appendix – II**Table 27: Private Sector/Captive/Joint Venture Port Projects Under Formulation**

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2025
1.	Development of South Container Berth (SCB)	Paradip Port Authority	2.5	477	Under Tendering
2.	Mechaization of South Quay Berth (SQB) Berth on BOT basis.	Paradip Port Authority	5	498.7	Under SFC appraisal stage.
3.	Mechanization of Multipurpose (MPB) on BOT basis.	Paradip Port Authority	8	630.4	Under SFC appraisal stage.
4.	Development of New Dock Complex-3 (NDC-3) Berth on Captive basis.	Paradip Port Authority	12	683.4	Under SFC appraisal stage.
5.	Development of New Dock Complex-4 (NDC-4) Berth on Captive basis.	Paradip Port Authority	12	683.4	Documents under finalization.
6.	Augmentation of IOB and construction of SQ-II Berth on BOT basis.	Paradip Port Authority	15	500.0	Under SFC appraisal stage.
7.	Mechanization of CQ-I & CQ-II Berths	Paradip Port Authority	15	1100.0	Under SFC appraisal stage.
8.	Development of Multipurpose Cargo (other than Container/Liquid) Berth off Tuna Terkra outside Kandla Creek at Kandla on BOT basis under PPP mode.	Deendayal Port Authority	18.33 MMTPA	2276.06	Under Bidding Stage.

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2025
9.	Development of Outer Harbour Container Terminal	VOCPA	80 MTPA	7056	<ul style="list-style-type: none"> 2nd called Tender floated on 03.12.2024. RFQ application opening is Fixed on 10.06.2025.
10.	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) Kolkata	2.2 MMTPA	698.84	
11.	Integrated Development of Berth no.1 to 5 along with Outer Terminal at NSD.	SMPA (KDS) Kolkata	4.0 MMTPA	832.25	
12.	Construction of Concrete Jetty at Budge Budge for Handling Liquid Cargo on a DBFOT.	SMPA (KDS) Kolkata	2.16 MMTPA	173.99	<ol style="list-style-type: none"> Project approval obtained on 12.09.2024 RFQ issued on 13.09.2024 RFQ bid due date: 30.10.2024
13.	Development of and Extended Port Gate at Balagarh on a DBFOT basis under PPP,	SMPA (KDS) Kolkata	2.70 MMTPA	499	SFC Proposal sent to Ministry on 13.09.2024
14.	Redevelopment of Berth No. 9 and three Barge Berths	Mormugao Port Authority	NA	984	<ol style="list-style-type: none"> 1) Project Re-structured for Redevelopment of berth no. 9 & 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) RFP 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.

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2025
					<p>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</p> <p>7) SFC meeting held on 19.02.2024.</p> <p>8) Project approved by Ministry on 29.02.2024</p> <p>9) Tender uploaded on E-portal on 12.03.2024</p> <p>10) Tender opened on 28.06.2024. No bids were received.</p> <p>11) Port has taken decision to drop the project of "Development of Dry Dock and is exploring the alternative options for Development of Berth No.9 & 3 Barge Berths by: -</p> <p>a. Reconstruction of Berth No. 9 on EPC mode - Tender for appointment of Transaction Advisors for formulation of Techno Feasibility Report, Detail Project Report and formulation of Tender on EPC mode has been published; and</p> <p>b. Five Barge Jetties - Port has planned to lease 5 Nos, Barge jetties to the Indian Coast Guard. The proposal for leasing Barge Jetties to ICG is under consideration of Ministry of Defense.</p>
15.	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	<ul style="list-style-type: none"> - Concession Agreement signed on 09.05.2023. - Award of concession on 04.11.2024. - Likely date of completion November, 2026

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2025
16.	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	<ul style="list-style-type: none"> - Concession Agreement signed on 10.03.2023. - Conditions Precedent fulfilment is in progress. - Likely date of completion January, 2017
17.	Revamping of Existing West Quay-6 (WQ-6) terminal in the Northern Arm of Inner Harbour on DBFOT basis. Concessionaire: M/s. Integrated Cargo Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	5.18 MTPA	165.70	<ul style="list-style-type: none"> - Concession Agreement was signed on 26.03.2024. - Award of concession on 11.12.2024. - Likely date of completion May, 2026
18.	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	<ul style="list-style-type: none"> - Concession Agreement was signed on 14.08.2024 - Conditions Precedent fulfilment is in progress. - Likely date of completion July, 2026
19.	Establishment of Super specialty Hospital on PPP mode.	NMPA	150 Bedded Hospital	107.0	Concession Agreement signed on 07.06.2024. Financial closure completed on 16.10.2024. Construction of Hospital work is in progress.
20.	Concessioning of Berth No. 9 for handling LPG/POL products and chemicals on PPP model	NMPA	6.15	407.74	M/s Resurgent India Ltd, Gurugram has been appointed as Transaction Advisor for Concessioning of Berth No. 9 vide LOA dated 18.03.2024. The final DPR for Berth No.9 furnished by M/s NTCPWC has been approved in the NMPA Board Meeting held on 25.04.2025.

