

**भारत के पत्तन क्षेत्र का अद्यतन**  
**Update on the Indian Ports Sector**  
**(April-September, 2025)**



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

## PREFACE

Update on the Indian Ports 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 46<sup>th</sup> edition of the publication has been prepared.

This edition covers the latest available data from April-September, 2025-26 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 has 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.

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## **Abbreviation Used**

APMB	Andhra Pradesh Maritime Board
CoPA	Cochin Port Authority
CPA	Chennai Port Authority
CPDG	Captain of Port Department Goa
DPA	Deendayal Port Authority
GMB	Gujarat Maritime Board
JNPA	Jawahar Lal Neharu Port Authority
KMB	Kerala Maritime Board
KPL	Kamarajar Port Limited
MMB	Maharashtra Maritime Board
MPA	Mumbai Port Authority
MoPA	Mormugao Port Authority
NMPA	New Mangalore Port Authority
PBDT	Pre- Berthing Detention
PDP	Port Department Puducherry
PPA	Paradip Port Authority
P&IWTO	Port & Inland Water Transport Odisha
SMPHDC	Syama prasad Mookerjee Port Haldia Dock Complex
PMBA&N	Port Management Board Andaman & Nicobar
TNMB	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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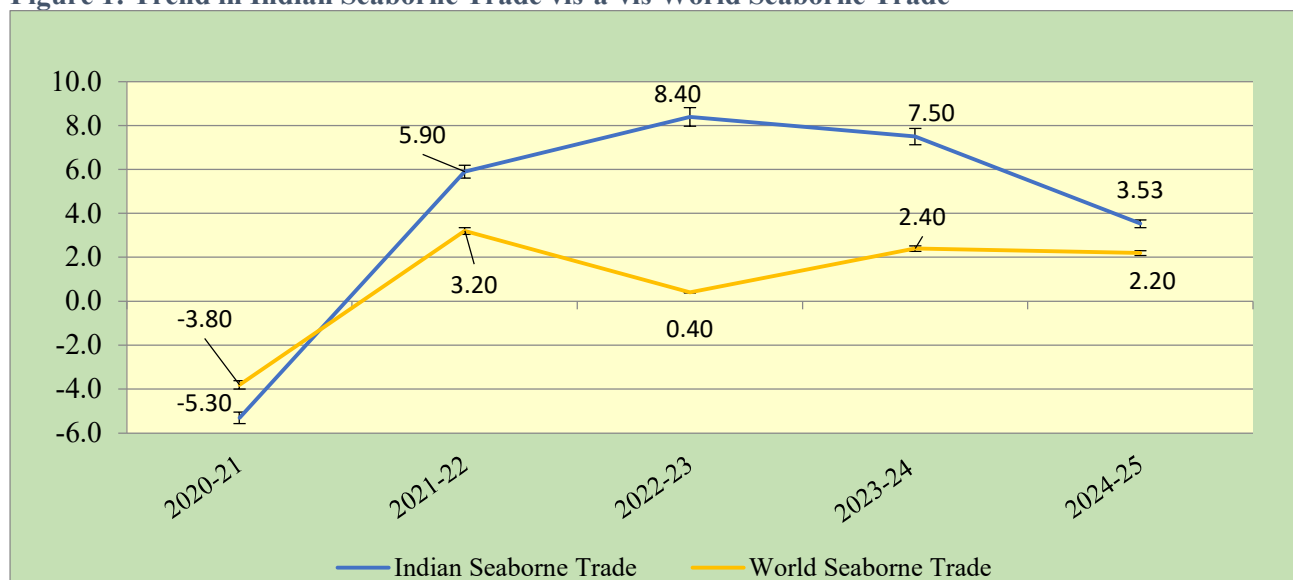
# 1. RECENT TRENDS IN CARGO TRAFFIC

## 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 km with 12\* operational Major Ports under Ministry of Ports, Shipping and Waterways and 68 Non-Major Ports under 11 State Maritime Boards (SMB) and Directorate of Ports (DoP).

In 2025, World Seaborne Trade declined from 2.40 percent in 2024 to 2.20 percent in 2025. Comparatively, Indian Seaborne Trade declined from 7.50 percent in 2023-24 to 3.53 percent in 2024-25. The trend of India's Seaborne Trade and World Seaborne Trade during 2020-21 to 2024-25 is shown in Figure 1.

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



Source: - Major Ports, State Maritime Board, UTs and Review of Maritime Transport 2025 (UNCTAD, 2025)

## 1.2 Cargo Traffic at Indian Ports

During April-September, 2025-26 Major and Non-Major Ports in India have handled a total Cargo of 808.59 MT registering a growth of 3.90 percent over April-September, 2024-25. During April-September, 2025-26 cargo handled at Major and Non-Major Ports registered a growth of 5.79 percent and 1.76 percent respectively. The share of Non-Major Ports to the total traffic handled at Indian Ports has declined from 46.85 percent in April-September, 2024-25 to 45.88 percent in April-September, 2025-26. Trend in traffic handled at Major Ports and Non-Major Ports is given in Table 1.

\* Two ports namely, 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**

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	(Million Tonnes)	
					April-September	
					2024-25	2025-26(P)
Major Ports	720.05	784.30	819.29	854.86	413.66	437.62
% growth	7.04	8.92	4.46	4.34	5.07	5.79
Non-Major Ports	603.75	651.02	723.59	742.41	364.56	370.97
% growth	4.58	7.83	11.15	2.60	9.51	1.76
All Ports	1323.80	1435.32	1542.88	1597.27	778.22	808.59
% growth	5.91	8.42	7.49	3.53	7.10	3.90

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

Overseas cargo handled at Indian Ports increased 3.89 percent during April-September, 2025-26 as compared to April-September,2024-25 and Coastal cargo handled increased 3.96 percent during the same period. Overseas cargo handled at Major Ports increased 5.50 percent from 319.90 MT during April-September, 2024-25 to 337.49 MT during April-September,2025-26. Coastal Cargo handled at Major Ports also increased 6.79 percent from 93.76 MT during April-September, 2024-25 to 100.13 MT handled during April-September, 2025-26.

Overseas cargo handled at Non-Major Ports during April-September,2025-26 increased 2.16 percent to 304.98 MT from 298.54 MT during April-September, 2024-25. Coastal cargo handled at Non-Major Ports during April-September, 2025-26 has declined 0.06 percent to 65.99 MT from 66.02 MT handled during April-September,2024-25. Overseas and coastal cargo traffic handled at Indian Ports during April-September, 2024-25 and April-September, 2025-26 is given in Table 2.

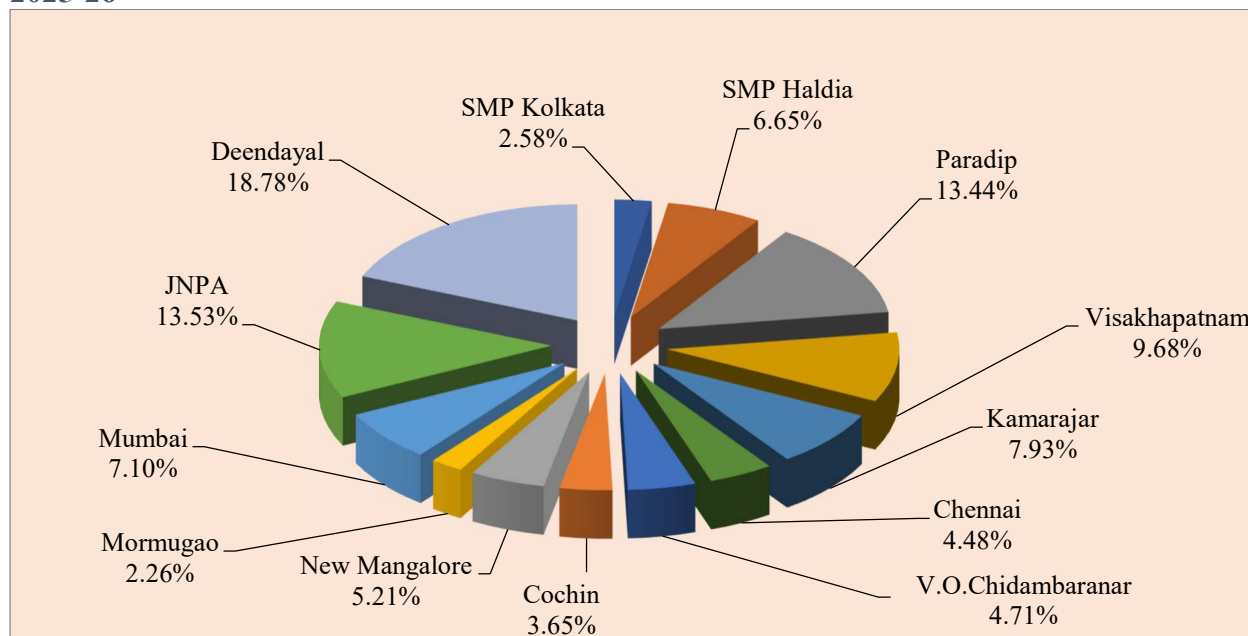
**Table 2: Overseas & Coastal Traffic handled at Indian Ports (Million Tonnes)**

Major/Non-Major	2024-25			2025-26 (P)		
	Overseas	Coastal	Total	Overseas	Coastal	Total
Major Ports	319.90	93.76	413.66	337.49	100.13	437.62
% Growth	5.58	3.36	5.07	5.50	6.79	5.79
Non-Major Ports	298.54	66.02	364.56	304.98	65.99	370.97
% Growth	11.51	1.28	9.51	2.16	-0.06	1.76
All Ports	618.44	159.79	778.22	642.47	166.12	808.59
% Growth	8.36	2.49	7.10	3.89	3.96	3.90

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

### 1.2.1.1 Overseas Cargo handled at Major Ports:

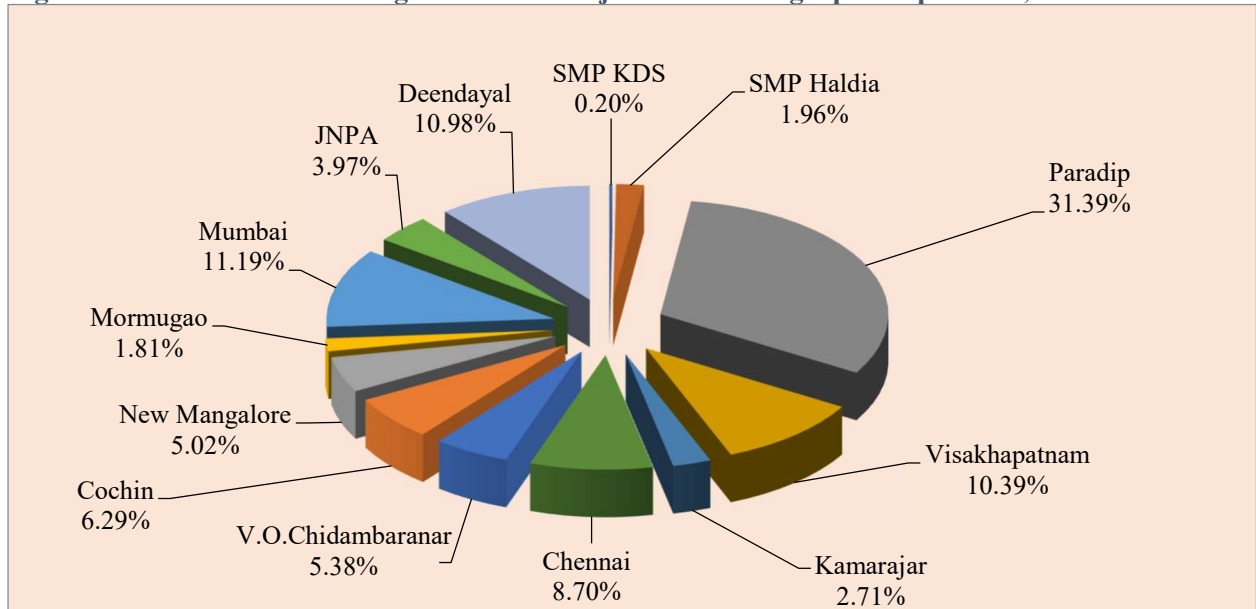
During April-September, 2025-26, among the Major Ports, Deendayal Port handled the maximum Overseas Cargo of 63.37 MT with a share of 18.78 percent. The port wise share of Overseas cargo traffic is given in Figure 2.

**Figure 2: Share of Overseas Cargo Traffic at Major Ports during April to September, 2025-26**


### 1.2.1.2 Coastal cargo handled at Major Ports:

During April-September, 2025-26, among the Major Ports, Paradip Port handled the maximum Coastal Cargo of 31.43 MT with a share of 31.39 percent. The port wise share of Coastal Cargo traffic is given in Figure 3.

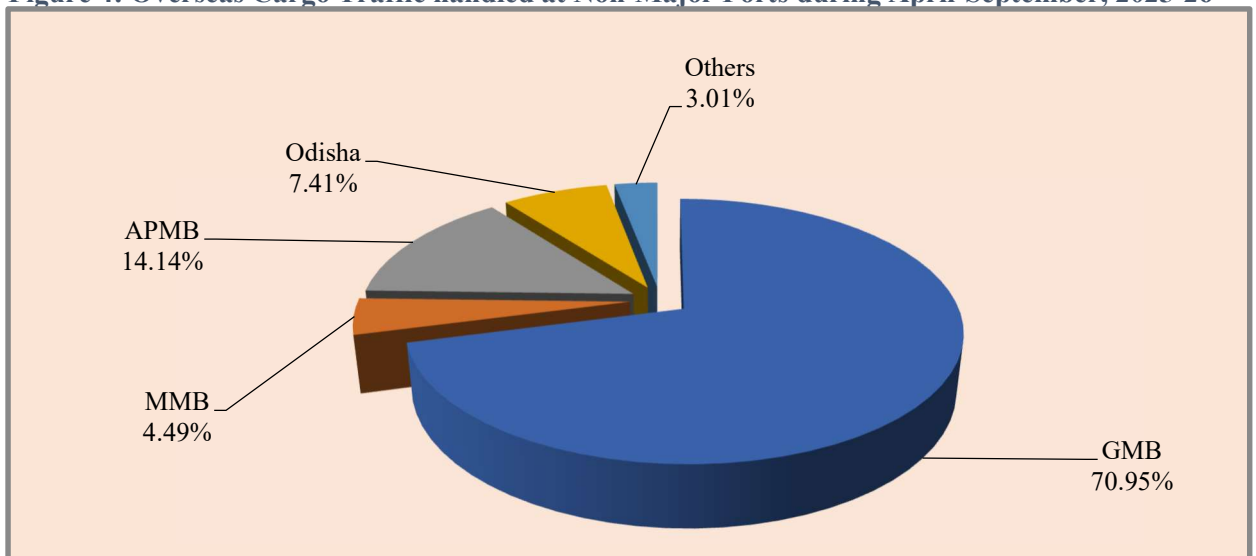
**Figure 3: Share of Coastal Cargo Traffic at Major Ports during April-September, 2025-26**



### 1.2.1.3 Overseas Cargo handled at Non-Major Ports:

During April-September, 2025-26, among the Non-Major Ports, Gujarat Maritime Board handled the maximum overseas cargo of 216.38 MT with a share of 70.95 percent. The SMB/DoP wise share of Overseas cargo traffic is given in Figure 4.

**Figure 4: Overseas Cargo Traffic handled at Non-Major Ports during April-September, 2025-26**

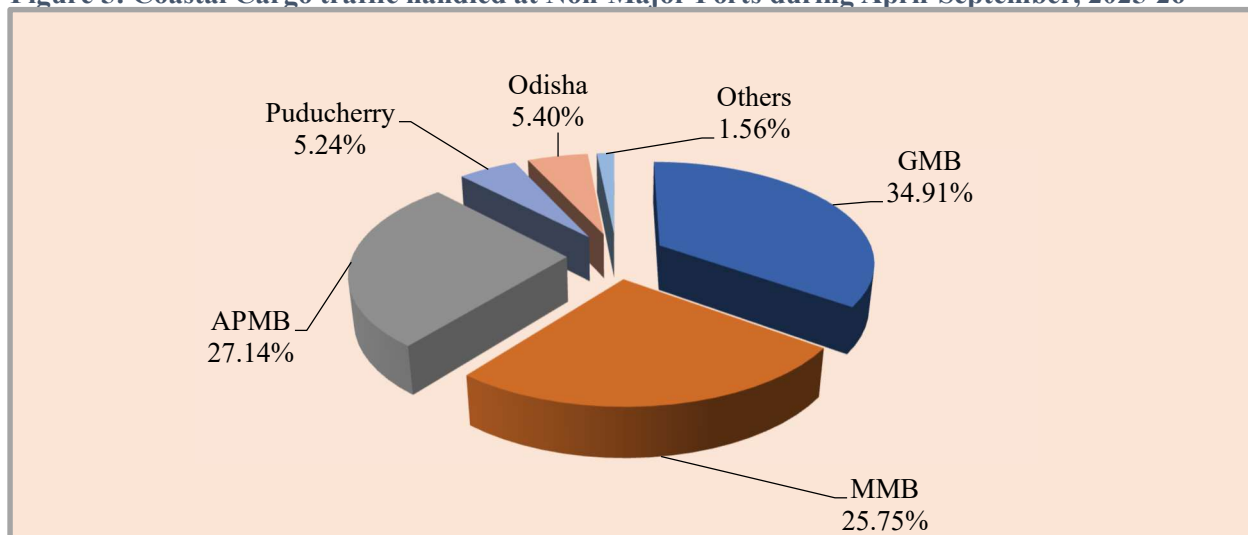


Note- Others include Tamil Nadu Maritime Board (TNMB), Port Department Puducherry, Directorate of Ports Karnataka and Andaman & Nicobar Islands

### 1.2.1.4 Coastal cargo handled at Non-Major Ports:

During April-September, 2025-26, among the Non-Major Ports, Gujarat Maritime Board handled the maximum Coastal Cargo of 23.03 MT with a share of 34.91 percent. SMB/DoP wise share of Coastal cargo traffic is given in Figure 5.

