

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 1433**  
ANSWERED ON 11.03.2025

**MAJOR AND MINOR PORTS ON PPP MODEL**

1433. SHRI G.C. CHANDRASHEKHAR:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) the details of major, medium and minor ports operating under the Public-Private Partnership (PPP) model and those identified for development, State/UT-wise;
- (b) whether cargo handling capacity at ports is underutilized, and the details of cargo capacity and handled cargo at each port for the last three years, port-wise;
- (c) whether operations and maintenance of berth terminals at major ports are conducted via PPP, along with the number of ports operated by Government and private sector;
- (d) the ports in public sector privatized in the last three years, port-wise; and
- (e) the details of new ports being developed under the PPP model?

**ANSWER**

MINISTER OF PORTS, SHIPPING AND WATERWAYS  
(SHRI SARBANANDA SONOWAL)

(a) & (c) & (e) There are 12 Major Ports wholly owned by the Government of India and governed by the provisions of the Major Port Authorities Act, 2021. These are Deendayal Port, Mumbai Port, Jawaharlal Nehru Port, Mormugao Port, New Mangalore Port, Cochin Port, V.O. Chidambaranar Port, Chennai Port, Kamarajar Port, Visakhapatnam Port, Paradip Port and Syama Prasad Mookerjee Port. Private Sector Participation has been allowed in the Major Ports for specific projects/berths/terminals on Public-Private-Partnership (PPP) basis through concession agreement for a fixed tenure by way of globally open competitive bidding process on revenue share/royalty between the Major Port Authority and the concessionaire. After the expiry of the concession period, the asset is handed over to the Major Port Authority. There are 213 non-major ports managed by and under the control of the respective State Maritime Board / State Government. The Union Cabinet has approved the setting up of Major Port at Vadhvan, near Dahanu, in Maharashtra on 19.06.2024 with a total project cost of ₹76,220 crore where major portion is on PPP mode. The Hon'ble Prime Minister of India has laid the foundation stone of the project in Maharashtra on 30.08.2024.

(b) The capacity utilization in Indian ports was 57% in the FY 2023-24. The details of cargo handling capacity in Major Ports during the last 3 years are given below:

(Million Tonnes Per Annum)

Major Port	2021-22	2022-23	2023-24
Syama Prasad Mookerjee Port	92.77	92.77	93.02
Paradip Port	289.75	289.75	289.75
Visakhapatnam Port	134.18	143.68	148.18
Kamarajar Port	91.00	91.00	94.00
Chennai Port	135.00	136.00	136.00
V.O. Chidambaranar Port	111.46	111.46	111.46
Cochin Port	78.60	79.90	79.90
New Mangalore Port	108.96	114.96	114.96
Mormugao Port	63.40	63.40	63.40
Mumbai Port	84.00	84.00	84.00
Jawaharlal Nehru Port	141.37	141.37	145.87
Deendayal Port	267.10	269.10	269.32
<b>Total</b>	<b>1597.59</b>	<b>1617.39</b>	<b>1629.86</b>

The details of cargo handled by Major Ports during the last 3 years are given below:

(Million Tonnes Per Annum)

Major Port	2021-22	2022-23	2023-24
Deendayal Port	127.10	137.56	132.37
Mumbai Port	59.89	63.61	67.26
Jawaharlal Nehru Port	76.00	83.86	85.82
Mormugao Port	18.46	17.33	20.62
New Mangalore Port	39.30	41.42	45.71
Cochin Port	34.55	35.26	36.32
V.O. Chidambaranar Port	34.12	38.04	41.40
Chennai Port	48.56	48.95	51.60
Kamarajar Port	38.74	43.51	45.28
Visakhapatnam Port	69.03	73.75	81.09
Paradip Port	116.13	135.36	145.38
Syama Prasad Mookerjee Port	58.18	65.66	66.39
<b>Total</b>	<b>720.05</b>	<b>784.31</b>	<b>819.23</b>

(d) No Major Port in the country has been privatised as the ownership of the land and waterfront remains with the respective Government of India.

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