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2025
21.	Handing over of Berth No.13 on Captive Mode for handling LPG/POL products.	NMPA	4	100 (tentative)	<p>M/s HPCL submitted Feasibility study Report.</p> <p>M/s. Resurgent India Ltd., Gurgaon, Transaction Advisor has forwarded the draft SFC memo, draft RFQ and DCA. .</p> <p>The Existing Policy on awarding of existing berths on captive basis to the Port Users do not provide for award on nomination basis.</p> <p>Recently, a VC meeting was held on 07.03.2025 and the observations on the SFC memo has been communicated to the Transaction Advisor.</p> <p>Revised SFC Memo submitted by the TA is under approval process.</p>
22.	Development of Marina in Mumbai Port.	Mumbai Port Authority	300 yachts	575.00	SFC clearance received on 28.4.2023. Revised RFP invited. Bids not received. Project under restructuring. The project now will be undertaken on EPC mode.
23.	Berth No.26B (BD-I) and Berth No.27B (BD-III) for handling POL	Chennai Port Authority	32.40 MTPA	195	<p>Presently, the berths BD I and BD III berths is being utilized by M/s CPCL and M/s IOCL for handling crude and POL. As M/s CPCL showed interest in taking up these berths on Captive Basis, the proposal was identified for Asset Monetization.</p> <p>However, later CPCL informed that as these berths were constructed way back in 1972 and 1987, these berths can be taken up only after carrying out rehabilitation works, Action is being initiated to invite tender for "Rehabilitation Works" as per the report submitted NTCPCW ON 31.03.2025. Subsequently, during the Review meeting convened by JS (Ports), on 18.01.2024, Chairperson, ChPA informed that as rehabilitation works have to be undertaken for both the berths, the process will take a long period of time and CPCL also have</p>

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2025
					<p>no expansion plans beyond the current capacity of 10.05 MTPA of their Refinery in Chennai and have 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 berts other than CPCL/IOCL. Hence, it was proposed to drop the proposal of leasing of BD I and BD III on Captive/PPP Basis and Chairperson, ChPA informed the same to the MoPSW during the VC meeting convened by Secretary, MoPSW on 13.02.2024.</p> <p>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.</p>
24.	Development of Outer Terminal and Berth No. 11 & 12 at HDC for Handling Containers with a provision of Multipurpose Cargo handling through PPP mode	SMPA Haldia Dock Complex	10.4 MMTPA (Tentative)	7600.00 (Tentative)	Under TEFR stage.
25.	Integrated development and Mechanization of Berth no 9 & 10 at Haldia Dock Complex, SMPK	SMPA Haldia Dock Complex	8 MMTPA (Tentative)	6795.80 (Tentative)	Under TEFR stage.
26.	Modernization of Firefighting system inside dock zone, HDC, SMPK	SMPA Haldia Dock Complex	NIL	400.00	Under Pre-Tendering stage.
27.	Construction of Water Treatment Plant (WTP) for Township area of HDC	SMPA Haldia Dock Complex	NIL	134.40	Under Pre-Tendering stage.

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SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 31.03.2025
28.	Development of Berth Face back up of berth No.6	SMPA Haldia Dock Complex	NIL	188.90	Under Tendering stage.
29.	Construction Of New Gate Complex At G. C. Berth Main Gate, HDC, Haldia	SMPA Haldia Dock Complex	NIL	96.50	Under Tendering stage.
30.	Design, Supply, Installation, Testing and Commissioning of 35 Nos. 30M High Mast	SMPA Haldia Dock Complex	NIL	161.30	Under Tendering stage.
31.	Upgradation, Equipping, Maintenance Operations and Transfer (UEMOT) of GCB-1 through PPP mode	Kamarajar Port Limited	3	22.084	Preparation of Draft Concession Agreement for floating bid is in progress.

OT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.

Source: Major Ports

Appendix – III**Table 28: Ongoing Private Sector/Captive/Joint venture Port Projects (Non-Major Ports)**

SN	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
1.	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.
2.	Development of Chhara Port.	Chhara Port Gujarat	8	3886	CA signed on 29.1.2015. DPR has been approved and construction is in progress.
3.	Development of LNG Terminal at Chhara Port .	Chhara Port Gujarat	5	4239	Terminal is operational.
4.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujrat)	5	4069	Construction is in Progrss.
5.	Development of CNG terminal at North side of Bhavnagar Port.	Bhavnagar (Gujarat)	4.5	4024	Concession Agreement has been signed on 14 September, 2024
6.	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.
7.	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.
8.	Multipurpose jetty terminal at Mankhurd (Dist. Mumbai Suburban) in Vashi creek by M/s Yogayatan Ports Pvt. Ltd.	Trombay (Maharastra)	0.2	75	Phase-1 of the project is operational with coastal cargo movement. Dredging of navigation channel is in progress. Project Proponent has obtained ISPS Certification. NSPC

SN	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
					clearance is awaited. EXIM cargo operations to start, post dredging and receipt of required clearances.
9.	Multipurpose jetty terminal at village Chanje (Tal. Uran, Dist. Raigad) in Karanja creek by M/s Karanja Terminal & Logistics Pvt. Ltd.	Karanja (Maharashtra)	5.0	1000	The total berth length planned is 1000 m. Out of these 1000 m, the company has developed 400 m of berth length with berthing facility on either side thereby providing a total quay length of 800 m. Additionally, the company has developed another 200 m wharf on east side. Therefore, the total quay length available is 1000 m. The balance berth length will be constructed in a phased manner commensurate with the growth of port traffic. In the year 2024-25, the port has handled 1.36 MMT of cargo.
10.	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 (Maharashtra)	34.0	280	The total expansion planned is for 1420 m quay length. Out of this length, 1200 m quay length is completed and under operations for cargo handling. Balance work is expected to be completed by November-2025. The port has a capacity of 28 MMTPA. In the year 2024-25, the port has handled 23.08 MMT of cargo traffic.
11.	Expansion of JSW Jaigad Port in Ratnagiri district by JSW Jaigarh Port Ltd.	JSW Jaigarh (Maharashtra)	50.0	2800	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-I capacity of 0.6 MMTPA.