**Figure 5: Coastal Cargo traffic handled at Non-Major Ports during April-September, 2025-26**



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

## 1.3 Cargo Traffic at Major Ports

Cargo traffic at India's 12 Major Ports during April-September, 2025-26 was 437.62 MT registering a growth of 5.79 percent over April-September, 2024-25. During April-September, 2025-26, Paradip Port handled the maximum cargo traffic of 76.78 MT with a share of 17.55 percent. SMPA Kolkata Port recorded highest growth in traffic (16.81 percent). The port wise cargo traffic handled at Major Port is given in Table 3.

**Table 3: Traffic handled at Major Ports****(Million Tonnes)**

Major Ports	2021-22	2022-23	2023-24	2024-25	April-September			Percent Share
					2024-25	2025-26 (P)	Percentage Change	
SMPA Kolkata	58.18	65.66	66.45	63.95	28.53	33.32	16.81	7.61
(i) Kolkata DS	15.30	17.05	16.91	16.64	7.16	8.90	24.36	2.03
(ii) Haldia DC	42.88	48.61	49.54	47.31	21.37	24.42	14.28	5.58
Paradip Port Authority	116.13	135.36	145.38	150.41	73.12	76.78	5.01	17.55
Visakhapatnam Port Authority	69.03	73.75	81.09	82.62	41.77	43.09	3.16	9.85
Kamarajar Port Ltd.	38.74	43.51	45.28	48.41	23.68	23.84	0.68	5.45
Chennai Port Authority	48.56	48.95	51.60	54.96	27.09	29.47	8.78	6.73
V.O. Chidambaranar Port Authority	34.12	38.04	41.40	41.72	21.01	21.29	1.32	4.86
Cochin Port Authority	34.55	35.26	36.32	37.75	18.54	18.63	0.49	4.26
New Mangalore Port Authority	39.30	41.42	45.71	46.01	21.08	22.61	7.26	5.17
Mormugao Port Authority	18.46	17.33	20.63	18.13	8.20	9.44	15.10	2.16
Jawaharlal Nehru Port Authority	76.00	83.86	85.82	92.12	44.80	49.63	10.79	11.34
Mumbai Port Authority	59.89	63.61	67.26	68.63	34.46	35.15	2.01	8.03
Deendayal Port Authority	127.10	137.56	132.37	150.16	71.39	74.37	4.17	16.99
<b>All Ports</b>	<b>720.05</b>	<b>784.30</b>	<b>819.29</b>	<b>854.86</b>	<b>413.66</b>	<b>437.62</b>	<b>5.79</b>	<b>100.00</b>
Source : Major Ports (P) : Provisional								

### 1.3.1 Commodity wise growth of cargo traffic at Major Ports

At broad commodity level, during April-September, 2025-26, Fertiliser posted highest growth rate of 38.27 percent. Details of Commodity wise cargo traffic handled at Major Ports from 2021-22 to April-September, 2025-26 is given in Table 4.

In terms of composition of cargo traffic handled during April-September, 2025-26 at Major Ports, the largest commodity group was POL (27.98 percent). The Port-wise and Commodity-wise shares in total cargo traffic during April-September, 2025-26 are given in the Figure 6 and Figure 7 respectively.

**Table 4: Commodity wise Traffic handled at Major Ports (Million Tonnes)**

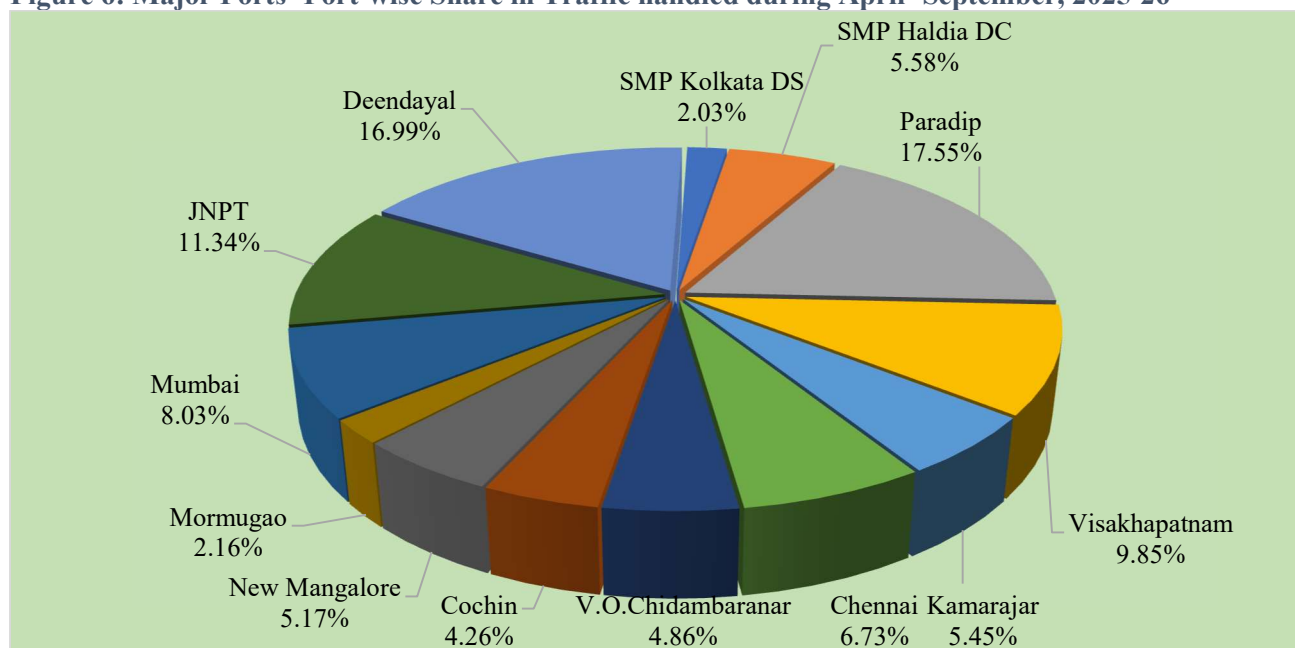
Commodities	2021-22	2022-23	2023-24	2024-25	April-September			Percent Share
					2024-25	2025-26 (P)	Percentage change	
POL*	203.19	217.92	225.84	234.36	112.97	122.45	8.40	27.98
Iron Ore@	52.24	46.42	60.70	49.32	25.12	23.56	-6.22	5.38
Fertiliser#	16.09	16.17	17.73	20.08	8.03	11.11	38.27	2.54
1. Finished	7.49	7.89	8.27	10.03	3.32	5.84	75.57	1.33
2. Raw (DRY)	8.60	8.28	9.46	10.05	4.71	5.27	11.93	1.20
Coal	123.25	149.95	141.90	150.16	72.40	76.80	6.07	17.55
1. Thermal Coal	87.03	111.71	105.66	113.41	53.69	57.05	6.24	13.04
2. Coking Coal	36.21	38.24	36.24	36.75	18.71	19.75	5.56	4.51
Food Grain^	7.03	6.95	1.49	5.71	1.97	0.27	-86.41	0.06
Container	167.38	170.28	181.57	193.52	94.63	104.34	10.26	23.84
Others	150.87	176.61	190.07	201.71	98.54	99.10	0.57	22.64
<b>Total</b>	<b>720.05</b>	<b>784.31</b>	<b>819.29</b>	<b>854.86</b>	<b>413.66</b>	<b>437.62</b>	<b>5.79</b>	<b>100.00</b>

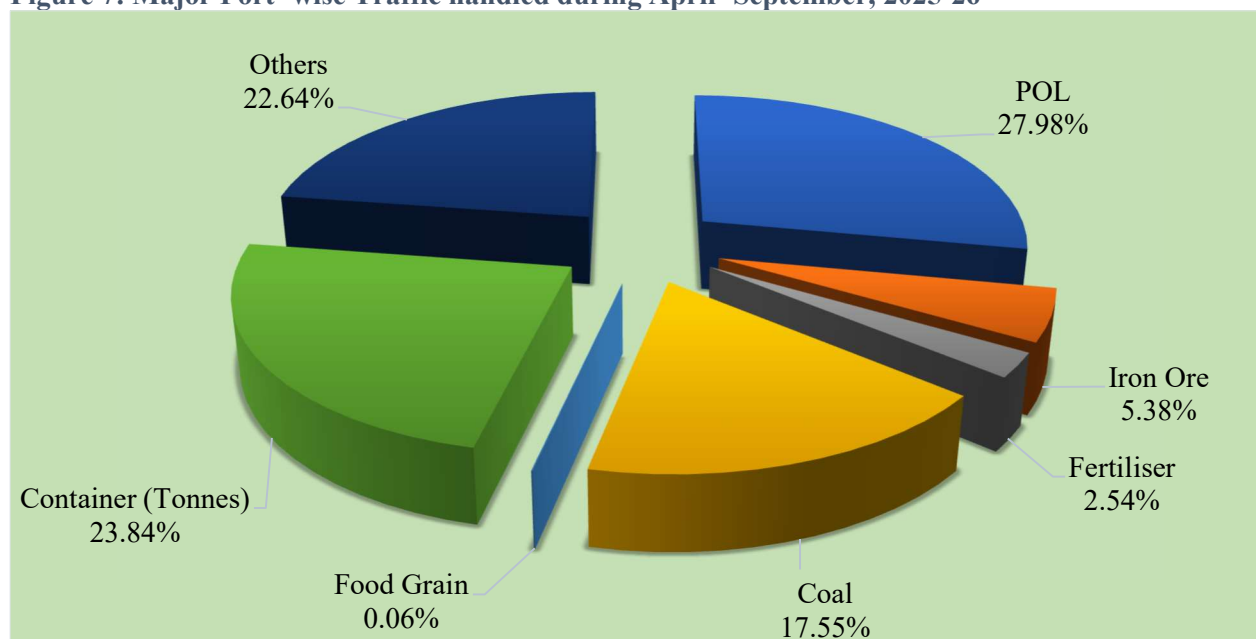
Source: Major Port

\* Includes POL crude and POL Products, @ includes iron ore fine and pellets

# includes Fertilizer finished and FRM-Dry, ^ excludes pulses

(P) : Provisional

**Figure 6: Major Ports- Port-wise Share in Traffic handled during April- September, 2025-26**


**Figure 7: Major Port- wise Traffic handled during April- September, 2025-26**

Port-wise & commodity-wise traffic handled at Major Ports from 2023-24 to April-September 2025-26 is given at Annexure-I and port wise commodity wise traffic handled in Overseas and Coastal traffic during to April-September 2024-25 and April-September 2025-26 is given at Annexure-III.

### 1.3.2 Container traffic at Major Ports

Container traffic, which largely reflects trade in manufactures and components increased by 10.26 percent during April-September, 2025-26 from 94.63 MT during April-September, 2024-25 to 104.34 MT handled during April-September, 2025-26. In terms of Twenty Foot Equivalent Units (TEUs), containers handled increased by 9.75 percent from 6.62 MT during April-September, 2024-25 to 7.27 MT handled during April-September, 2025-26.

Among the Major Ports, Mumbai Port Authority recorded highest growth of 208.09 percent (in terms of tonnage) in container traffic. Jawaharlal Nehru Authority continues to be the leading container handling port in the country with a share of 43.16 percent in terms of tonnage and 54.52 percent in terms of TEUs in the total container traffic at Major Ports during April-September, 2025-26. Port wise Container cargo traffic and TEUs handled at Major Ports is given in Table 5.

**Table 5: Container Traffic at Major Ports***(Million Tonnes/Million TEUs)*

Major Ports	2023-24		2024-25		April- September						Percent Share	
	Tn	TEU	Tn	TEU	2024-25		2025-26 (P)		Percent Change			
					Tn	TEU	Tn	TEU	Tn	TEU	Tn	TEU
SMPA Kolkata	11.95	0.75	13.12	0.80	5.98	0.39	8.09	0.47	35.21	20.53	7.75	6.47
(i) SMP Kolkata DS	9.89	0.64	9.91	0.62	4.56	0.31	6.39	0.37	40.21	19.53	6.12	5.05
(ii) SMP Haldia DC	2.06	0.11	3.22	0.18	1.43	0.08	1.70	0.10	19.25	24.24	1.63	1.42
Paradip Port Authority	0.20	0.01	0.55	0.03	0.22	0.01	0.26	0.01	19.22	-6.99	0.25	0.18
Visakhapatnam Port Authority	11.08	0.67	9.94	0.62	5.56	0.35	5.07	0.31	-8.86	-11.75	4.86	4.25
Kamarajar Port Ltd.	30.68	1.59	35.09	1.82	16.92	0.88	18.96	0.98	12.05	12.02	18.17	13.51
Chennai Port Authority	12.96	0.67	13.15	0.68	6.81	0.35	6.65	0.35	-2.36	-2.35	6.38	4.75
V.O. Chidambaranar Port Authority	14.94	0.75	15.90	0.80	8.03	0.40	8.56	0.42	6.52	3.93	8.20	5.75
Cochin Port Authority	10.18	0.75	11.27	0.84	5.63	0.42	5.12	0.38	-9.00	-8.85	4.91	5.26
New Mangalore Port Authority	2.80	0.20	2.46	0.18	1.22	0.09	1.26	0.10	3.89	8.36	1.21	1.36
Mormugao Port Authority	-	-	-	-	-	-	-	-	-	-	-	-
Jawaharlal Nehru Port Authority	78.13	6.43	83.97	7.30	40.86	3.53	45.04	3.96	10.23	12.36	43.16	54.52
Mumbai Port Authority	0.16	0.02	0.01	-	0.0	-	0.01	-	208.89	-	0.01	0.01
Deendayal Port Authority	8.50	0.47	8.08	0.48	3.39	0.20	5.32	0.29	56.74	43.75	5.10	3.96
<b>All Ports</b>	<b>181.57</b>	<b>12.31</b>	<b>193.52</b>	<b>13.53</b>	<b>94.63</b>	<b>6.62</b>	<b>104.34</b>	<b>7.27</b>	<b>10.26</b>	<b>9.75</b>	<b>100</b>	<b>100</b>

Source: Major Ports

Tn : tonnes; TEU : twenty foot equivalent unit

(P) : Provisional

## 1.4 Cargo Traffic at Non-Major Ports

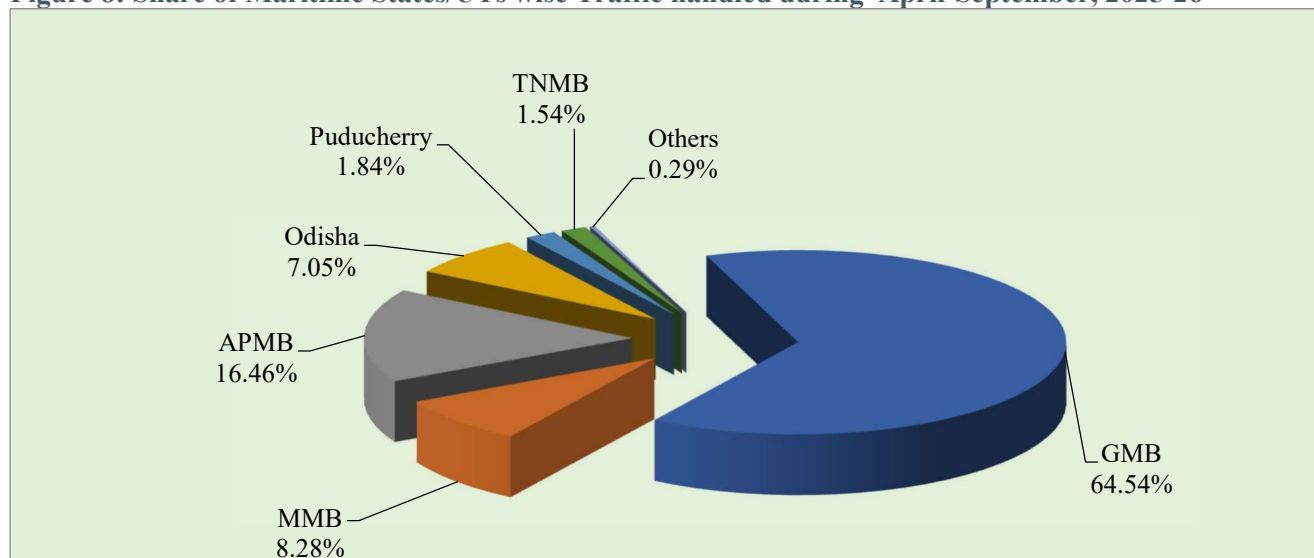
Non-Major Ports handled 45.88 percent of total maritime cargo traffic of the country during April-September, 2025-26. Table 6 represents Maritime State-wise share and growth of traffic handled at Non-Major Ports during 2021-22 to April-September, 2025-26.