SN	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
					<p>LNG Berth-Out of total planned capacity of 8 MTPA, Phase-I 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.</p> <p>JSWJPL has now proposed an investment to the tune of Rs. 2781 crores for expansion and modernisation of port by way of tankage facilities, material handling system, electric sub-station, procurement of dredgers etc.</p> <p>JSW Jaigarh Port, operating with 7 berths, handled 32.73 MMT of cargo traffic in the year 2024-25.</p>
12.	Development of Honnavar Port by M/s Honnavar Port Pvt. Ltd., Hyderabad	Honnavar Port	4.9 MTPA	613	<p>“Honnavar Port is being developed under a Public-Private Partnership with a capacity of 4.9 MTPA at an estimated cost of Rs.613 Crore. For this purpose, 40,000 sq. meters of port land on the Kasarkod side has been leased to M/s. Honnavar Port Pvt. Ltd. (HPPL) for a period of 30 yaers. For this port construction project and to provide four-lane connectivity from NH-66 to the project site, the Chief Executive Officer of the port project has transferred land to project Director, Project Management Unit, NHAI, Honnavar, for the work to be undertaken by the National</p>

SN	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
					Highway Authority of India(NHAI) under the Bharatmala Project. Currently, M/s. HPPL has received CRZ and Environment Clearance (EC) from the State Environment Impact Assessment Authority (SEIAA)-Karnataka to proceed with the Honnavar Port development project.
13.	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 Dec, 2025
14.	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.

SN	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
15.	Additional Export Berth(BB-4) with supporting infrastructure expansion of Dhamra Port	Dhamra Port	15	2660	Under Construction
16.	Additional Export Berth(BB-5) with supporting infrastructure expansion of Dhamra Port	Dhamra Port	15	2763	Under Construction
17.	Astaranga Port	Astaranga Port	36.80 to 151.02	7417	Under Implementation
18.	Subarnarekha Port Pvt. Ltd.	Subarnarekha Port	31	19598	Applied for Environment Clearance
<i>BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer. Source : Non-Major Ports</i>					

Appendix – IV**Table 29: Private Sector/Captive/Joint Venture Port Projects Under Formulation (Non-Major Ports)**

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
1.	Phase– III Development of Mundra Port.	Mundra (Gujarat)	196	25000	Phase – 3 DPR for development of Phase -3 has been submitted and the same is under Scrutiny.
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 Liquid berth by M/s. Gujarat Pipavav Port Ltd. at Pipavav	Pipavav (Gujarat)	3.2	735.2	In-principle approval for development of 2 nd Liquid berth has been granted. DPR evaluation under process.
4.	Development of Nargol Port.	Valsad (Gujarat)	Bidding Internal review.		
5.	Development of Dahej Port.	Bharuch (Gujarat)	Bidding process under review.		
6.	Expansion of Capative Jetty by M/s Shanghi Cement Ltd.	Jakhau, (Gujarat)	2	150	In-principle approval granted.(Under Progress)
7.	Captive Jetty by M/s Archean Chemical Budh Bunder.	Jakhau/Mandvi (Gujarat)	2	135	Environmental clearance is awaited.
8.	M/s. Adani Cementation Ltd.	Koshiyari, Kutch (Gujarat)	2	845.00	In principle approved granted. DPR submitted by company and applied for EC & CRZ clearance.(Under Process)
9.	M/s. Shree Cement Ltd- Kori Creek, Kutch	Jakhau/ Mandvi (Gujarat)	2	166	In principle approved granted. DPR preparation is in progress.(Under Process)

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
10.	Captive Jetty development by HPCL (Hindustan Petroleum Corporation Ltd).	Dahej Bharuch (Gujarat)	5	1183	Amendment in the IN- principal approval granted to M/s HPCL for incorporating handling of Liquid cargoes of ONGC.(Under Process)
11.	RSPL Limited at Devbhumi Dwarka	Devbhumi Dwarka Gujarat	3.0	249	IN- principal approval granted. (Revised proposal for anchorage point is awaited)
12.	HPCL Mittal Pipelines Ltd. (HMPL)	Mandvi (Gujarat)	9	2781.37	In principle approval granted. DPR submitted by company and applied for EC & CRZ clearance.(Under Process)
13.	HPCL Mittal Energy Ltd. (HMEL)	Mandvi (Gujarat)	8	1406.6	Proposal is submitted to GoG for in-principle approval of the project.
14.	Development of Captive jetty at Suvali, Surat by M/s. AMNS India Ltd.	Suvali, Surat (Gujarat)	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 Limited at Maliya	Navlakhi (Gujarat)	1	51.4	In-principle approval granted (Under Progress)
16.	Construction of all-weather and multipurpose port at village Murbe (Dist. Palghar)	Satpati (Maharashtra)	18.60	4259	The State Government has granted approval for Mega Port Project at village Murbe in Palghar district, through JSW Infrastructure Ltd. (JSWIL), vide Resolution dtd. 3.10.2024. Accordingly, the MMB has issued a Letter of Intent to JSWIL on 8.10.2024 for a period of 24 months. JSWIL is in a process of doing various