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

Maritime State/UT	2021-22	2022-23	2023-24	2024-25	April- September			Percent Share
					2024-25	2025-26 (P)	Percent Change	
Gujarat Maritime Board	405.39	416.36	449.26	487.73	240.26	239.41	-0.35	64.54
Maharashtra Maritime Board	52.47	71.26	76.87	70.52	32.66	30.70	-6.00	8.28
Andhra Pradesh Maritime Board	87.98	101.43	117.44	104.32	51.32	61.05	18.95	16.46
Goa	0.03	0.01	0.12	0.03	-	-	-	-
Tamil Nadu Maritime Board	7.84	9.87	10.12	11.90	6.17	5.73	-7.10	1.54
Karnataka Maritime Board	0.79	1.06	0.89	0.61	0.261	0.272	4.21	0.07
Andaman & Nicobar Islands	1.54	1.88	2.04	2.03	0.83	0.73	-12.50	0.20
Odisha	41.54	38.71	54.24	52.08	26.87	26.16	-2.63	7.05
Kerala Maritime Board	0.14	0.11	0.09	0.10	0.03	0.03	1.20	0.01
Puducherry	5.84	10.12	12.31	12.95	6.07	6.83	12.59	1.84
Lakshadweep	0.18	0.22	0.21	0.16	0.08	0.05	-34.26	0.01
<b>All M.States/UTs</b>	<b>603.75</b>	<b>651.02</b>	<b>723.59</b>	<b>742.41</b>	<b>364.56</b>	<b>370.97</b>	<b>1.76</b>	<b>100.00</b>

Source: Non- Major Ports/ State Maritime Board/ UTs  
(P) : Provisional

The cargo handled by the Non-Major Ports during April-September, 2025-26 increased 1.76 percent from 364.56 MT during April-September, 2024-25 to 370.97 MT during April-September, 2025-26. Gujarat accounted for maximum (64.54 percent) traffic handled by the Non-Major Ports. Four Maritime State, viz, Gujarat, Andhra Pradesh, Maharashtra and Odisha together accounted for 96.32 percent of the total cargo traffic handled by Non-Major Ports during April-September, 2025-26. SMB/DoP wise share in total cargo traffic handled during April-September, 2025-26 is given in Figure 8.

**Figure 8: Share of Maritime States/UTs wise Traffic handled during April-September, 2025-26**

Note- Others include Andaman and Nicobar Islands, Kerala Maritime Board, Goa, Lakshadweep and Karnataka Maritime Board

Table 7 gives the details of commodity-wise traffic handled at Non-Major Ports from 2021-22 to April-September, 2025-26. The table shows that the two commodities, viz. POL and Coal accounted for 54.78 percent of the total cargo handled at the Non-Major Ports during April-September, 2025-26.

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

Commodity	2021-22	2022-23	2023-24	2024-25	April- September			Percent Share
					2024-25	2025-26 (P)	Percent Change	
POL*	163.05	164.26	163.91	201.56	100.35	98.58	-1.76	26.57
Iron Ore**	42.45	51.85	76.23	64.38	29.01	28.63	-1.31	7.72
Building Material <sup>§</sup>	12.70	12.48	9.85	15.48	4.45	5.79	30.22	1.56
Coal @	144.92	178.41	204.22	208.92	105.35	104.64	-0.68	28.21
Fertilizer & FRM <sup>^</sup>	13.88	14.77	13.82	16.03	7.04	8.51	20.91	2.29
Others	226.75	229.25	255.55	241.33	118.37	124.83	5.45	33.65
<b>All</b>	<b>603.75</b>	<b>651.02</b>	<b>723.59</b>	<b>747.71</b>	<b>364.56</b>	<b>370.97</b>	1.76	100.00

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

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

@ Includes Thermal Coal, Coking coal and Other Coal

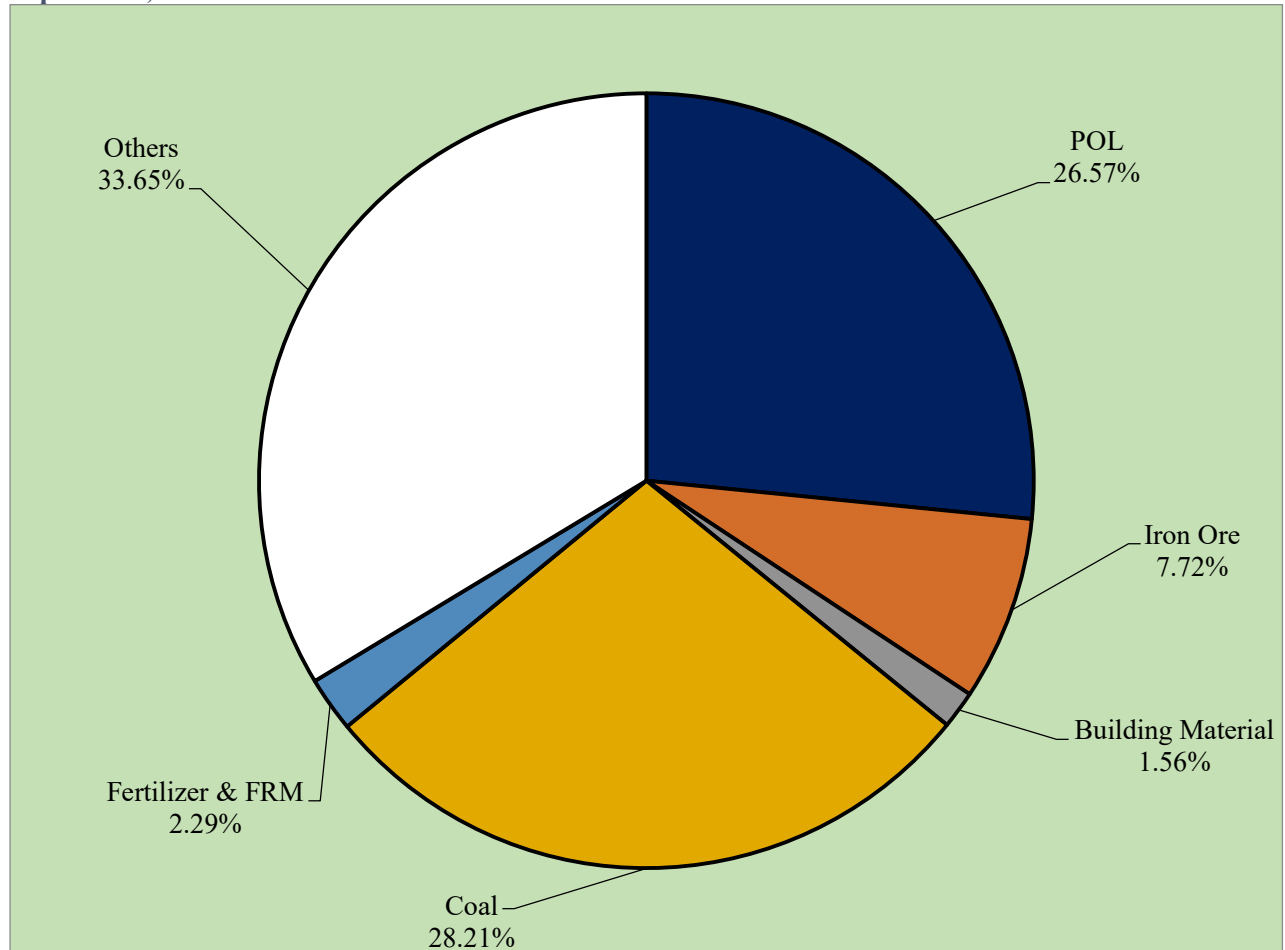
<sup>§</sup> Includes Building Material and Cement/Clinker      \*\* Includes iron ore fines and Pellets

<sup>^</sup> Includes Fertilisers, FRM-Liquid, FRM-Dry and Rock Phosphate

(P) : Provisional

The percentage share was maximum (33.65 percent) for Other Cargo having a growth of 5.45 percent during April-September, 2025-26. The Commodity-wise composition of traffic handled at Non-Major Ports during April-September, 2025-26 is shown in Figure 9.

**Figure 9: Commodity-wise Composition of Traffic handled at Non-Major Ports during April-September, 2025-26**



Maritime State-wise & commodity-wise traffic handled at Non-Major Ports from 2023-24 to April-September, 2025-26 is given at Annexure-II and Port-wise/ Commodity-wise Overseas & Coastal traffic handled during April-September, 2024-25 and April-September, 2025-26 is given at Annexure-IV.

## 2. PERFORMANCE OF MARITIME STATES

Ports are economic and service provision units of 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 km 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, some ports are well developed and provide all-weather berthing facilities for cargo handling. 68 Non-Major Ports are cargo handling Ports. The Maritime Ports operate within the statutory framework of the Indian Ports Act 2025 which applies to all the ports. However, the Major Ports Authority Act 2021 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.

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. 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 Ports and Non-Major Ports, the Maritime States Development Council (MSDC) was constituted in May, 1997 under the Chairmanship of the Hon'ble Minister of Ports, Shipping and Waterways. The Ministers in-charge of Ports in all Maritime States, Union Territories of Puducherry, Andaman & Nicobar Islands 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 20<sup>th</sup> 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.

## 2.2 Maritime States

Non-Major Ports in India collectively handled 370.97 MT of traffic during April-September, 2025-26 as compared to 364.56 MT of cargo handled during April-September, 2024-25 recording growth of 1.76 percent.

### 2.2.1 GUJARAT

The State of Gujarat is endowed with 2340.62 km length of coastline which constitutes about one-sixth of the total Indian coastline. Out of 49 ports located along its coastline, 48 are Non-Major Ports while one port, viz. Deendayal Port (Kandla) is a Major Port. Out of 48 Non-Major Ports, 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.

Figure 10: Gujarat: Major and Minor Ports



Source : Gujarat Maritime Board

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2021-22 to April-September, 2025-26 are given in Table 8.

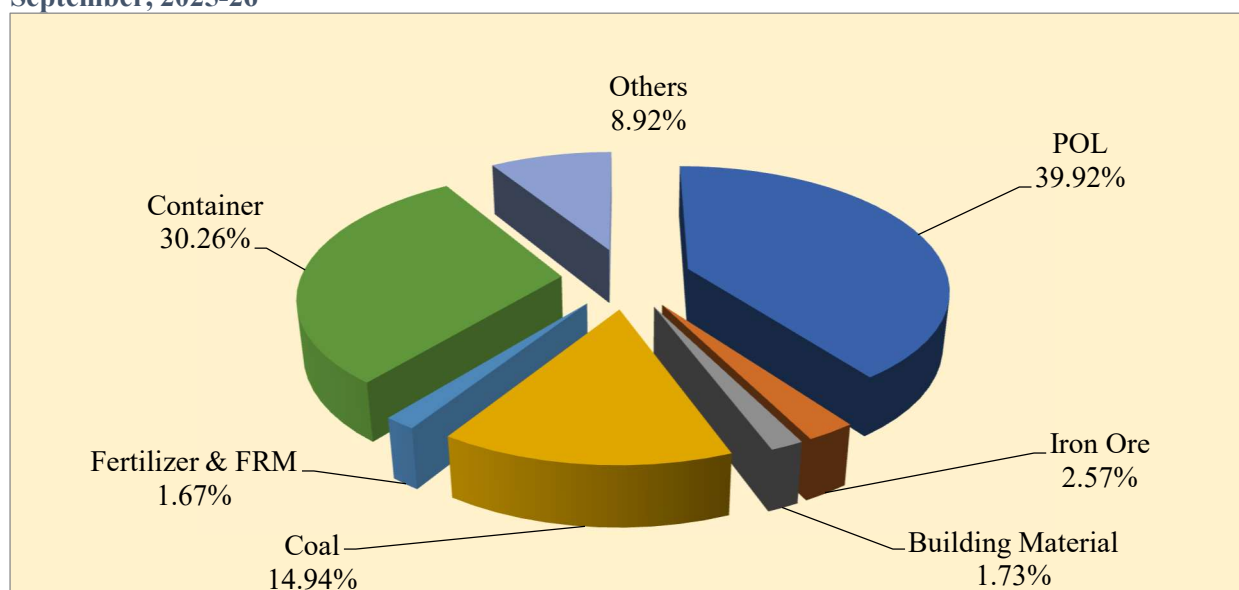
**Table 8: Gujarat: Trends in Cargo Handled at Major & Non-Major Ports** (Million Tonnes)

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	127.10	137.56	132.37	150.16	71.39	74.37
% Growth	8.11	8.23	-3.77	13.43	10.19	4.17
Non-Major Ports	405.39	416.36	449.26	487.73	240.26	239.41
% Growth	4.60	2.70	7.90	8.56	10.16	-0.35
All Ports	532.49	553.92	581.63	637.88	311.66	313.78
% Growth	5.42	4.02	5.00	9.67	10.17	0.68

Source: Gujarat Maritime Board  
 (P) : Provisional

It is noteworthy that all ports (Major and Non-Major) located along the coast of Gujarat handled 38.81 percent of the total cargo handled by Indian Ports during April-September, 2025-26. The total cargo traffic handled at the Major and Non-Major Ports of Gujarat during April-September, 2025-26 was 313.78 MT as against 311.66 MT during April-September, 2024-25 reflecting an increase of 0.68 percent. In particular, Non-Major Ports of Gujarat alone handled around 64.54 percent of total cargo traffic handled at India's Non-Major Ports during April-September, 2025-26.

Amongst the Maritime States of India, Gujarat is one of the States, which has played a proactive role in the development of Non-Major Ports on its coastline. The share of commodity-wise traffic handled by Non-Major Ports of Gujarat during April-September, 2025-26 is shown in Figure 11.

**Figure 11: Commodity Composition of Traffic handled at Non-Major Ports of Gujarat during April-September, 2025-26**

Recent trends in cargo handled and capacity creation in Non-Major Ports of Gujarat are given in the Table 9. It indicates sustained increase in cargo throughput and capacity addition. During April-September, 2025-26, total cargo handling capacity in the Non-Major Ports of Gujarat was 598.01 MT. Gujarat Maritime Board (GMB) is the nodal agency for regulation and development of the State's maritime activities. In April-September, 2025-26 the capacity utilization was 40.03 percent.

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

Item	2021-22	2022-23	2023-24	2024-25	2025-26(P)
Capacity*	552.00	593.00	598.01	598.01	598.01
% Growth	1.28	7.43	0.84	0.00	0.00
Cargo Handled	405.39	416.36	449.26	487.73	239.41
% Utilization	73.44	70.21	75.12	81.56	40.03

Source: Gujarat Maritime Board

\*Including Lighterage Port Capacity

(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 km, 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 April-September, 2025-26 was 115.49 MT as compared to 111.92 MT handled during April-September, 2024-25 registering an increment of 3.18 percent. However, the share of the cargo handled at the two Major Ports in the Total cargo was 73.42 percent while share of Non-Major Ports was only 26.58 percent.

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2021-22 to April-September, 2025-26 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	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	135.89	147.47	153.08	160.74	79.26	84.79
% Growth	5.22	24.83	12.65	9.00	-50.69	6.97
Non-Major Ports	52.47	71.26	76.87	70.52	32.66	30.70
% Growth	31.70	35.79	7.88	-8.27	-13.54	-6.00
All Ports	188.36	218.73	229.95	231.26	111.92	115.49
% Growth	19.23	16.12	5.13	0.57	-43.62	3.18

Source: Jawahar Lal Nehru Port Authority, Mumbai Port Authority and Maharashtra Maritime Board  
 (P) : Provisional

### 2.2.3 GOA

Goa with a coastline of 193.95 km is criss-crossed by 7 rivers. Apart from the Major Port at Mormugao, there are 5 Non-Major Ports all of which are riverine ports with an average depth of about 2 meters except Panaji (which is the lone cargo handling Non-Major Port) with a depth of 4 meters. In Goa State, the cargo handled at Non-Major Ports was very less compared to Major Port. During April- September 2025-26 percentage share of Major Port in the total cargo handled in the Goa State was 100 percent.

The trend in the cargo handled at both Major and Non-Major Ports of the State from 2021-22 to April-September, 2025-26 is given in Table 11.

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

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	18.46	17.33	20.63	18.13	8.20	9.44
% Growth	-16.06	-6.08	19.00	-12.13	-54.76	15.10
Non-Major Ports	0.03	0.01	0.12	0.03	0.00	0.00
% Growth	-23.62	-70.37	1375.00	-73.73	-100.00	0.00
All Ports	18.48	17.34	20.75	18.16	8.20	9.44
% Growth	-16.08	-6.17	19.63	-12.48	-54.77	15.10

Source: Mormugao Port and Captained Ports of Department of Goa  
 (P) : Provisional

## 2.2.4 KARNATAKA

Karnataka has a coastline of 343.30 km. 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 April-September, 2025-26 in the State viz. Old Mangalore and Karwar Port. During April-September, 2025-26, Non-Major Ports in the State handled 0.27 MT cargo as compare to 0.26 MT handled during April-September, 2024-25. The total cargo handled in the State was 22.88 MT during April-September, 2025-26 as compared to 21.34 MT during April-September, 2024-25. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2021-22 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	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	39.30	41.42	45.71	46.01	21.08	22.61
% Growth	7.66	5.40	10.36	0.67	4.53	7.26
Non-Major Ports	0.79	1.06	0.89	0.61	0.26	0.27
% Growth	0.25	34.31	-16.27	-31.41	-48.62	4.21
All Ports	40.08	42.47	46.59	46.62	21.34	22.88
% Growth	7.50	5.97	9.70	0.06	3.22	7.22

Source: New Mangalore Port and Karnataka Maritime Board  
(P) : Provisional.

## 2.2.5 KERALA

Kerala has a coastline of 600.15 km, with one Major Port at Cochin and 17 Non-Major Ports. In Kerala, the four cargo handling Non-Major Ports are: Vizhinjam, Neendakara, Beypore and Azhikkal. The total cargo handled during April-September, 2025-26 in Kerala was 18.66 MT as compared to 18.57 MT handled during April-September, 2024-25 reflecting growth of 0.49 percent. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2021-22 to April-September, 2025-26 is given in Table 13.

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

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	34.55	35.26	36.32	37.75	18.54	18.63
% Growth	9.68	2.04	3.01	3.94	7.57	0.49
Non-Major Ports	0.14	0.11	0.09	0.10	0.03	0.03
% Growth	23.83	-22.14	-20.18	16.59	6.90	1.20
All Ports	34.69	35.36	36.40	37.85	18.57	18.66
% Growth	9.73	1.94	2.93	3.97	7.56	0.49

Source: Cochin Port and Kerala Maritime Board  
(P) : Provisional

## 2.2.6 TAMIL NADU

Tamil Nadu has a coastline of 1068.69 km, with 3 Major Ports at Chennai, Kamarajar (Ennore) and Chidambaranar (Tuticorin) and 17 Non-Major Ports. Out of 17 Non-Major Ports, only 6 ports handled Cargo viz: 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 is to (1) provide exclusive port facilities for import of Coal/Naphtha/Oil/Natural Gas for shore based thermal power plants, (2) promote export oriented and port based industries along the coastal districts of Tamil Nadu (3) encourage ship-repairing ship-breaking and (4) manufacture of cranes and floating cranes. In addition, leisure tourism and water sports along the coastline are also aimed.

During April-September, 2025-26, the Non-Major Ports in Tamil Nadu collectively handled 5.73 MT of cargo traffic as compared to 6.17 MT in April-September, 2024-25, showing decline of 7.10 percent. The total cargo in Tamil Nadu State has increased to 80.33 MT in April-September, 2025-26 from 77.95 MT in April-September, 2024-25 reflecting an increase of 3.05 percent. The trend in the cargo handled at both Major and Non-Major Ports of the State from 2021-22 to April-September, 2025-26 is given in Table 14.

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

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	121.43	130.50	138.28	145.09	71.78	74.60
% Growth	19.95	7.47	5.96	4.93	6.16	3.92
Non-Major Ports	7.84	9.87	10.12	11.90	6.17	5.73
% Growth	5.85	25.91	2.55	17.55	25.09	-7.10
All Ports	129.27	140.37	148.40	156.99	77.95	80.33
% Growth	18.99	8.59	5.72	5.79	7.44	3.05

Source: Chennai Port, V.O.C. Port, Kamarajar Port and Tamil Nadu Maritime Board  
(P) : Provisional

### 2.2.7 ANDHRA PRADESH

Andhra Pradesh has a coastline of 1053.07 km with one Major Port at Visakhapatnam besides 15 Non-Major Ports located at Bhavanapadu, Meghavaram, Bheemunipatnam, Gangavaram, Kakinada SEZ, Kakinada Deep Water, Rawa, Narsapur, Machilipatnam, Kalingapatnam, Nakkapalli, Ramayapattanam, Nizamapatnam, Vadarevu, and Krishnapatnam.

Out of 15 Non-Major Ports; only 5 Ports 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 61.05 MT of cargo during April-September, 2025-26 as compared to 51.32 MT in April-September, 2024-25 registering a growth of 18.95 percent in traffic. The total cargo handled during April-September, 2025-26 was 104.14 MT compared to 93.09 MT during April-September, 2024-25 registering an growth of 11.87 percent in traffic. The cargo handled at Major Port has registered an increase of 3.16 percent during April-September, 2025-26 as compared to April-September, 2024-25.

The trend in the cargo handled at both Major Ports and Non-Major Ports of the State from 2021-22 to April-September, 2025-26 is given in Table 15.

**Table 15: Andhra Pradesh: Trends in Cargo Handled at Major & Non-Major Ports**

(Million Tonnes)

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	69.03	73.75	81.09	82.62	41.77	43.09
% Growth	-1.16	6.84	9.95	1.89	5.44	3.16
Non-Major Ports	87.98	101.43	117.44	104.32	51.32	61.05
% Growth	-1.84	15.28	15.78	-11.18	29.30	18.95
All Ports	157.01	175.18	198.53	186.94	93.09	104.14
% Growth	-1.55	11.57	13.33	-5.84	17.38	11.87

Source: Visakhapatnam Port and Andhra Pradesh Maritime Board  
 (P) : Provisional

## 2.2.8 ODISHA

Odisha has a coastline of 574.74 km, from Andhra Pradesh border in Ganjam District to West Bengal border in Balasore District. It is endowed with conducive, unique, natural and strategic port locations. The Government of Orissa identified 14 potential sites for development of 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 26.16 MT of cargo during April-September, 2025-26 as compared to 26.87 MT in April-September, 2024-25 registering a decline of 2.63 percent in traffic. The total cargo handled during April-September, 2025-26 was 102.94 MT compared to 99.98 MT in the corresponding period of April-September, 2024-25 registering an increase of 2.96 percent in traffic. The cargo handled at Major Port has registered an increase of 5.01 percent during April-September, 2025-26 as compared to same period of April-September, 2024-25.

The trend in the cargo handled at both Major Ports and Non-Major Ports of the State from 2021-22 to April-September, 2025-26 is given in Table 16.

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

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	116.13	135.36	145.38	150.41	73.12	76.78
% Growth	1.38	16.56	7.40	3.46	5.74	5.01
Non-Major Ports*	41.54	38.71	54.24	52.08	26.87	26.16
% Growth	-3.46	-6.82	40.12	-4.00	6.87	-2.63
All Ports	157.68	174.07	199.62	202.48	99.98	102.94
% Growth	0.06	10.40	14.68	1.43	6.04	2.96

Source: Paradip Port and Directorate of Ports and IWT Odisha

\* 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 km 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 the State from 2021-21 to April-September, 2025-26 is given in Table 17.

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

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Major Ports	58.18	65.66	66.45	63.95	28.53	33.32
% Growth	-5.20	12.87	1.20	-3.75	-8.45	16.81

Source: SMPA KDS and HDC,

(P) : Provisional

Note: Tajpur Port notified in 06/12/2018 is still under construction

## 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 km 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 2021-21 to April-September, 2025-26 is given in Table 18.

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

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Andaman & Nicobar Islands	1.54	1.88	2.04	2.03	0.83	0.73
% Growth	7.15	(2.21)	8.85	-0.35	-7.85	-12.50

Source: Port management Board Andaman & Nicobar Islands  
 (P) : Provisional

In January 2006, the UT Administration 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 6.83 MT of cargo during April-September, 2025-26 as compared to 6.07 MT in during April-September, 2024-25 registering an increase of 12.59 percent. The Non-Major Ports of Lakshadweep collectively handled 0.05 MT of cargo in April-September, 2025-26.

The trend in the cargo handled at Non-Major Ports of the UTs of Lakshadweep and Puducherry from 2021-22 to April-September, 2025-26 is given in Table 19.

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

Major/Non-Major	2021-22	2022-23	2023-24	2024-25	April-September	
					2024-25	2025-26(P)
Lakshadweep	0.18	0.22	0.21	0.16	0.08	0.05
% Growth	58.96	18.48	-3.21	-25.79	-42.76	-34.26
Puducherry	5.84	10.12	12.31	12.95	6.07	6.83
% Growth	-20.34	73.32	21.64	5.17	6.83	12.59
All Ports	6.02	10.34	12.52	13.10	6.15	6.89
% Growth	-19.11	71.64	21.12	4.65	5.59	11.96

Source: Port Department of Puducherry and Department of Port, Shipping and aviation, Lakshadweep  
 (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 1717.90 MT at the completion of April-September, 2025-26. The port-wise capacity during April-September, 2025-26 and the traffic handled at Major Ports during April-September, 2025-26 are given in Table 20.

**Table 20: Major Port-wise Capacity Utilisation** (Million Tonnes)

SN	Name of Ports	Capacity (Up to December 2025)	Traffic(P) ( April- September, 2025)	Capacity Utilisation (Percent)
1	SMPA Kolkata *	93.02	33.32	35.82
2	Paradip Port Authority	289.75	76.78	26.50
3	Visakhapatnam Port Authority	154.71	43.09	27.85
4	Kamarajar Ports Limited	97.00	23.84	24.58
5	Chennai Port Authority	136.00	29.47	21.67
6	V.O. Chidambaranar Port Authority	130.42	21.29	16.32
7	Cochin Port Authority	80.50	18.63	23.14
8	New Mangalore Port Authority	114.96	22.61	19.67
9	Mormugao Port Authority	63.40	9.44	14.89
10	Mumbai Port Authority	86.50	35.15	40.64
11	Jawaharlal Nehru Port Authority	175.87	49.63	28.22
12	Deendayal Port Authority	295.77	74.37	25.14
<b>Total</b>		<b>1717.90</b>	<b>437.62</b>	<b>25.47</b>

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

\* Haldia Dock Complex included

(P) : Provisional

Table 20 shows that 25.47 percent capacity has been utilized at Major Ports during April-September, 2025-26. The highest capacity utilization i.e. 40.64 percent is achieved at Mumbai Port authority followed by SMPA Kolkata Port Authority (including Haldia Dock Complex) (35.82 Percent), Jawaharlal Nehru Port Authority (28.22 percent), Visakhapatnam Port Authority (27.85

percent), Paradip Port Authority (26.50 percent), Deendayal Port Authority (25.14 percent), Kamarajar Port (24.58 percent), Cochin Port Authority (23.14 percent), Chennai Port Authority (21.67 percent), New Mangalore Port Authority (19.67 percent), and V.O. Chidambaranar Port Authority (16.32 percent) during April-September, 2025-26. The least capacity utilization was at Mormugao Port Authority which was only 14.89 percent during April-September, 2025-26.

Table 21 shows that around 34.03 percent capacity has been utilized at Non-Major Ports during April-September, 2025-26. The highest capacity utilization i.e. 40.03 percent was achieved at Gujarat Maritime Board followed by Odisha (37.37 percent), Puducherry (29.72 percent), Andhra Pradesh Maritime Board (29.49 percent), Tamil Nadu Maritime Board (22.87 percent), Maharashtra Maritime Board (22.28 percent), Andaman & Nicobar Islands (17.74 percent), Karnataka Maritime Board (4.06 percent), Kerala Maritime Board (2.93 percent) and Lakshadweep (0.94 percent) during April-September, 2025-26.

**Table 21: Non-Major Port-wise Capacity Utilisation (Million Tonnes)**

SN	Name of Ports	Capacity	Traffic (April-September, 2025)	Capacity Utilisation (Percent)
1	Gujarat Maritime Board	598.01	239.41	40.03
2	Maharashtra Maritime Board	137.77	30.70	22.28
3	Tamil Nadu Maritime Board	25.05	5.73	22.87
4	Goa	11.76	0.00	0.00
5	Kerala Maritime Board	1.07	0.03	2.93
6	Karnataka Maritime Board	6.70	0.27	4.06
7	Andhra Pradesh Maritime Board	207.00	61.05	29.49
8	Odisha	70.00	26.16	37.37
9	Puducherry	23.00	6.83	29.72
10	Andaman & Nicobar Islands	4.11	0.73	17.74
11	Lakshadweep	5.82	0.05	0.94
	<b>Total</b>	<b>1090.29</b>	<b>370.97</b>	<b>34.03</b>

Source: State Maritime Board/ Directorate of Ports

(P) : Provisional

### 3.2 Cargo Traffic Targets during 2025-26 & achievement during April-September, 2025-26 for Major Ports

Total cargo handled at Major Ports during April-September, 2025-26 was 437.62 MT against the target of 904 MT, achieving 48.41 percent of the target in the April-September, 2025-26.

### 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 for the past several years. Some key operational indicators of physical performance pertaining to Major Ports for the selected years are elaborated.

#### 3.3.1 Average Turn-Round Time (TRT)

The average TRT during April-September, 2025-26 was 44.89 hours as compared to 49.27 hours during corresponding period April-September, 2024-25. The average TRT varied in the range between 8.41 hours at Mumbai Port Authority to 69.27 hours at Kolkata Dock System during April-September, 2025-26. Among the 12 Major Ports; Average TRT has been improved Kolkata Dock System, Visakhapatnam Port Authority, Kamarajar Port Ltd., Chennai Port Authority, Cochin Port Authority, Mormugao Port Authority, Mumbai Port Authority and Deendayal Port Authority during April-September, 2025-26. Port-wise Turn Round Time from 2021-22 to April-September, 2025-26 is given in Table 22.

**Table 22: Average Turn Round Time**

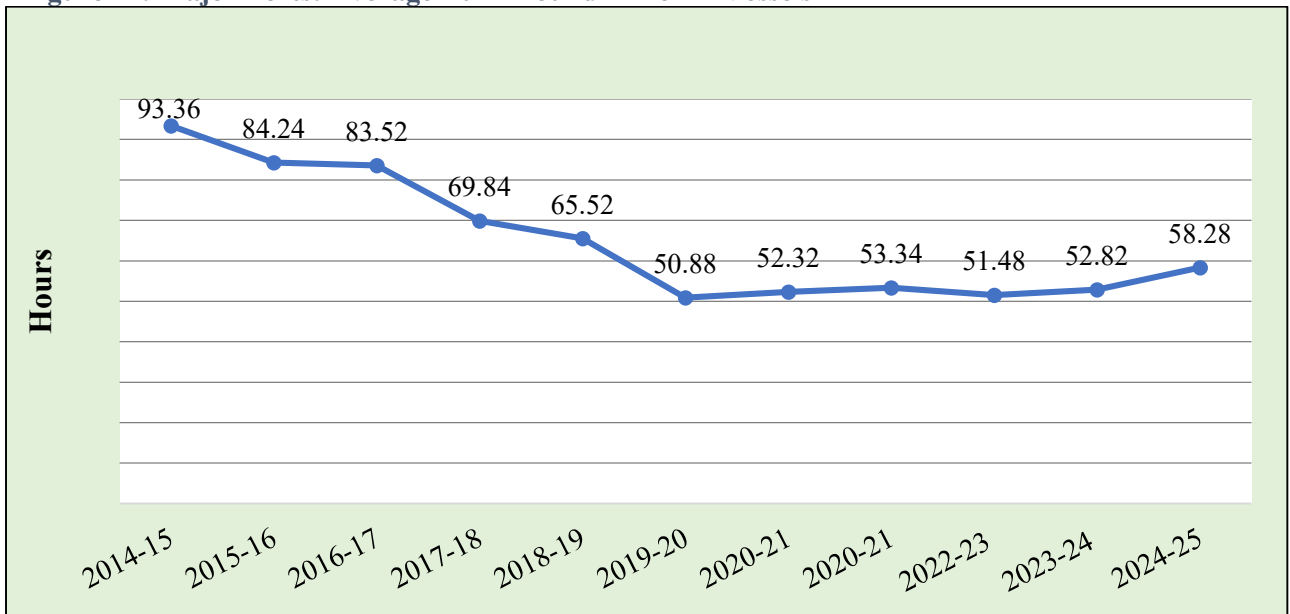
SN	Name of Ports	2021-22	2022-23	2023-24	2024-25	(in hours)	
						April- September	
						2024-25	2025-26 (P)
1	SMPA Kolkata						
(i)	Kolkata Dock System	82.80	48.88	73.89	71.71	24.81	69.27
(ii)	Haldia Dock Complex	51.19	51.52	50.12	46.79	46.82	44.45
2	Paradip Port Authority	53.16	46.27	41.24	44.88	46.39	48.27
3	Visakhapatnam Port Authority	73.83	73.19	65.86	69.19	69.12	64.95
4	Chennai Port Authority	53.19	48.08	44.92	48.73	49.96	47.03
5	Kamarajar Port Ltd.	46.38	45.26	43.36	46.52	46.95	44.55
6	V.O.Chidambaranar Port Authority	48.54	46.89	51.46	55.51	55.30	61.91
7	Cochin Port Authority	45.87	39.45	33.40	32.41	31.75	31.70
8	New Mangalore Port Authority	47.99	44.90	40.87	40.43	38.75	41.36
9	Mormugao Port Authority	63.94	54.59	57.78	61.16	69.23	60.14
10	Jawaharlal Nehru Port Authority	28.04	28.27	26.27	26.35	27.21	27.57
11	Mumbai Port Authority	57.99	50.40	46.90	49.57	51.79	8.41
12	Deendayal Port Authority	59.99	77.58	98.36	125.84	60.54	60.12
<b>All Ports</b>		<b>53.34</b>	<b>51.48</b>	<b>52.82</b>	<b>58.28</b>	<b>49.27</b>	<b>44.89</b>