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
					studies for preparing DPR. The commercial operations are expected from year 2030.
17.	Construction of captive jetty at village Korlai (Tal. Murud-Janjira, Dist. Raigad) in Revdanda creek By M/s Indo Energy International Ltd.	Revdanda (Maharastra)	11.75	437	The process of inviting offers as per Swiss Challenge Process under Maharashtra Maritime Development Policy-2023 is in process.
18.	Construction of multipurpose jetty at village Aronda-Kiranpani (Tal. Sawantwadi, Dist. Sindhudurg) by M/s Kiranpani PortPvt. Ltd.	Kiranpani (Maharastra)	0.5	28	Construction of jetty facilities completed. However, the status quo was imposed by the court due to legal matters pending in the court/ NGT. The NGT matters have been disposed of. Awaiting court matters to be cleared to start further process of signing long-term agreement with the project proponent.
19.	Development of Port at Redi (Tal. Vengurla, Dist. Sawantwadi) by Redi Port Ltd.	Redi (Maharastra)	5.16	716	All clearances for the port project are in place. Tendering for various works inprogress by the project proponent. The actual construction of the port will start post transfer of forest land to the PP, which is awaiting from the State Govt.
20.	Construction of multipurpose jetty at village Targhar (Tal. Panvel, Dist. Raigad) by M/s Shri Sai Baba Sand Dredging Co. Pvt. Ltd.	Ulwa-Belapur (Maharastra)	0.3	3	Letter of Intent (LoI) has been issued to PP on 23.10.2018. Project is awaiting environmental clearance. Project delayed due to covid-19 pandemic.
21.	Construction of multipurpose jetty at village Targhar (Tal. Panvel, Dist.	Ulwa-Belapur (Maharastra)	0.2	5	Letter of Intent (LoI) has been issued to PP on 23.10.2018. Project is awaiting environmental clearance. Project delayed due to covid-19 pandemic.

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
	Raigad) by M/s Famous Dredging Corporation				
22.	Construction of multipurpose jetty in Vasai creek near village Ghodbunder (Tal. Mira-Bhayander, Dist. Thane) by M/s Kailash Construction Company	Vasai (Maharashtra)	0.2	5	Letter of Intent (LoI) has been issued to PP on 23.10.2018. Project is awaiting environmental clearance. Project delayed due to covid-19 pandemic.
23.	Construction of captive jetty in Dharamtar creek near village Shahabaz (Tal. Alibag, Dist. Raigad) by M/s Adani Cementation Ltd.	Dharamtar (Maharashtra)	1.0	350	Letter of Intent (LoI) issued on 3.7.2018. The project received environmental clearance on 29.12.2023. Project received High Court clearance on 5.1.2025 for cutting of mangroves for the construction of jetty & related infrastructure facilities. Now the construction is expected to start shortly.
24.	Expansion of existing multipurpose jetty facility in Dharamtar creek near village Shahabaz (Tal. Alibag, Dist. Raigad) by M/s PNP Maritime Services Pvt. Ltd.	Dharamtar (Maharashtra)	5.0	990	PP has obtained EC from MoEF& CC. DPR is ready. Pre-construction activities are in progress.
25.	Development of Deep-Water All-Weather Greenfield Port at Keni-Belekeri in Uttara Kannada District, Karnataka.	Belekeri	30	4118.0	A Concession Agreement was executed on November 29, 2023, with M/s JSW Infrastructure Limited for the development of a 30 MTPA (Million Tonnes Per Annum) capacity port in Keni, Ankola Taluk, Uttara Kannada district, under a Public-Private Partnership model, at an estimated cost of Rs.4118.00 Crore. As stipulated in this agreement, an Independent Engineer was appointed via tender on October 18, 2024, to undertake responsibilities including the review of the Detailed Project Report(DPR), survey of maps and

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
					documents, inspection and supervision during construction, and management of other port development-related works. This appointed engineer is currently conducting a preliminary study of the various components of the DPR. Furthermore, in accordance with the Concession Agreement, the Geotechnical Investigation work, one of the various studies required for the preparation of the detailed DPR, is currently in progress.
26.	Development of Captive Port at Pavinkurve in Honnavar Taluka of Uttara Kannada District	Pavinkurve	14	3047.00	At Pavinkurve, a Greenfield port with 14 MTPA capacity at an estimated cost of Rs.3047.00 Crore is being developed under Public-Private Partnership. Request for Proposals (RFPs) have already been invited twice, but no bids were received. Therefore, a third RFP was invited, with February 23, 2025 as the final date for bid acceptance, but no bidders participated. Appropriate further action will be taken regarding this matter.
27.	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

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 31.03.2025
					Authority, including development projects under State/ Central Sector and approved under Sagarmala Scheme.
28.	Additional Import Berth (BB-6) with supporting infrastructure expansion of Dhamra Port	Dhamra Port	12	2135	Under formulation
29.	CPCL pipeline and berths	Karaikal Port	9	4500-5000Cr.	In discussion between CPCL and KPPL
30.	Liquid storage terminals	Karaikal Port	0.8	-100Cr.	Discussion with ONGC and Kothari grp.
31.	Master Plan Development	Karaikal Port	100.3	5000Cr.	Under Environment Clearance
32.	Astaranga Port	Astaranga Port	36.80 to 151.02	7417	Under Implementation
<i>Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.</i> <i>Source : Non-Major Ports</i>					