Source: Major Ports

(P): Provisional

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

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

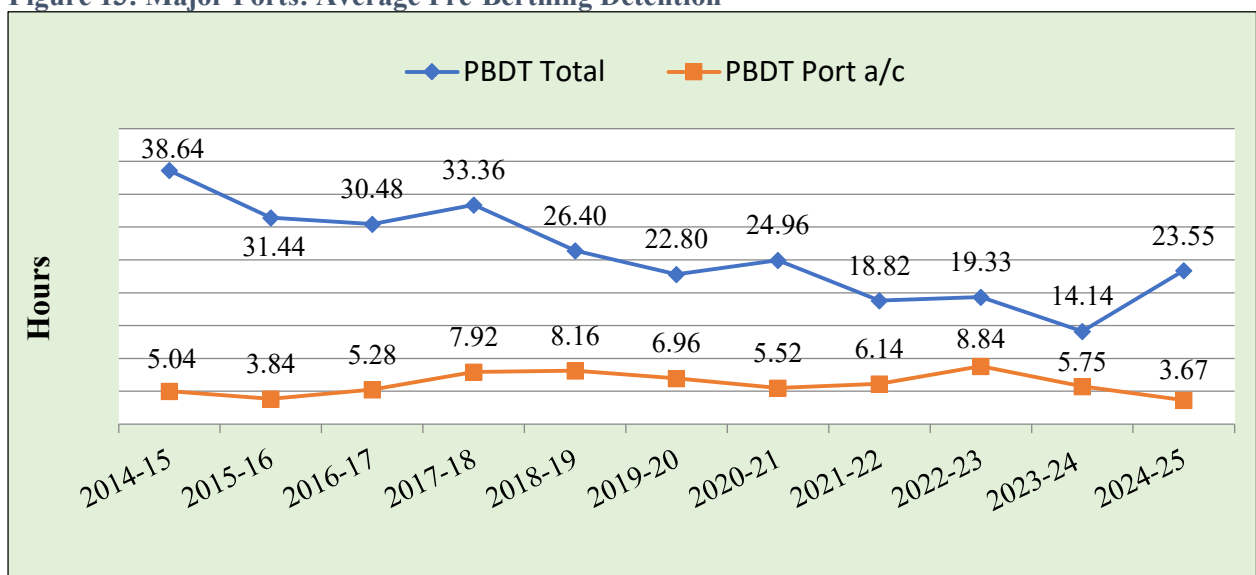


Source: Major Ports

### 3.3.2 Average Pre Berthing Detention Time (PBDT)

The average pre berthing detention time during April-September, 2025-26 was 23.32 hours as compared to 18.31 hours during April-September, 2024-25. The trajectory of average pre-berthing detention time at Major Ports – Total and on Port Account since 2014-15 to 2024-25 are shown in Figure 13.

**Figure 13: Major Ports: Average Pre-Berthing Detention**



The Port-wise PBDT from 2021-22 to April-September, 2025-26 is given in Table 23.

**Table 23: Average Pre-Berthing Detention**

SN	Name of Ports	(in hours)					
		2021-22	2022-23	2023-24	2024-25	April- September	
						2024-25	2025-26 (P)
1	SMPA Kolkata						
(i)	Kolkata Dock System	14.75	11.05	19.21	9.71	11.90	13.70
(ii)	Haldia Dock Complex	31.10	27.45	1.15	0.29	0.23	0.01
2	Paradip Port Authority	2.44	1.68	1.22	39.88	1.44	33.17
3	Visakhapatnam Port Authority	0.90	1.78	0.63	0.92	0.88	5.01
4	Chennai Port Authority	0.85	1.06	0.59	1.66	1.68	40.40
5	Kamarajar Port Ltd.	0.07	0.00	0.33	14.11	16.86	14.61
6	V.O.Chidambaranar Port Authority	11.63	30.52	41.66	33.88	44.08	18.62
7	Cochin Port Authority	11.23	6.04	6.73	8.85	8.92	12.67
8	New Mangalore Port Authority	28.54	31.63	19.80	19.50	22.56	16.31
9	Mormugao Port Authority	18.85	16.15	22.91	29.78	24.39	23.83
10	Jawaharlal Nehru Port Authority	21.58	26.56	16.34	17.47	15.95	15.79
11	Mumbai Port Authority	0.95	0.50	0.00	5.59	10.11	0.26
12	Deendayal Port Authority	56.42	54.11	45.50	68.78	59.40	70.33
<b>All Ports</b>		<b>18.82</b>	<b>19.33</b>	<b>14.14</b>	<b>23.38</b>	<b>18.31</b>	<b>23.32</b>

Source: Major Ports

(P) : Provisional

Average PBDT on port account during April-September, 2025-26 was 3.66 hours as compared to 2.52 hours during April-September, 2024-25. Port- wise Average PBDT Port account from 2021-22 to April-September, 2025-26 is given in Table 24.

**Table 24: Average Pre-Berthing Detention Port Account****(in hours)**

SN	Name of Ports	2021-22	2022-23	2023-24	2024-25	April- September	
						2024-25	2025-26 (P)
1	SMPA Kolkata						
(i)	Kolkata Dock System	1.10	0.68	17.75	3.05	3.70	10.83
(ii)	Haldia Dock Complex	0.13	1.55	0.05	0.02	0.00	0.00
2	Paradip Port Authority	2.41	1.68	1.22	1.42	1.44	1.40
3	Visakhapatnam Port Authority	0.90	1.78	0.63	0.92	0.88	0.71
4	Chennai Port Authority	0.00	0.00	0.00	0.01	5.52	1.35
5	Kamarajar Port Ltd.	0.00	0.00	0.33	0.08	0.17	0.01
6	V.O.Chidambaranar Port Authority	4.10	0.42	17.21	16.75	21.03	9.89
7	Cochin Port Authority	0.00	0.00	0.00	1.03	0.00	0.94
8	New Mangalore Port Authority	12.18	7.99	4.22	3.54	2.75	3.78
9	Mormugao Port Authority	2.69	1.81	1.67	2.48	2.21	0.35
10	Jawaharlal Nehru Port Authority	8.07	10.40	5.92	5.42	5.00	4.96
11	Mumbai Port Authority	0.35	0.00	0.00	0.06	0.01	0.26
12	Deendayal Port Authority	22.98	36.74	18.85	8.25	11.13	8.40
<b>All Ports</b>		<b>6.14</b>	<b>8.84</b>	<b>5.75</b>	<b>3.67</b>	<b>2.52</b>	<b>3.66</b>

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 24827 tonnes in April-September, 2025-26. However, average output per ship berth-day during April-September, 2025-26 is marked by substantial variation across Major Ports ranging from a high 152877 tonnes in Mumbai Port Authority to 11574 tonnes at SMP Kolkata Dock System. This variation reflects the type of cargo being handled, level of mechanization and labor practices. Port-wise average output per Ship Berth day from 2021-22 to April-September, 2025-26 is given in Table 25.

**Table 25: Average Output per Ship Berth-day** (in tonnes)

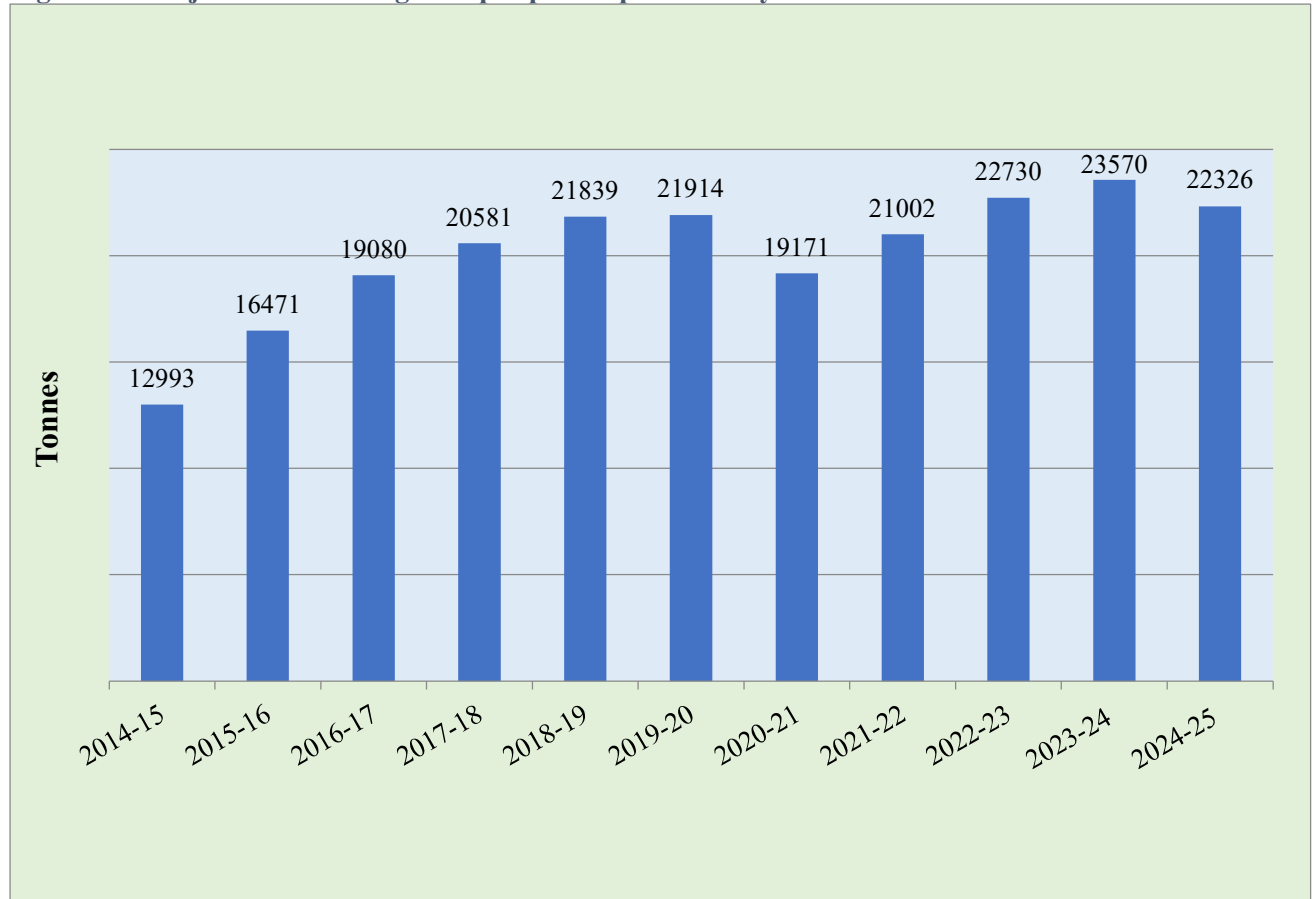
SN	Name of Ports	2021-22	2022-23	2023-24	2024-25	April-September	
						2024-25	2025-26 (P)
1	SMPA Kolkata						
(i)	Kolkata Dock System	7424	10159	8565	7440	6530	11574
(ii)	Haldia Dock Complex	14589	15450	15296	14524	13125	14057
2	Paradip Port Authority	33635	38007	40075	38703	38059	37166
3	Visakhapatnam Port Authority	16069	16646	17795	18231	18123	20796
4	Kamarajar Port Ltd.	24292	29350	30320	29598	29723	34561
5	Chennai Port Authority	20152	20249	23057	20747	20221	22122
6	V.O. Chidambaranar Port Authority	19994	18224	17824	16963	17330	15323
7	Cochin Port Authority	31513	33311	34594	34509	33286	36189
8	New Mangalore Port Authority	19627	22310	22851	24114	24878	23239
9	Mormugao Port Authority	18872	24755	20057	18919	16569	17863
10	Jawaharlal Nehru Port Authority	29418	27634	28885	27492	27332	26967
11	Mumbai Port Authority	20053	24006	23667	19838	18213	152877
12	Deendayal Port Authority	18975	20369	22655	20030	20442	20530
<b>All Ports</b>		<b>21002</b>	<b>22730</b>	<b>23570</b>	<b>22326</b>	<b>21854</b>	<b>24827</b>

Source: Major Ports

(P) : Provisional

The trend in Average Output Per Ship Berth Day at Major Ports from 2014-15 to 2024-25 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 30.09.2025 are given 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 30.09.2025
1.	Construction of IOCL Captive jetty	Kamarajar Port Limited	5	875	Physical construction completed on 31.12.2024. Commissioning is in progress.
2.	Construction and Operation of a Captive Jetty (B.No.15) and Associated Facilities for Handling Bulk Quality of Coal	NMPA	13.8	3765.2	Commercial operation by M/s. Udupi Power Corporation Limited (UPCL) commenced on 22.06.2012.
3.	*Mechanization of Berth No.16 by providing handling equipment for handling Bulk Cargo on DBFOT basis	NMPA	6.73	4694.6	Commercial operation by M/s. Mangalore Coal Terminal Private Limited (MCTPL) commenced on 08.11.2019.



SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
10.	Development of North Dock Complex-3 (NDC-3) Berth for handling Dry Bulk Cargo on Captive basis	Paradip Port Authority	12	683.4	Under tendering.
11.	Mechanization of CQ-I & CQ-II Berths on BOT basis	Paradip Port Authority	18	981.96	Under tendering.
12.	Development of North Dock Complex-4 (NDC-4) Berth for handling Dry Bulk Cargo on Captive basis	Paradip Port Authority	12	683.4	Under tendering.
13.	Development of fourth container terminal, Phase II on DBFOT basis.	JNPA	30	3196.0	Completed. Operation commenced on 04-Feb-2025.
14	Upgradation, Operation, Maintenance and transfer (UOMT) of JNPCT through PPP	JNPA	22.10	872.2	Operation commence on 14-feb-2023. Work in Progress.
15	Development and operation of Export-Oriented Agricultural Processing and Storage Facility.	JNPA		284.2	Concession agreement signed on 11-May-2025.
16	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.
17.	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.
18.	Conversion of 9th berth as container terminal on DBFOT basis for a period of 30 Years	VOCPA	10.8	4341.7	COD declared by IE from 24.12.2024 in progress.

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
19.	Mechanization of North Cargo berth-III(NCB-III) for handling Dry Bulk cargo at VOCPA on DBFOT basis(PPP)	VOCPA	7	2651.5	Award of Concession declared on 26.03.2025. Construction phase started.
20.	Rejuvenation of KPD-I (West)	SMPA Kolkata Dock System	3	95.66	Rejuvenation of 3 berths of KPD-I (West) viz.Berth No. 2,4 & 6 with incremental capacity of 2.4 MMT have already completed & operation started from 16.08.2025.
21.	Re-construction of berth no. 8 NSD and Mechanization of berths 7 & 8 NSD	SMPA Kolkata Dock System	4.72	698.84	Awarded in Sep 2025. Interim operation to commence from Mar, 2026

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
22.	Development of Multimodal Logistics Park at Mappedu, Chennai	Chennai Port Authority	0	1423.5	<p>MoRT&amp;H approved the Management model for implementation of “Establishment of Multimodal Logistics Parks (MMLP)” through PPP mode, by forming an SPV with Stakeholders viz., National Highways Logistics Management Limited (NHLML), Chennai Port Authority (ChPA), Tamil Nadu Industries Development Corporation Limited (TIDCO) &amp; Railway Vikas Nigam Limited (RVNL) as equity partners. The MMLP infrastructure is to be developed by a private developer. NHLML is the implementing agency through SPV, “CHENNAI MMLP PRIVATE LIMITED”. Total Estimate Cost: Rs.1423.50 Cr. (including Rs.782.58 Cr. To be invested by the Concessionaire). MoU and 1st Supplemental MoU executed between the Stakeholders on 12.10.2021 &amp; 24.05.2022 respectively. Foundation Stone laid by Hon’ble Prime Minister on 26.05.2022. 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. Letter of Award (LoA) issued to the Concessionaire, M/s Reliance Industries Limited, Navi Mumbai, on 11.11.2022 for “Development, Operation and Maintenance of the Multimodal Logistic Park at Mappedu on DBFOT basis”. Concession Agreement executed between the SPV, Chennai, MMLP Private Limited and the Concessionaire, M/s Reliance Industries Limited on 26.12.2022; Appointed date notified as 15.02.2024. Sub-Lease deed executed on 13.03.2024, between ChPA and SPV, Chennai MMLP Private Limited. The Development of MMLP will be implemented in 3 Phases; • Phase-I: 2 years from the Appointed Date i.e. February 2026; • Phase-II: 10 years from the Appointed Date i.e., February 2034; • Phase-III: 15 years from the Appointed Date i.e., February 2039. Period of Project: 45 years (including the construction period from the</p>

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SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
					Appointed Date) The Concessionaire has commenced the construction of warehouse complexes under Phase – I development. Physical Progress of Phase I – 44.53% as on 30.09.2025.

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
23.	Berth No.26B (BD-I) and Berth No.27B (BD-III) for handling POL	Chennai Port Authority	32.4	195	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. 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 NTCPWC 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 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 berths other than CPCL / IOCL. Hence, it was proposed to drop the proposal of Leasing of BDI 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. 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. Based on the request, Project has been listed in the Ministry’s Portal under projects kept in abeyance and to be dropped.
24.	Mechanization of Berth No. 2 at HDC	SMPA Haldia Dock Complex	3.744	29826	Work in Progress. Phy: 95 %
25.	Mechanization of Berth No. 5 at HDC	SMPA Haldia Dock Complex	5	36588	Letter of award of concession issued on 14/08/2025. Preliminary work is in progress (34358 by PPP operator & 2230 by HDC)

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
26.	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.
27.	Development of Multimode Logistics Park at Meppedu, Chennai	Chennai Port Authority		1423.50	<p>MoRT&amp;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 1<sup>st</sup> Supplement MoU executed between the Stakeholders on 12.10.2021 and 1<sup>st</sup> 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</p>



SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
					Period of Project: 45 years (including the construction period from the Appointed Date). The Concessionaire commenced the preliminary activities such as land development and providing of compound wall works.
28.	Development of Fifth Oil Jetty (IFFCO)	Deendayal Port Authority	2	24	Operational
29.	Setting up of Captive Barge Jetty at Old Kandla (IFFCO)	Deendayal Port Authority	2	27	Operational
30.	Development of 6th Oil Jetty	Deendayal Port Authority	24.5 MMTPA SPM 14.5 MMTPA AND 2 product jetties 10 MMTPA	448.00	Under Project Implementation
31.	IOCL Captive SBM 1& 2	Deendayal Port Authority	54	196.5	Operational
32.	Nayara Captive SBM 3	Deendayal Port Authority	26	750	Operational
33.	Two Captive Product Jetties (Nayara Energy)	Deendayal Port Authority	14	0	Operational
33.	Development and operational maintenance of Container terminal at Berth no 11&12	Deendayal Port Authority	9	159.81	Operational,ppp
34.	Development of Dry Bulk Terminal off Tekra near Tuna on BoT Basis	Deendayal Port Authority	14.11	1046.16	Operational,ppp

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
35.	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	5	250	Terminal operational since 19.06.2004
36.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa. On BOOT basis b) Enhancement of Cargo Handling capacity by installing rapid in motion wagon loading facility by SWPL	Mormugao Port Authority	2.5	45	Rapid in motion wagon loading facility operational from 26.07.2014
37.	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
38.	Development of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port . O&M	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
39.	Operation & Maintenance of Berth no. 10 & 11 on PPP-OMT basis.	Mormugao Port Authority	6	139.63	Concession Agreement signed on 14.12.2023. Operation commence by PPP operator from 04.04.2025. Construction work is under process. Schedule date of Completion is 15.12.2025.
40.	Development, Operation and Maintenance of Mumbai International Cruise Terminal at Indira Dock, Mumbai on DBFOT (PPP) basis.	Mumbai		192	COD issued. Cruise Operations commenced. Retail works in progress.

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
41.	Upgradation of existing hospital of 243 beds to 600 bedded Superspeciality Hospital	Mumbai		693	<p>The project to establish a 600-bedded Super speciality hospital under a Public-Private Partnership (PPP) model at Mumbai Port Authority Hospital has been significantly 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. Termination notice issued. The project remains stalled, arbitration in progress.</p>
42.	Development of Container Terminal on BOT basis	Mumbai	1.2M TEUs	1015	<ul style="list-style-type: none"> <li>• Project stalled &amp; declared asS NPA in 2013</li> <li>• ICTPL filed claim in Arbitration • MbPA filed counter claim</li> <li>• Arbitration proceedings were deferred as both parties agreed to refer the matter to CSC</li> <li>• The matter stands still at CSC</li> <li>• Arbitration proceeding restarted</li> <li>• ICTPL's amended claim: Rs 7957 Cr</li> </ul>

SN	Project Name	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. Crores)	Project Status As on 30.09.2025
					<ul style="list-style-type: none"> <li>• MbPA's amended counter claim: Rs 5210 Cr</li> <li>• Lead bankers move to NCLT in 2023</li> <li>• ICTPL made OTS payment to Lender as full and final settlement payment</li> <li>• ICTRL is now free from Corporate Insolvency Process</li> </ul>
43.	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	7.9	327.3	under operational.
44.	Container Terminal at Outer Harbour on BOT basis (VCTPL-I) Concessionaire: M/s. Visakha Container Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	7.4	108	under operational.
45.	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	10.2	444.1	under operational.
46.	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	16.2	580.89	under operational.



**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 30.09.2025
1.	Augmentation of IOB and construction of SQ-II Berth on BOT basis	Paradip Port Authority	13	690.6	Project was required to be restructured. Under SFC appraisal stage.
2.	Development of Jetty with allied facilities for handling Green Hydrogen/Ammonia & other Liquid Cargo on BOT basis	Paradip Port Authority	4	797.17	Project was required to be restructured. The documents are under preparation.
3.	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.
4.	Mechanization of CQ-III Berth for handling Dry Bulk Cargo on Captive basis	Paradip Port Authority	10	451	Concession Agreement signed with the selected Concessionaire on 29.09.2025. Project is in Financial Closure stage.
5.	Development of South Container Berth (SCB) on BOT basis	Paradip Port Authority	2.5	477	Under tendering.
6.	Mechanization of South Quay Berth (SQB) on BOT basis	Paradip Port Authority	5	498.69	Under tendering.
7.	Mechanization of Multipurpose Berth (MPB) on BOT basis	Paradip Port Authority	8	630.67	Under tendering.
8.	Development of North Dock Complex-3 (NDC-3) Berth for handling Dry Bulk Cargo on Captive basis	Paradip Port Authority	12	683.4	Under tendering.

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2025
9.	Mechanization of CQ-I & CQ-II Berths on BOT basis	Paradip Port Authority	18	981.96	Under tendering.
10.	Development of North Dock Complex-4 (NDC-4) Berth for handling Dry Bulk Cargo on Captive basis	Paradip Port Authority	12	683.4	Under tendering.
11.	Augmentation of IOB and construction of SQ-II Berth on BOT basis	Paradip Port Authority	13	690.6	Project was required to be restructured. Under SFC appraisal stage.
12.	Development of Jetty with allied facilities for handling Green Hydrogen/Ammonia & other Liquid Cargo on BOT basis	Paradip Port Authority	4	797.17	Project was required to be restructured. The documents are under preparation.
13.	Development of Fifth Oil Jetty (IFFCO)	Deendayal Port Authority	2	24	Operational
14.	Setting up of Captive Barge Jetty at Old Kandla (IFFCO)	Deendayal Port Authority	2	27	Operational
15.	Development of 6th Oil Jetty	Deendayal Port Authority	2	21	Operational
16.	IOCL Captive SBM 1& 2	Deendayal Port Authority	54	196.5	Operational
17.	Nayara Captive SBM 3	Deendayal Port Authority	26	750	Operational
18.	Two Captive Product Jetties (Nayara Energy)	Deendayal Port Authority	14	0	Operational

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SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2025
19.	Development and operational maintenance of Container terminal at Berth no 11&12	Deendayal Port Authority	9	159.81	Operational,ppp
20.	Development of Dry Bulk Terminal off Tekra near Tuna on BoT Basis	Deendayal Port Authority	14.11	1046.16	Operational,ppp
21.	Development of Container Terminal at Tuna Tekra, Deendayal Port on BOT Basis	Deendayal Port Authority	32.82	4539.84	Under Implementation,ppp
22.	Development of Multipurpose Cargo (other than container/ liquid) Berth off Tuna Tekra outside Kandla Creek at Kandla on BOT basis	Deendayal Port Authority	18.33	2276.06	under_Tendering,ppp
23	Conversion of 9th berth as container terminal on DBFOT basis for a period of 30 Years	VOCPA	10.8	4341.7	<ul style="list-style-type: none"> <li>COD declared by IE from 24.12.2024 in progress.</li> </ul>
24.	Mechanization of North Cargo berth-III(NCB-III) for handling Dry Bulk cargo at VOCPA on DBFOT basis(PPP)	VOCPA	7	2651.5	<ul style="list-style-type: none"> <li>Award of Concession declared on 26.03.2025. Construction phase started.</li> </ul>
25.	Rejuvenation of KPD-I (West)	SMPA (KDS) Kolkata	3	95.66	Rejuvenation of 3 berths of KPD-I (West) viz.Berth No. 2,4 & 6 with incremental capacity of 2.4 MMT have already completed & operation started from 16.08.2025.
26.	Re-construction of berth no. 8 NSD and Mechanization of berths 7 & 8 NSD	SMPA (KDS) Kolkata	4.72	698.84	Awarded in Sep 2025. Interim operation to commence from Mar 2026
27.	Redevelopment of Berth No. 9 and three Barge Berths	Mormugao Port Authority	8	500	Consultant appointed for preparation of DPR to take up the work of Construction of Berth No. 9 on EPC mode.

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SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2025
28.	Construction and Operation of general cargo berth No. 5 & 6 at Mormugao Port, Goa. On BOOT basis)Bulk cargo Berth No. 5A&6A	Mormugao Port Authority	2.5	45	Rapid in motion wagon loading facility operational from 26.07.2014
29.	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
30.	Development of International & Domestic Cruise Terminal & other allied facilities at Mormugao Port . O&M	Mormugao Port Authority	0	21	Concession Agreement signed on 21.09.2023. Site will be handed over to PPP operator after completion of work " Construction of International & Domestic Cruise Terminal" by EPC Contrator
31.	Operation & Maintenance of Berth no. 10 & 11 on PPP-OMT basis.	Mormugao Port Authority	6	139.63	Concession Agreement signed on 14.12.2023. Operation commence by PPP operator from 04.04.2025. Construction work is under process. Schedule date of Completion is 15.12.2025.
32.	Redevelopment of Berth No. 9 and three Barge Berths	Mormugao Port Authority	8	500	Consultant apointed for preparation of DPR to take up the work of Construction of Berth No. 9 on EPC mode.
33.	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	- 288.47	Concession Agreement signed on 09.05.2023.Award of concession on 04.11.2024.Likely date of completion November, 2026
34.	Mechanization of EQ-7 Berth through PPP Mode on DBFOT basis. Concessionaire: M/s. Visakha Multipurpose Terminal Pvt.Ltd.,	Visakhapatnam Port Authority	3.61	200.99	Concession Agreement signed on 10.03.2023.Award of concession on 22.01.2025.Likely date of completion January, 2027



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SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2025
	basis. Concessionaire: M/s. AVR Infra Terminal Pvt. Ltd.,				
42.	Extension of existing Container Terminal at Outer Harbour on DBFOT basis. (VCTPL-II) Concessionaire: M/s. Visakha Container Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	9.5	633.11	under operational.
43.	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	288.47	Concession Agreement signed on 09.05.2023. Award of concession on 04.11.2024. Likely date of completion November, 2026
44.	Mechanization of EQ-7 Berth through PPP Mode on DBFOT basis. Concessionaire: M/s. Visakha Multipurpose Terminal Pvt. Ltd.,	Visakhapatnam Port Authority	3.61	200.99	Concession Agreement signed on 10.03.2023. Award of concession on 22.01.2025. Likely date of completion January, 2027
45.	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	165.7	Concession Agreement was signed on 26.03.2024. Award of concession on 11.12.2024. Likely date of completion May, 2026
46.	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	66.12	Concession Agreement was signed on 14.08.2024. Conditions Precedent fulfilment is in progress. Likely date of completion October 2026
47.	Establishment of a Super Specialty Hospital on PPP mode	NMPA	150 Bedded Hospital	1070	150 bedded Hospital Work completed and it was inaugurated by Shri. Sarbananda Sonowal, Hon"ble Minister for Ports Shipping & Waterways during the NMPA Golden Jubilee Curtain raiser event held in Delhi on 15.10.2025.

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2025
48.	Refurbishment of Berth No. 9 for handling LPG/POL products and chemicals on PPP model	NMPA	6.15	4077.4	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. The Transaction Advisor submitted the Feasibility Report & the same is under Review.
49.	Concessioning of Berth.No.13 for handling Liquid Bulk / LPG / Chemicals / POL products on Captive basis.	NMPA	4	720	M/s HPCL submitted Feasibility Report. M/s. Resurgent India Ltd. Gurgaon, appointed as Transaction Advisor. The Existing Policy on awarding of existing berths on captive basis to the Port Users do not provide for award on nomination basis. Board in the meeting dtd 29.05.2025 accorded approval vide resolution no 63/2025-26 to forward the SFC Memo proposal to the Ministry. SFC Memo, RFP, RFQ, DCA, Feasibility Report, Revenue Model, Board Agenda, Board Resolution forwarded to MoPSW on 30.06.2025. Ministry vide Letter dated 27.08.2025, 23.09.2025 & 22.10.2025 forwarded the comments of Development wing, DEA & Integrated Finance wing respectively, with a request to furnish pointwise response. Queries from DEA & Development wing of MoPSW replied vide Email & Letter dtd 21.10.2025. Queries from Integrated Finance wing of MoPSW replied vide Email & Letter dtd 03.11.2025. A meeting on revision of Captive Policy under the Chairmanship of Secretary MoPSW was held in VC mode on 04.11.2025.
50.	Development of Kanhoji Angre Island as Tourist destination.	Mumbai Port Authority		50	Directorate of Archaeology and Museums, Govt. of Maharashtra has rejected the drawings. The project site is declared as "UNESCO World Heritage Site by GOM."
51.	Development of Marina in Mumbai Port	Mumbai Port Authority		887	Project approved by MoPSW. Transaction advisor is appointed for PPP component of marina project.
52.	Berth No.26B (BD-I) and Berth No.27B (BD-III) for handling POL	Chennai Port Authority	32.40 MTPA	195	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.

SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2025
					<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 NTCPWC 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 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 berths 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>
53.	Integrated Development of Outer Terminal and berths 11 & 12 at HDC for handling Containers with a provision of Multipurpose cargo handling through PPP Mode	SMPA Haldia Dock Complex	10.4	69700	SFC Memorandum sent to MoPSW for approval on 26/09/2025

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SN	Project	Port Name	Capacity (Million Tonnes)	Project Cost (Rs. In crores)	Project Status As on 30.09.2025
54.	Integrated development and Mechanization of Berth no 9 & 10 at Haldia Dock Complex, SMPK	SMPA Haldia Dock Complex	8	67958	SFC Memorandum sent to MoPSW for approval on 06/08/2025
55.	Mechanization of Berth No. 2 at HDC	SMPA Haldia Dock Complex	3.744	29826	Work in Progress. Phy: 95 %
56.	Mechanization of Berth No. 5 at HDC	SMPA Haldia Dock Complex	5	36588	Letter of award of concession issued on 14/08/2025. Preliminary work is in progress (34358 by PPP operator & 2230 by HDC)
57.	Integrated Development of Outer Terminal and berths 11 & 12 at HDC for handling Containers with a provision of Multipurpose cargo handing through PPP Mode	SMPA Haldia Dock Complex	10.4	69700	<b>SFC Memorandum sent to MoPSW for approval on 26/09/2025</b>
58.	Integrated development and Mechanization of Berth no 9 & 10 at Haldia Dock Complex, SMPK	SMPA Haldia Dock Complex	8	67958	<b>SFC Memorandum sent to MoPSW for approval on 06/08/2025</b>
59.	Design, Supply, Installation, Testing and Commissioning of 35 Nos. 30M High Mast	SMPA Haldia Dock Complex	NIL	161.30	Under Tendering stage.
60.	Upgradation, Equipping, Operations, Maintenance, And Transfer (UEOMT) Of General Cargo Berth-1 (GCB-1) At Kamarajar Port Through Public Private Partnership (PPP) Mode	Kamarajar Port Limited	3	220.84	SFC minutes approved and recommended the project proposal for final approval of Competent Authority.