Commodity-wise Traffic Handled at Major Ports													Annexure-I
													(000 Tonnes)
Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs (in '000 Nos.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SMP Kolkata	2021-22	316	0	0	0	165	1736	306	815	8441	570	3518	15298
	2022-23	297	0	0	0	1432	1321	441	413	8520	602	4628	17051
	2023-24	306	0	29	0	177	2315	744	1	9887	639	3450	16909
	2024-25 (P)	412	0	0	0	629	638	551	269	9905	620	4237	16641
SPM Haldia Port	2021-22	4609	5474	948	95	7687	6131	556	51	3353	165	13973	42877
	2022-23	4103	5586	927	0	11825	8273	452	6	2067	107	15369	48608
	2023-24	4212	5570	1778	0	9387	10411	546	0	2061	111	15571	49536
	2024-25 (P)	4230	5592	458	539	8498	5608	603	118	3215	185	18449	47310
Paradip Port	2021-22	35126	0	20143	30866	13585	252	5191	0	184	10	10786	116133
	2022-23	37806	0	18506	42398	9660	10466	5507	0	192	12	10827	135361
	2023-24	37962	0	25824	43932	10626	9913	5913	0	203	13	11007	145379
	2024-25 (P)	36902	0	23071	46074	10888	10288	8189	0	548	27	14448	150408
Visakhapatnam Port	2021-22	12309	1940	14913	2594	4428	7826	2674	613	8583	512	13150	69030
	2022-23	14201	1896	14924	1566	4908	12560	2839	793	8460	522	11603	73750
	2023-24	16624	1672	16071	198	6459	11427	3522	327	11078	673	13712	81090
	2024-25 (P)	23155	1694	11870	0	6104	10291	2936	1153	9940	618	15480	82623
Chennai Port	2021-22	11850	0	0	0	0	0	268	84	30925	1602	5437	48564
	2022-23	14148	0	0	0	0	0	280	32	28377	1470	6112	48949
	2023-24	14744	0	0	0	0	0	289	0	30678	1590	5887	51598
	2024-25 (P)	13939	0	0	0	0	0	222	0	35088	1818	5713	54962
Kamarajar Port	2021-22	2571	2358	0	19255	1878	398	0	0	9269	480	3014	38742
	2022-23	2504	2196	0	22333	1851	60	0	0	10617	550	3946	43507
	2023-24	2675	2305	0	22046	2046	72	0	0	12958	671	3176	45277
	2024-25 (P)	2682	2527	0	22976	2562	46	0	0	13146	681	4468	48407
V.O.Chidambaranar Port	2021-22	283	70	25	7488	0	4177	1109	0	15905	781	5063	34119
	2022-23	205	94	25	15553	0	5395	1405	35	14678	734	652	38041
	2023-24	169	298	0	9904	0	8512	1594	53	14940	747	5932	41402
	2024-25 (P)	75	402	0	9818	0	8050	1447	414	15896	795	5621	41723
Cochin Port	2021-22	21067	1024	0	0	0	0	319	0	10278	736	1864	34551
	2022-23	21267	956	0	0	0	0	171	0	9986	695	2875	35256
	2023-24	22918	1268	0	0	0	0	190	0	10179	754	1761	36315
	2024-25 (P)	23194	1452	0	0	0	0	223	0	11267	835	1610	37746
New Mangalore Port	2021-22	20549	2663	5152	0	201	3814	549	0	2309	152	4059	39296
	2022-23	24040	2799	2832	81	608	4335	612	30	2369	166	3710	41417
	2023-24	23277	3096	4498	0	480	7450	548	0	2801	196	3557	45707
	2024-25 (P)	25677	2884	2086	6364	594	1476	604	0	2455	184	3874	46014
Mormugao Port	2021-22	497	0	3552	1832	7331	0	63	0	184	14	4997	18456
	2022-23	609	0	2284	2776	7440	0	94	0	28	3	4103	17334
	2023-24	585	0	5001	3738	6608	0	153	0	0	0	4543	20628
	2024-25 (P)	573	0	3940	2713	6679	0	239	0	0	0	3982	18126
J. L. Nehru Port	2021-22	2136	1238	0	0	0	0	0	0	69092	5685	3530	75996
	2022-23	2299	983	0	0	0	0	0	0	76194	6190	4386	83861
	2023-24	2400	990	0	0	0	0	0	0	78126	6430	4302	85818
	2024-25 (P)	2491	949	0	0	0	0	0	0	83968	7302	4708	92115
Mumbai Port	2021-22	35580	1273	6739	5088	290	0	470	20	238	25	10193	59891
	2022-23	36525	1320	6045	6279	0	0	411	19	225	21	12784	63608
	2023-24	38583	1262	5484	8108	0	0	554	44	157	15	13069	67261
	2024-25 (P)	39418	1302	6489	8180	0	0	579	33	6	1	12618	68625
Deendayal Port	2021-22	56301	1731	764	19815	648	0	4585	5450	8620	493	29186	127100
	2022-23	59912	0	877	20885	355	0	3954	5626	8572	494	37379	137561
	2023-24	61383	2883	2016	17649	540	0	3680	1062	8502	468	34658	132373
	2024-25 (P)	60378	3423	1407	17034	672	0	4424	3779	8083	475	50958	150158
All Ports	2021-22	203194	17770	52236	87033	36213	24334	16091	7033	167381	11225	108770	720054
	2022-23	217917	15830	46420	111870	38079	42410	16166	6955	170284	11566	118373	784305
	2023-24	225839	19343	60701	105575	36324	50100	17732.3	1487	181570	12308	120624	819295
	2024-25 (P)	233126	20225	49321	113698	36625	36398	20017	5766	193517	13541	146165	854858

* 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

Source: Major Ports.

Annexure-II										
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	2021-22	160373	15849	8214	52724	7894	103236	7661	57103	405394
	2022-23	161439	13381	9656	60846	7931	105157	7838	57949	416359
	2023-24	161388	13364	9099	73077	7441	124645	8818	60241	449255
	2024-25 (P)	193860	13107	11751	77980	8990	146616	4849	35422	487726
Maharashtra	2021-22	146	15261	2599	22758	334	0	0	11377	52474
	2022-23	0	27215	2085	28338	386	0	0	13232	71257
	2023-24	82	34346	0	26456	153	0	0	15834	76871
	2024-25 (P)	3253	27154	1703	34891	137	0	0	8645	75784
Andhra Pradesh	2021-22	1416	4431	1196	45859	4855	2431	146	27797	87984
	2022-23	1155	4657	175	59136	6048	1828	118	28433	101432
	2023-24	2065	11032	50	69334	5536	2222	126	27203	117442
	2024-25 (P)	1376	9393	1215	60404	6606	1047	8	24276	104317
Goa	2021-22	0	2	0	2	0	0	0	24	27
	2022-23	0	0	0	0	0	0	0	8	8
	2023-24	0	58	0	40	0	0	0	20	118
	2024-25 (P)	0	56	0	2	0	0	0	0	58
Tamil Nadu	2021-22	309	0	0	0	0	6367	433	1164	7840
	2022-23	747	0	0	0	0	8168	681	956	9871
	2023-24	0	0	153	0	0	8416	701	1553	10123
	2024-25 (P)	344	0	0	0	0	9796	816	1759	11899
Karnataka	2021-22	260	0	39	0	0	6	0	483	787
	2022-23	350	0	26	0	31	4	0	645	1057
	2023-24	123	38	27	0	42	4	0	650	885
	2024-25 (P)	388	0	35	0	44	0	0	140	607
Puducherry	2021-22	351	0	0	4014	348	0	0	1126	5839
	2022-23	338	169	34	8722	92	0	0	765	10120
	2023-24	1	502	0	10638	179	0	0	990	12310
	2024-25 (P)	26	775	0	9736	33	0	0	2374	12945
Odisha	2021-22	0	6909	150	19565	446	0	0	14472	41543
	2022-23		6426	0	21366	281	0	0	10639	38711
	2023-24	2978	16928	0	24717	473	0	0	9146	54243
	2024-25 (P)	2013	13892	0	25907	224	0	0	10040	52076
Kerala	2021-22	0	0	0	0	0	7	0	133	140
	2022-23	11	0	0	0	0	0	2	98	109
	2023-24	10	0	0	0	0	0	0	77	87
	2024-25 (P)	15	0	0	0	0	0	0	86	101.4
Andaman & Nicobar	2021-22	173	0	407	0	0	508	52	446	1535
	2022-23	191	0	407	0	0	614	0	664	1876
	2023-24	223	0	579	0	0	573	64	667	2042
	2024-25 (P)	260	0	717	0	0	630	61	427	2035
Lakshadweep	2021-22	17	0	92	0	0	0	0	75	184
	2022-23	30	0	96	0	0	0	0	93	218
	2023-24	21	0	92	0	0	0	0	98	211
	2024-25 (P)	27	0	59	0	0	0	0	70	157
Total	2021-22	163045	42453	12697	144922	13878	112554	8292	114199	603747
	2022-23	164261	51848	12479	178407	14770	115771	8638	113481	651017
	2023-24	166892	76269	10000	204262	13824	135860	9710	116479	723586
	2024-25 (P)	201562	64377	15481	208920	16034	158089	5735	83241	747705