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 30.09.2025
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 (Gujrat)	8	3886	Construction is in progress
3.	LNG Terminal at Jafrabad by SWAN	Jafrabad (Gujrat)	5	4069	Construction is in Progress.
4.	Development of CNG and other terminal at North side of Bhavnagar Port.	Bhavnagar (Gujarat)	4.5	4024	Concession Agreement and Lease & Possession Agreement executed.
5.	GCPL Proposed 2 <sup>nd</sup> Berth and allied infrastructure.	Dahej (Gujrat)	6.5	3322	Construction is in Progress.
6.	Development of 3 <sup>rd</sup> jetty by Petronet LNG Ltd.	Dahej (Gujrat)	5	1656.15	Construction is in Progress.
7.	Development of LNG Terminal at Chhara Port .	Chhara Port (Gujrat)	5	4239	Terminal is operational.
8.	Developent of liquid berth by M/s Gujarat Pipavav Port Ltd. at Pipavav	Pipavav (Gujarat)	3.2	735.2	Construction permission has been granted

SN	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2025
9.	Bankot Infrastructure Logistic Infrastructure Logistic PVT LTD	Bankot (Maharastra)	0.30	11	Not Working
10.	Konkan LNG Limited Dabhol Konkan LNG	Dabhol (Maharastra)	5.0	5708.75	Operational
11.	SW DPPL Phase 3 Expansion for handling 45 MTPA, Dharamtar JSW DPPI	Dharamtar JSW DPPI (Maharastra)	20.0	929.0	20% completed
12.	Karanja Terminal & Logistics Private Limited	Karanja Terminal And Logistics (Maharastra)	2.5	0.0	Operational
13.	Redi Port Ltd Phase I Expantion	Redi Port Ltd (Maharastra)	13.74	990.0	Awaiting transfer of land from MMB to Redi Port Ltd, so that construction can start.
14.	Development of Honnavar Port by M/s Honnavar Port Pvt. Ltd., Hyderabad	Honnavar Port	4.9 MTPA	613	“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



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SN	Project Name	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2025
17.	Additional Export Berth (BB-4) with Supporting Infrastructure expansion of Dhamra Port.	Dhamra Port	15	2660	Under Construction
18.	Additional Export Berth (BB-5) with Supporting Infrastructure expansion of Dhamra Port.	Dhamra Port	15	2763	Under Construction
19.	Astaranga Port	Astaranga Port	36.80 to 151.02	7417	Under Implementation
20.	Subarnarekha Port Pvt. Ltd.	Subarnarekha Port	31	19598	Applied for Environment Clearance
21.	M/s Honnavr Port Pvt. Ltd., Kasarkod-Tonka, Honavar	Honavar	5	607.03	Working in Progress

BOT: Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.  
Source : Non-Major Ports

**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 30.09.2025
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.
4.	Development of Nargol Port.	Valsad (Gujarat)	Under Internal review		
5.	Development of Dahej Port.	Bharuch (Gujarat)	Master planning under review		
6.	Expansion of Capative Jetty by M/s Shanghi Cement Ltd.	Jakhau, (Gujarat)	22.2	3558	Proposal submitted to GoG for In-principle approval
7.	Captive Jetty by M/s Archean Chemical Budh Bunder.	Jakhau/Mandvi (Gujarat)	2	1200	In- principle approval accorded and EC/CRZ approval is under process.
8.	M/s. Adani Cementation Ltd.	Koshiyari, Kutch (Gujarat)	5.8	300	In principle approved approval accorded and EC/CRZ is under process.
9.	M/s. Shree Cement Ltd- Kori Creek, Kutch	Jakhau/ Mandvi (Gujarat)	6	558	In principle approved approval accorded and EC/CRZ is under process.
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)

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2025
11.	RSPL Limited at Devbhumi Dwarka	Devbhumi Dwarka (Gujara)	2.4	249	In principle approved accorded and EC/CRZ approval is under process.
12.	HPCL Mittal Pipelines Ltd. (HMPL)	Mandvi (Gujarat)	9	2781.37	In- principle approval accorded and EC/CRZ clearance for SPM is obtained. Consolidated construction activities shall be taken up after obtaining EC/CRZ of M/s. HMEL's proposed captive jetty.
13.	HPCL Mittal Energy Ltd. (HMEL)	Mandvi (Gujarat)	8	1406.6	In principle approved accorded and EC/CRZ approval is under process.
14.	Development of Captive jetty at Suvali, Surat by M/s. AMNS India Ltd.	Suvali, Surat (Gujarat)	46.25	7545	In principle approved accorded and EC/CRZ approval is under process.
15.	Dev Salt Limited at Maliya	Navlakhi (Gujarat)	1	51.4	In principle approved accorded and EC/CRZ approval is under process.
16.	Development of Deep-Water All-Weather Greenfield Port at Keni-Belekeriin Uttar Kannada District, Karnataka.	Keni Port (Karnataka)	30	4118.0	The Government of Karnataka, through Karnataka Maritime Board (KMB), has envisaged an All-Weather Deepwater Greenfield Port at Keni in Uttara Kannada District under Public-Private Partnership (PPP) – Design, Build, Finance Operate and Transfer (DBFOT) mode. The port is planned with an initial cargo handling capacity of 30 MTPA. The project will serve industries across Coastal Karnataka, North & South Karnataka and South Maharashtra and act as a key maritime gateway on the west coast. Concession Agreement signed between Karnataka Maritime Board (KMB) and M/s JSW Keni Port Private Limited on 29 November 2023.

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2025
					<p>The Concession Period is 30 years (extendable). The concessionaire shall finance, design, construct, operate and maintain the port and transfer the assets to Government after completion of concession period.</p> <p>Currently, Project awarded and Concession Agreement executed. Statutory approvals (EC &amp; CRZ) are awaited MoEF&amp;CC and Special Land Acquisition Officer to the appointed.</p>
17.	Development of Captive Port at Pavinakurve in Honnavar Taluka of Uttar Kannada District	Pavinakurve Port (Karnataka)	14	3047.86	Pavinakurve Port is being developed as a greenfield, all-weather, multi cargo port near Honnavar, Karnataka, with an estimated cost of Rs. 3,047.86 crores and a 14 MTPA capacity. Karnataka Maritime Board has floated global tenders for PPP development, focusing on deep-draft berths for Capesize. Meanwhile, New Mangalore Port Authority had earlier expressed interest in developing Pavinakurve as a satellite port.
18.	Development of a Multipurpose Harbour at Manki Port, Uttar Kannada	Manki Port (Karnataka)	18	416.524	The development of Manki Port in Uttara Kannada, Karnataka, is in the advanced planning and feasibility stage. with the Karnataka Maritime Board moving toward public-private partnership (PPP) implementation. The IIT Madras has submitted the feasibility report for the Development of a Multipurpose Harbour at Manki Port. The

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2025																				
					GoK/KMB has initiated the process to appoint Transaction Advisors to move the project forward indicating it is transitioning from study to implementation.																				
19.	Operation of 4 berths at Karwar, Old Mangalore (Bendre Side), Old Mangalore(City Side), and Malpe ports under the PPP model on a Rehabilitation, Operation, Maintenance and Transfer (ROMT) basis.				Karnataka Maritime Board (KMB) has envisaged the development of 4 coastal berths in Karnataka on PPP, mode under Renovate, Operate, Maintain and Transfer (ROMT) model. The salient features of the projects are as follows: <table border="1" data-bbox="1265 683 2040 1152"> <thead> <tr> <th>Salient Features</th> <th>Karwar</th> <th>Old Mangalore (Bengre)</th> <th>Old Mangalore (City)</th> <th>Malpe</th> </tr> </thead> <tbody> <tr> <td>Recommended Concession Period (Years)</td> <td>15</td> <td>30</td> <td>30</td> <td>30</td> </tr> <tr> <td>Maximum Cargo handling Capacity (in MMTPA)</td> <td>1.80</td> <td>1.50</td> <td>0.25</td> <td>0.001</td> </tr> <tr> <td>Backup Land Area (Sq. mtr)</td> <td>~9500</td> <td>~17000</td> <td>~12500</td> <td>~8770*</td> </tr> </tbody> </table>	Salient Features	Karwar	Old Mangalore (Bengre)	Old Mangalore (City)	Malpe	Recommended Concession Period (Years)	15	30	30	30	Maximum Cargo handling Capacity (in MMTPA)	1.80	1.50	0.25	0.001	Backup Land Area (Sq. mtr)	~9500	~17000	~12500	~8770*
Salient Features	Karwar	Old Mangalore (Bengre)	Old Mangalore (City)	Malpe																					
Recommended Concession Period (Years)	15	30	30	30																					
Maximum Cargo handling Capacity (in MMTPA)	1.80	1.50	0.25	0.001																					
Backup Land Area (Sq. mtr)	~9500	~17000	~12500	~8770*																					
20.	Karwar	Karwar Port (Karnataka)	1.80	85.77																					
21.	Old Mangalore (Bendre Side)	Old Mangalore Port (Karnataka)	1.50	103.48																					
22..	Old Mangalore (City Side)	Old Mangalore Port	0.25	35.80																					
23.	Malpe port	Malpe Port	0.001	145.90																					
24.	Operation Management, Development and maintenance of Lakshadweep Port facilities	Lakshadweep	NA	NA	*Total area of commercial wharf The Union Territory of Lakshadweep Administration (UTLA) has entered into a Quadripartite Agreement with Cochin Port Authority, Cochin Shipyards Ltd. and the Lakshadweep Development Corporation Limited for Port Infrastructure Development Projects and Shipping Operations																				

SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2025
					and maintenance of UTLA vessels signed on 22.02.2023 with me 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.
25.	Additional Import Berth (BB-6) with Supporting Infrastructure expansion of Dhamra Port.	Dhamra Port	12	2135	Under Construction
26.	Additional Export Berth (BB-4) with Supporting Infrastructure expansion of Dhamra Port.	Dhamra Port	15	2660	Under Construction
27.	Additional Export Berth (BB-5) with Supporting Infrastructure expansion of Dhamra Port.	Dhamra Port	15	2763	Under Construction
28.	Additional Import Berth (BB-6) with Supporting Infrastructure expansion of Dhamra Port.	Dhamra Port	12	2135	Under Construction
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

Update on the Indian Ports Sector



SN	Project	State/ Ports Maritime Board	Capacity (Million Tonnes)	Project Cost (Rs. In Crore)	Project Status As on 30.09.2025
32.	Astaranga Port	Astaranga Port	36.80 to 151.02	7417	Under Implementation
33.	M/s Honnavr Port Pvt. Ltd., Kasarkod-Tonka, Honavar	Honavar	5	607.03	Working in Progress
34.	Infrastructure Logistics PVT Ltd	Directorate Of Ports Karnataka	0.3	11	Not Working

Build Operate and Transfer; BOO: Build Own Operate; DBFOT: Design, Build, Finance, Operate and Transfer.  
Source : Non-Major Ports

Commodity-wise Traffic Handled at Major Ports

(000 Tonnes)

Port	Period	POL Crude & POL	LPG / LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total
SPM Kolkata DS	2023-24	306	0	29	0	177	2315	744	0	9887	642	3451	16909
	2024-25	412	0	0	0	629	638	551	269	9905	620	4237	16641
April- September	2024-25	158	0	0	0	4	69	370	0	4556	307	1999	7156
	2025-26 (P)	203	0	0	0	16	18	558	0	6388	367	1715	8899
SPM Haldia DC	2023-24	4212	5570	1778	0	9387	10411	484	0	2061	111	15633	49536
	2024-25	4230	5592	458	114	8478	5608	603	61	3215	180	18951	47310
April- September	2024-25	1837	2690	352	52	4013	2239	260	16	1425	83	8486	21370
	2025-26 (P)	2487	2686	74	875	4869	2299	280	22	1699	103	9130	24421
Paradip Port Authority	2023-24	37962	0	25824	43932	10626	9913	5913	0	203	13	11007	145379
	2024-25	36902	0	23071	46074	10888	10288	8189	0	548	27	14448	150408
April- September	2024-25	17039	0	12964	22196	5875	5267	2949	0	222	14	6603	73115
	2025-26 (P)	22688	0	8432	23016	6366	5034	3359	0	264	13	7620	76780
Visakhapatnam Port Authority	2023-24	16624	1672	16071	198	6459	11427	3522	327	11078	673	13712	81090
	2024-25	23155	1694	11870	0	6116	10291	2936	1153	9940	616	15468	82623
April- September	2024-25	10055	836	6269	0	3654	5917	1254	387	5558	350	7835	41765
	2025-26 (P)	13052	867	6276	677	2689	4717	2144	192	5066	309	7405	43086
Chennai Port Authority	2023-24	14744	0	0	0	0	0	289	0	30678	1590	5887	51598
	2024-25	13940	0	0	0	0	0	222	0	35088	1818	5713	54962
April- September	2024-25	6833	0	290	0	0	0	159	0	16922	877	2884	27088
	2025-26 (P)	7493	0	683	0	0	0	241	0	18961	982	2088	29467
Kamarajar Port LTd	2023-24	2675	2305	0	22046	2046	72	0	0	12958	671	3176	45277
	2024-25	2682	2527	0	22976	2562	46	0	0	13146	681	4468	48407
April- September	2024-25	1300	1224	0	11362	1103	47	0	0	6814	353	1834	23684
	2025-26 (P)	1456	1231	0	11219	1246	52	0	0	6653	345	1986	23844
V.O.Chidambaranar Port Authority	2023-24	169	298	0	9904	0	8512	1594	53	14940	747	5932	41402
	2024-25	75	402	0	9818	120	8050	1447	414	15896	795	5501	41724
April- September	2024-25	41	179	0	5049	0	4464	536	397	8034	402	2311	21011
	2025-26 (P)	45	210	0	3696	0	4105	687	41	8558	418	3947	21288
Cochin Port Authority	2023-24	22918	1268	0	0	0	0	190	0	10179	754	1761	36315
	2024-25	23194	1452	0	0	0	0	223	0	11267	835	1610	37745
April- September	2024-25	11445	645	0	0	0	0	74	0	5630	419	742	18537
	2025-26 (P)	11802	703	0	0	0	0	77	0	5123	382	921	18627
New Mangalore Port A	2023-24	23277	3096	4498	0	480	7450	548	0	2801	196	3557	45707
	2024-25	25677	2884	2086	6503	605	1476	604	0	2455	184	3724	46014
April- September	2024-25	12089	1348	284	0	168	3755	296	0	1216	91	1925	21081
	2025-26 (P)	11499	1633	2784	2947	150	483	290	0	1264	99	1560	22612
Mormugao Port Authority	2023-24	585	0	5001	3738	6608	0	153	0	0	0	4543	20628
	2024-25	573	0	3940	2713	6679	0	239	0	0	0	3982	18126
April- September	2024-25	259	0	1584	930	3550	0	115	0	0	0	1763	8201
	2025-26 (P)	267	0	1454	930	4137	0	166	0	0	0	2486	9439
J. L. Nehru Port Autho	2023-24	2400	990	0	0	0	0	0	0	78126	6430	4302	85818
	2024-25	2491	949	0	0	0	0	0	0	83968	7302	4707	92115
April- September	2024-25	1182	469	0	0	0	0	0	0	40856	3527	2295	44801
	2025-26 (P)	1517	459	0	0	0	0	0	0	45036	3964	2621	49633
Mumbai Port Authority	2023-24	38583	1262	5484	8108	0	0	554	44	157	15	13069	67261
	2024-25	39418	1302	6489	8179	0	0	579	33	6	1	12619	68625
April- September	2024-25	19899	617	2667	4395	0	0	227	42	2	0	6612	34461
	2025-26 (P)	20947	548	2939	4286	0	0	311	14	6	1	6103	35153
Deendayal (Kandla)	2023-24	61383.00	2882.53	2016.00	17649.43	540.00	0.00	3680.00	1062.00	8502.00	468.26	34658.03	132373.00
	2024-25	61613.00	3307.00	1407.00	17034.00	672.00	0.00	4423.00	3779.00	8087.00	475.22	49835.00	150157.00
April- September	2024-25	30830.04	1453.83	710.13	9709.46	342.96	0.00	1791.68	1133.20	3394.00	199.72	22026.93	71392.24
	2025-26 (P)	28998.41	1766.04	914.73	9399.29	276.49	0.00	2990.95	0.00	5320.02	287.78	24701.63	74368
All Ports	2023-24	225839	19343	60701	105575	36324	50100	17671	1486	181570	12311	120687	819294
	2024-25	234362	20109	49321	113410	36749	36398	20016	5709	193520	13534	145263	854858
April- September	2024-25	112966	9462	25121	53693	18710	21759	8032	1975	94630	6624	67316	413662
	2025-26 (P)	122454	10104	23558	57046	19750	16708	11105	268	104338	7270	72285	437615

Source: Major Ports.

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

# Haldia Dock Complex included

P : Provisional

Commodity-wise Traffic Handled at Non-Major Ports

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material \$	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 Tonnes)	Others	Total
Gujarat Maritime Board	2023-24	161388	13364	9099	73077	7441	124645	8818	60241	449255
	2024-25	171079	14225	9661	77887	6504	146616	4849	61755	487727
	April-September	2024-25	96256	7286	4042	39974	4272	72713	4849	15720
	2025-26(P)	95570	6152	4133	35771	3997	72436	4884	21352	239410
Maharashtra Maritime Board	2023-24	82	34346	0	26456	153	0	0	15834	76871
	2024-25	5	29125	1530	30192	137	0	0	9526	70516
	April-September	2024-25	982	10530	88	14617	52	0	0	6392
	2025-26(P)	922	12882	1149	13237	176	0	0	2334	30700
Andhra Pradesh M	2023-24	2065	11032	50	69334	5536	2222	126	27203	117442
	2024-25	1298	9393	1215	60404	5304	1047	22	25655	104317
	April-September	2024-25	662	3374	25	32120	2612	401	22	12130
	2025-26(P)	654	5411	313	35785	3991	511	2	14384	61050
Goa	2023-24	0	58	0	40	0	0	0	20	118
	2024-25	0	2	0	2	0	0	0	26	31
	April-September	2024-25	0	0	0	0	0	0	0	0
	2025-26(P)	0	0	0	0	0	0	0	0	0
Tamil Nadu Maritime Board	2023-24	0	0	153	0	0	8416	701	1553	10123
	2024-25	344	0	0	0	0	9796	816	1759	11899
	April-September	2024-25	1	0	14	0	5156	430	998	6168
	2025-26(P)	181	0	0	0	4637	386	912	5730	
Karnataka Maritime Board	2023-24	123	38	27	0	42	4	0	650	885
	2024-25	383	0	35	0	0	0	0	189	607
	April-September	2024-25	0	0	8	0	22	0	230	261
	2025-26(P)	162	0	11	0	21	0	0	78	272
Puducherry	2023-24	1	502	0	10638	179	0	0	990	12310
	2024-25	0	775	0	10149	33	0	0	1988	12945
	April-September	2024-25	12	323	0	5081	33	0	621	6070
	2025-26(P)	11	61	0	5847	132	0	0	784	6834
Odisha Maritime Board	2023-24	2978	16928	0	24717	473	0	0	9146	54243
	2024-25	0	13892	0	25907	224	0	0	12053	52076
	April-September	2024-25	2293	7494	0	13554	33	0	3492	26866
	2025-26(P)	932	4120	0	13995	197	0	2	6915	26158
Kerala Maritime Board	2023-24	10	0	0	0	0	0	0	77	87
	2024-25	15	0	0	0	0	0	0	86	101
	April-September	2024-25	7	0	0	0	0	0	24	31
	2025-26(P)	7	0	0	0	0	0	0	24	31
A & N	2023-24	223	0	579	0	0	573	64	667	2042
	2024-25	246	0	717	0	0	630	61	441	2035
	April-September	2024-25	118	0	259	0	0	307	30	149
	2025-26(P)	126	0	170	0	0	309	31	123	729
Lakshadweep	2023-24	21	0	92	0	0	0	0	98	211
	2024-25	23	0	59	0	0	0	0	74	157
	April-September	2024-25	16	0	10	0	18	0	40	83
	2025-26(P)	13	0	12	0	0	0	0	29	55
All Non-Major States/Uts	2023-24	166891	76269	10000	204262	13824	135860	9709	116480	723586
	2024-25	173395	67412	13218	204541	12202	158089	5748	113554	742411
	April-September	2024-25	100347	29007	4446	105347	7041	78577	5331	39795
	2025-26(P)	98578	28626	5789	104635	8513	77893	5306	46934	370970

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

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

\$ includes Building Material and Cement/Clinker

\*\* includes iron ore fines and Pellets

& includes Fertilisers, FRM-Liquid, FRM\_Dry and Rock Phosphate

Source: Non Major Ports/State Maritime Boards

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

(000 Tonnes)

Port	Period (April-September)	POL Crude & POL Products *	LPG /LNG	Iron Ore @	Thermal Coal	Coking Coal	Other Coal	Ferti.& FRM (Dry) #	Food grain**	Container	TEUs	Others	Total
SPM Kolkata DS	2024-25 (O)	75	0	0	0	4	69	370	0	4526	304	1966	7010
	2024-25 (C)	83	0	0	0	0	0	0	0	30	3	33	146
	2025-26 (O)	52	0	0	0	16	18	558	0	6360	365	1697	8701
	2025-26 (C)	151	0	0	0	0	0	0	0	28	2	18	198
SMP Haldia De	2024-25 (O)	579	2690	352	0	3961	2239	280	16	1166	69	8348	19611
	2024-25 (C)	1258	0	0	52	52	0	0	0	259	14	138	1759
	2025-26 (O)	1139	2686	49	736	4803	2299	280	22	1455	90	8985	22454
	2025-26 (C)	1347	0	26	139	66	0	0	0	245	13	145	1967
Paradip Port Authority	2024-25 (O)	14958	0	8353	0	5694	5153	2949	0	106	6	5873	43086
	2024-25 (C)	2082	0	4612	22196	180	114	0	0	116	8	730	30030
	2025-26 (O)	18763	0	5185	0	6276	4895	3359	0	136	7	6734	45348
	2025-26 (C)	3924	0	3247	23016	90	139	0	0	128	6	887	31432
Visakhapatnam Port Authority	2024-25 (O)	7368	813	421	0	3599	5917	1254	387	4974	301	7366	32099
	2024-25 (C)	2687	23	5848	0	55	0	0	0	584	49	469	9666
	2025-26 (O)	10499	867	483	161	2689	4717	2144	192	4063	250	6865	32681
	2025-26 (C)	2553	0	5793	516	0	0	0	0	1003	59	540	10405
Chennai Port Authority	2024-25 (O)	5461	0	290	0	0	0	158	0	15818	820	1922	23649
	2024-25 (C)	1372	0	0	0	0	0	1	0	1104	57	962	3439
	2025-26 (O)	6033	0	448	0	0	0	241	0	18170	941	1860	26752
	2025-26 (C)	1461	0	235	0	0	0	0	0	790	41	228	2715
Kamarajar Port Ltd	2024-25 (O)	20	1224	0	3385	1103	47	0	0	6814	353	1834	14427
	2024-25 (C)	1280	0	0	7977	0	0	0	0	0	0	0	9257
	2025-26 (O)	0	1231	0	4114	1246	52	0	0	6653	345	1836	15134
	2025-26 (C)	1456	0	0	7104	0	0	0	0	0	0	150	8710
V.O.Chidambaranar Port Authority	2024-25 (O)	3	179	0	527	0	4464	536	397	6561	328	2184	14851
	2024-25 (C)	38	0	0	4522	0	0	0	0	1473	74	127	6160
	2025-26 (O)	0	210	0	302	0	3780	687	41	7453	366	3427	15900
	2025-26 (C)	45	0	0	3394	0	325	0	0	1104	51	520	5388
Cochin Port Authority	2024-25 (O)	8942	645	0	0	0	0	74	0	2734	229	264	12660
	2024-25 (C)	2503	0	0	0	0	0	0	0	2896	191	478	5877
	2025-26 (O)	8948	703	0	0	0	0	77	0	2374	207	230	12333
	2025-26 (C)	2854	0	0	0	0	0	0	0	2749	175	691	6294
New Mangalore Port Authority	2024-25 (O)	9067	1348	163	0	152	3755	296	0	799	66	1611	17191
	2024-25 (C)	3022	0	121	0	16	0	0	0	417	25	314	3890
	2025-26 (O)	8829	1633	1273	2947	150	459	290	0	886	74	1115	17583
	2025-26 (C)	2670	0	1511	0	0	24	0	0	378	24	446	5028
Mormugao Port Authority	2024-25 (O)	0	0	469	371	3479	0	115	0	0	0	1706	6140
	2024-25 (C)	259	0	1115	559	71	0	0	0	0	0	57	2061
	2025-26 (O)	0	0	592	271	4120	0	166	0	0	0	2476	7625
	2025-26 (C)	267	0	861	659	17	0	0	0	0	0	10	1814
J. L. Nehru Port Authority	2024-25 (O)	191	469	0	0	0	0	0	0	39605	3371	1327	41591
	2024-25 (C)	991	0	0	0	0	0	0	0	1251	156	968	3210
	2025-26 (O)	157	459	0	0	0	0	0	0	43707	3814	1331	45654
	2025-26 (C)	1360	0	0	0	0	0	0	0	1329	150	1291	3979
Mumbai Port Authority	2024-25 (O)	11826	617	0	3609	0	0	227	42	0	0	6425	22746
	2024-25 (C)	8073	0	2667	786	0	0	0	0	2	0	187	11716
	2025-26 (O)	13260	548	613	3322	0	0	311	14	0	0	5880	23947
	2025-26 (C)	7687	0	2326	964	0	0	0	0	6	1	223	11206
Deendayal Port Authority	2024-25 (O)	27085	1454	148	9510	321	0	1792	1133	1866	106	21532	64841
	2024-25 (C)	3745	0	562	200	22	0	0	0	1528	93	495	6552
	2025-26 (O)	24064	1766	627	9301	276	0	2991	0	3430	171	20917	63373
	2025-26 (C)	4934	0	287	98	0	0	0	0	1890	117	3785	10994
All Ports	2024-25 (O)	85574	9439	10195	17402	18313	21644	8031	1975	84970	5953	62357	319901
	2024-25 (C)	27392	23	14926	36291	396	114	1	0	9660	670	4959	93761
	2025-26 (O)	91744	10104	9271	21155	19577	16220	11105	268	94688	6630	63351	337485
	2025-26 (C)	30709	0	14288	35890	173	487	0	0	9649	640	8933	100130

Source: Major Ports.

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

P : Provisional



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

(000 Tonnes)

Port	Year	POL *	Iron Ore **	Building Material §	Coal @	Fertiliser & FRM &	Container	TEUs (in '000 No.)	Others	Total
	(April-September)									
Gujarat Maritime Board	2024-25(O)	86360	492	397	39956	4272	72278	4849	12979	216734
	2024-25(C)	9896	6794	3645	18	0	435	0	2741	23529
	2025-26(O)	86299	0	288	35255	3997	72007	4855	18530	216376
	2025-26(C)	9271	6152	3845	515	0	429	29	2821	23034
Maharashtra Maritime Board	2024-25(O)	982	1651	0	7731	52	0	0	3508	13924
	2024-25(C)	0	8879	88	6886	0	0	0	2883	18737
	2025-26(O)	922	3655	313	6521	176	0	0	2121	13708
	2025-26(C)	0	9227	836	6716	0	0	0	213	16992
Andhra Pradesh Maritime Board	2024-25(O)	61	809	25	19190	2579	268	15	11674	34606
	2024-25(C)	601	2565	0	12930	33	133	7	456	16718
	2025-26(O)	36	2829	108	22354	3991	505	2	13315	43139
	2025-26(C)	618	2582	205	13431	0	7	0	1069	17912
Goa	2024-25(O)	0	0	0	0	0	0	0	0	0
	2024-25(C)	0	0	0	0	0	0	0	0	0
	2025-26(O)	0	0	0	0	0	0	0	0	0
	2025-26(C)	0	0	0	0	0	0	0	0	0
Tamil Nadu Maritime Board	2024-25(O)	0	0	14	0	0	5156	430	890	6060
	2024-25(C)	1	0	0	0	0	0	0	107	108
	2025-26(O)	181	0	0	0	0	4637	386	761	5579
	2025-26(C)	0	0	0	0	0	0	0	151	151
Karnataka Maritime Board	2024-25(O)	0	0	0	0	22	0	0	133	155
	2024-25(C)	0	0	8	0	0	0	0	98	106
	2025-26(O)	131	0	0	0	21	0	0	13	166
	2025-26(C)	30	0	11	0	0	0	0	65	106
Puducherry	2024-25(O)	12	0	0	3586	33	0	0	495	4126
	2024-25(C)	0	323	0	1495	0	0	0	126	1944
	2025-26(O)	11	0	0	2884	132	0	0	352	3378
	2025-26(C)	0	61	0	2963	0	0	0	433	3456
Odisha Maritime Board	2024-25(O)	2090	5936	0	11461	33	0	0	3375	22895
	2024-25(C)	203	1557	0	2093	0	0	0	117	3971
	2025-26(O)	932	3742	0	11674	197	0	2	6050	22594
	2025-26(C)	0	378	0	2322	0	0	0	864	3564
Kerala Maritime Board	2024-25(O)	0	0	0	0	0	0	0	2	2
	2024-25(C)	7	0	0	0	0	0	0	21	29
	2025-26(O)	0	0	0	0	0	0	0	0	0
	2025-26(C)	7	0	0	0	0	0	0	24	31
Andaman & Nicobar Island	2024-25(O)	6	0	0	0	0	0	0	27	33
	2024-25(C)	112	0	259	0	0	307	30	122	800
	2025-26(O)	7	0	9	0	0	0	0	27	43
	2025-26(C)	120	0	161	0	0	309	31	95	686
Lakshdweep	2024-25(O)	0	0	0	0	0	0	0	0	0
	2024-25(C)	16	0	10	0	18	0	0	40	83
	2025-26(O)	0	0	0	0	0	0	0	0	0
	2025-26(C)	13	0	12	0	0	0	0	29	55
Total	2024-25(O)	89511	8889	436	81925	6990	77702	5294	33083	298536
	2024-25(C)	10836	20118	4010	23422	51	875	37	6712	66024
	2025-26(O)	88519	10226	718	78689	8513	77148	5245	41170	304983
	2025-26(C)	10059	18400	5072	25946	0	745	60	5765	65987

\* 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	Capacity (Up to December 2025)
SMPA Kolkata (#)	82.57	82.57	82.57	90.77	92.77	92.77	93.02	93.02	93.02
Paradip Port Authority	239.00	239.00	249.00	259.00	289.75	289.75	289.75	289.75	289.75
Visakhapatnam Port Authority	131.09	131.09	134.18	134.18	134.18	143.68	148.18	154.71	154.71
Kamarajar Port Ltd.	84.00	91.00	91.00	91.00	91.00	91.00	94.00	97.00	97.00
Chennai Port Authority	134.00	134.00	135.00	135.00	135.00	136.00	136.00	136.00	136.00
V.O. Chidambaranar Port Authority	94.83	111.46	111.46	111.46	111.46	111.46	111.46	123.46	130.42
Cochin Port Authority	74.50	78.60	78.60	78.60	78.60	79.90	79.90	80.50	80.50
New Mangalore Port Authority	98.00	98.00	104.73	104.73	108.96	114.96	114.96	114.96	114.96
Mormugao Port Authority	63.00	63.40	63.40	63.40	63.40	63.40	63.40	63.40	63.40
Mumbai Port Authority	79.00	79.00	79.00	84.00	84.00	84.00	84.00	86.50	86.50
Jawahar Lal Nehru Port Authority	118.00	138.87	138.87	141.37	141.37	141.37	145.87	145.87	175.87
Deendayal Port Authority	253.20	267.10	267.10	267.10	267.10	269.10	269.32	295.77	295.77
<b>Total:</b>	<b>1451.19</b>	<b>1514.09</b>	<b>1534.91</b>	<b>1560.61</b>	<b>1597.59</b>	<b>1617.39</b>	<b>1629.86</b>	<b>1680.94</b>	<b>1717.90</b>

(#) Includes SMP Haldia Dock Complex

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

Capacity of (Non-Major Ports) Maritime Boards/States as on 31st March										Annexure-VI
										(Million Tonnes)
S.No.	States	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26 (P)
1	Gujarat Maritime Board	523.00	542.00	542.81	544.62	552.00	593.00	598.01	598.01	598.01
2	Maharashtra Maritime Board	100.90	102.40	125.00	125.00	125.00	117.55	137.77	137.77	137.77
3	Goa	0.07	0.02	9.00	9.00	9.00	9.00	9.00	11.76	11.76
4	Tamil Nadu Maritime Board	1.10	2.15	26.15	25.05	25.05	25.05	25.05	25.05	25.05
5	Kerala Maritime Board	0.01	0.55	0.55	1.07	1.07	1.07	1.07	1.07	1.07
6	Karnataka Maritime Board	0.68	17.80	5.00	5.00	5.00	5.00	5.00	6.70	6.70
7	Andhra Pradesh Maritime Board	178.00	178.00	193.40	193.40	193.40	207.00	207.00	207.00	207.00
8	Odisha Maritime Board	34.50	47.50	65.00	70.00	70.00	65.00	70.00	70.00	70.00
9	Puducherry	14.90	16.90	16.96	16.96	16.96	17.95	17.95	23.00	23.00
10	Andaman & Nicobar Islands	3.00	3.00	4.11	4.11	4.11	4.11	4.11	4.11	4.11
11	Lakshadweep					5.82	5.82	5.82	5.82	5.82
	<b>Total</b>	<b>856.16</b>	<b>910.32</b>	<b>987.98</b>	<b>994.21</b>	<b>1007.41</b>	<b>1050.55</b>	<b>1080.78</b>	<b>1090.29</b>	<b>1090.29</b>

Source: Non-Major Ports /State Maritime Board