* 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

Annexure-III													
Overseas and Coastal-wise and Commodity-wise Traffic Handled at Major Ports													
Port	Period	POL Crude & POL Products *	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs (in '000 Nos.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14
SPM Kolkata Port	2023-24 (O)	68	0	29	0	177	2315	750	3	9829	633	3361	16532
	2023-24 (C)	238	0	0	0	0	0	0	0	58	6	82	377
	2024-25 (O)	165	0	0	0	629	638	551	269	8925	584	4122	15299
	2024-25 (C)	247	0	0	0	0	0	0	0	980	35	114	1342
SMP Haldia Port	2023-24 (O)	1384	5570	1689	0.00	9380	10393	546	0	1517	82	15391	45870
	2023-24 (C)	2828	0	89	0	7	18	0	0	544	29	181	3667
	2024-25 (O)	1943	5592	458	253	8417	5578	603	118	2735	157	17889	43587
	2024-25 (C)	2287	0	0	286	80	30	0	0	480	28	560	3723
Paradip Port	2023-24 (O)	33617	0	16799	0	10562	9812	5912	0	14	2	9477	86194
	2023-24 (C)	4346	0	9025	43932	64	101	0	0	189	11	1530	59186
	2024-25 (O)	31977	0	15426	0	10656	10024	6300	0	231	12735	12080	86694
	2024-25 (C)	4924	0	7645	46074	233	264	1889	0	317	14740	2368	63714
Visakhapatnam Port	2023-24 (O)	13213	1672	3126	198	6459	11391	3522	327	10424	601	12552	62884
	2023-24 (C)	3411	0	12945	0	0	36	0	0	654	72	1160	18206
	2024-25 (O)	17501	1694	694	0	5994	10260	2936	1153	8901	538	14056	63189
	2024-25 (C)	5654	0	11176	0	110	31	0	0	1039	80	1424	19434
Chennai Port	2023-24 (O)	11825	0	0	0	0	0	289	0	29254	1516	4675	46036
	2023-24 (C)	2919	0	0	0	0	0	0	0	1424	74	1212	5562
	2024-25 (O)	11078	0	0	0	0	0	222	0	33025	1711	4493	48819
	2024-25 (C)	2860	0	0	0	0	0	0	0	2063	107	1220	6142
Kamarajar Port	2023-24 (O)	43	2305	0	7136	2046	72	0	0	12952	671	3153	27706
	2023-24 (C)	2632	0	0	14910	0	0	0	0	6	0	23	17571
	2024-25 (O)	20	2527	0	6256	2562	46	0	0	13146	681124	4153	28710
	2024-25 (C)	2662	0	0	16720	0	0	0	0	0	0	315	19697
V.O.Chidambaranar Port	2023-24 (O)	92	298	0	366	0	8503	1594	53	12418	621	5472	28796
	2023-24 (C)	77	0	0	9538	0	9	0	0	2522	126	460	12606
	2024-25 (O)	3	402	0	981	0	8050	1447	414	13188	660	5254	29740
	2024-25 (C)	72	0	0	8837	0	0	0	0	2709	136	367	11984
Cochin Port	2023-24 (O)	17353	1268	0	0	0	0	190	0	4241	383	672	23724
	2023-24 (C)	5566	0	0	0	0	0	0	0	5938	371	1089	12592
	2024-25 (O)	17801	1452	0	0	0	0	212	0	5261	447	474	25199
	2024-25 (C)	5393	0	0	0	0	0	11	0	6006	388	1136	12546
New Mangalore Port	2023-24 (O)	16472	3096	2362	0	367	7436	548	0	1767	131	2741	34789
	2023-24 (C)	6806	0	2136	81	32	15	0	0	1034	66	816	10919
	2024-25 (O)	19947	2884	988	6364	549	1465	604	0	1495	125	2979	37276
	2024-25 (C)	5731	0	1098	0	44	11	0	0	959	60	895	8738
Mormugao Port	2023-24 (O)	0	0	3460	2131	6578	0	153	0	0	0	4407	16729
	2023-24 (C)	585	0	1541	1607	30	0	0	0	0	0	136	3899
	2024-25 (O)	0	0	2121	903	6597	0	239	0	0	0	3871	13731
	2024-25 (C)	573	0	1819	1810	82	0	0	0	0	0	111	4395
J. L. Nehru Port	2023-24 (O)	435	990	0	0	0	0	0	0	76877	6269	2555	80856
	2023-24 (C)	1966	0	0	0	0	0	0	0	1249	161	1746	4961
	2024-25 (O)	341	949	0	0	0	0	0	0	81492	7005	2449	85231
	2024-25 (C)	2150	0	0	0	0	0	0	0	2476	297	2258	6884
Mumbai Port	2023-24 (O)	21965	1262	155	6980	0	0	554	44	1	0	12575	43536
	2023-24 (C)	16618	0	5329	1128	0	0	0	0	156	15	494	23725
	2024-25 (O)	23835	1302	1672	6625	0	0	579	33	0	0	12244	46290
	2024-25 (C)	15582	0	4817	1555	0	0	0	0	6	1	374	22335
Deendayal Port	2023-24 (O)	51764	2883	888	17239	500	0	3680	1062	4063	201	32658	114737
	2023-24 (C)	9619	0	1128	410	40	0	0	0	4439	267	2000	17636
	2024-25 (O)	52384	3423	400	16409	587	0	4424	3779	4413	258	48464	134282
	2024-25 (C)	7994	0	1007	625	85	0	0	0	3670	216	2493	15875
All Ports	2023-24 (O)	168229	19343	28509	34050	36070	49921	17738	1489	163358	11110	109688	628388
	2023-24 (C)	57609	0	32192	71606	173	179	0	0	18212	1198	10929	190907
	2024-25 (O)	176997	20225	21758	37791	35991	36062	18117	5766	172812	705345	132529	658049
	2024-25 (C)	56128	0	27563	75907	635	336	1900	0	20704	16086	13635	196809

* 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

Source: Major Ports

Annexure -IV										
Commodity-wise and Overseas & Coastal Traffic Handled at Non-Major Ports										
Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
1	2	3	4	5	6	7	8	9	10	11
Gujarat	2023-24 (O)	142556	0	881	72501	7441	123854	8752	54747	401980
	2023-24 (C)	18833	13364	8217	576	0	791	66	5494	47275
	2024-25 (O)	174650	2449	3506	77712	8990	144455	4849	26210	437972
	2024-25 (C)	19210	10658	8245	268	0	2161	0	9212	49754
Maharashtra	2023-24 (O)	82	5824	0	12751	153	0	0	12222	30880
	2023-24 (C)	0	28521	0	13705	0	0	0	3765	45991
	2024-25 (O)	3253	5526	0	18447	137	0	0	6204	33567
	2024-25 (C)	0	21628	1703	16444	0	0	0	2441	42217
Andhra Pradesh	2023-24 (O)	210	4472	0	44242	5536	1284	69	26030	81774
	2023-24 (C)	1855	6561	50	25092	0	938	56	1173	35667
	2024-25 (O)	114	2918	941	35262	6606	1001	6	24020	70862
	2024-25 (C)	1262	6475	274	25142	0	46	2	256	33455
Goa	2023-24 (O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	0	58	0	0	0	0	0	60	118
	2024-25 (O)	0	0	0	0	0	0	0	0	0
	2024-25 (C)	0	56	0	2	0	0	0	0	58
Tamil Nadu	2023-24 (O)	0	0	0	0	0	8412	701	1389	9801
	2023-24 (C)	0	0	0	0	0	4	0	318	321
	2024-25 (O)	344	0	0	0	0	9796	816	1487	11627
	2024-25 (C)	0	0	0	0	0	0	0	273	273
Karnataka	2023-24 (O)	52	0	0	0	42	0	0	540	633
	2023-24 (C)	71	0	27	0	0	4	0	150	252
	2024-25 (O)	318	0	0	0	44	0	0	1	363
	2024-25 (C)	70	0	35	0	0	0	0	139	244
Puducherry	2023-24 (O)	0	0	0	6299	179	0	0	896	7374
	2023-24 (C)	1	502	0	4339	0	0	0	94	4936
	2024-25 (O)	26	0	0	5607	33	0	0	1848	7515
	2024-25 (C)	0	775	0	4129	0	0	0	526	5430
Odisha	2023-24 (O)	0	14906	0	21914	473	0	0	11730	49022
	2023-24 (C)	0	2022	0	2804	0	0	0	394	5221
	2024-25 (O)	2013	10647	0	21438	224	0	0	9067	43390
	2024-25 (C)	0	3245	0	4469	0	0	0	973	8686
Kerala	2023-24 (O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	10	0	0	0	0	0	0	77	87
	2024-25 (O)	0	0	0	0	0	0	0	2	2
	2024-25 (C)	15	0	0	0	0	0	0	84	99
Andaman & Nicobar	2023-24 (O)	0	0	0	0	0	0	0	114	114
	2023-24 (C)	223	0	579	0	0	573	0	553	1928
	2024-25 (O)	14	0	0	0	0	0	0	174	188
	2024-25 (C)	246	0	717	0	0	630	61	253	1847
Lakshadweep	2023-24 (O)	0	0	0	0	0	0	0	0	0
	2023-24 (C)	21	0	92	0	0	0	0	98	211
	2024-25 (O)	0	0	0	0	0	0	0	0	0
	2024-25 (C)	27	0	59	0	0	0	0	70	157
Total	2023-24 (O)	142900	25202	881	157707	13823	133551	9523	107668	581579
	2023-24 (C)	21014	51028	8965	46516	0	2309	123	12176	142008
	2024-25 (O)	180732	21540	4447	158466	16034	155252	5671	69014	605485
	2024-25 (C)	20831	42836	11034	50454	0	2837	64	14227	142219

* 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

Annexure-V								
Capacity at Major Ports								
(Million Tonnes)								
Port	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
SMP Kolkata (#)	82.57	82.57	82.57	90.77	92.77	92.77	93.02	93.02
Paradip	239.00	239.00	249.00	259.00	289.75	289.75	289.75	289.55
Visakhapatnam	131.09	131.09	134.18	134.18	134.18	143.68	148.18	154.71
Kamarajar	84.00	91.00	91.00	91.00	91.00	91.00	94.00	97.00
Chennai	134.00	134.00	135.00	135.00	135.00	136.00	136.00	136.00
V.O. Chidambaranar	94.83	111.46	111.46	111.46	111.46	111.46	111.46	123.46
Cochin	74.50	78.60	78.60	78.60	78.60	79.90	79.90	80.50
New Mangalore	98.00	98.00	104.73	104.73	108.96	114.96	114.96	114.96
Mormugao	63.00	63.40	63.40	63.40	63.40	63.40	63.40	63.40
Mumbai	79.00	79.00	79.00	84.00	84.00	84.00	84.00	86.50
JNPT	118.00	138.87	138.87	141.37	141.37	141.37	145.87	145.87
Deendayal	253.20	267.10	267.10	267.10	267.10	269.10	269.32	295.77
Total:	1451.19	1514.09	1534.91	1560.61	1597.59	1617.39	1629.86	1680.74

(#) Includes SMP Haldia Dock Complex

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	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25(P)
1	Gujarat	523.00	542.00	542.81	544.62	552.00	593.00	598.01	598.01
2	Maharashtra	100.90	102.40	125.00	125.00	125.00	117.55	137.77	137.77
3	Goa	0.07	0.02	9.00	9.00	9.00	9.00	9.00	11.76
4	Tamil Nadu	1.10	2.15	26.15	25.05	25.05	25.05	25.05	25.05
5	Kerala	0.01	0.55	0.55	1.07	1.07	1.07	1.07	1.07
6	Karnataka	0.68	17.80	5.00	5.00	5.00	5.00	5.00	6.70
7	Andhra Pradesh	178.00	178.00	193.40	193.40	193.40	207.00	207.00	207.00
8	Odisha	34.50	47.50	65.00	70.00	70.00	65.00	70.00	70.00
9	Puducherry	14.90	16.90	16.96	16.96	16.96	17.95	17.95	23.00
10	Andaman & Nicobar Islands	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	856.16	910.32	987.98	994.21	1007.41	1050.55	1080.78	1090.29

Source: Non-Major Ports /State Maritime Board