

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 1916
ANSWERED ON 04.08.2026

DEVELOPMENT AND MODERNISATION OF PORTS IN MAHARASHTRA

1916. SHRI DHANANJAY BHIMRAO MAHADIK:

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

- (a) whether Government has reviewed the development of major and minor ports in Maharashtra, including the proposed Palghar Deep Port, to enhance maritime infrastructure and trade;
- (b) the details of port modernisation and connectivity projects undertaken during the last three years, project-wise;
- (c) the investment sanctioned, released, and utilized, along with the additional cargo handling capacity created; and
- (d) the expected impact of these initiatives, including the Palghar Deep Port project, on trade, exports, coastal shipping, logistics efficiency and employment generation in Maharashtra?

ANSWER

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

(a) to (d) The Government has assessed the requirement of a deep-draft port considering the projected growth in India's cargo and container traffic, particularly on the western coast. The Deep –draft Port, officially known as Vadhvan Port, is being developed as an all-weather greenfield deep-draft major port in Palghar district. The project was approved by the Union Cabinet on 19.06.2024 at an estimated cost of ₹76,220 crore. Upon completion, the port is expected to create a total cargo handling capacity of 298 million metric tonnes per annum.

Vadhvan Port is expected to significantly improve Maharashtra's maritime infrastructure, trade competitiveness, logistics efficiency, industrial development and employment generation. The details of modernisation and connectivity projects undertaken for the development of Vadhvan

port are at **Annexure-I**. The details of other projects undertaken for modernisation and port connectivity in the State of Maharashtra are at **Annexure-II**.

The efforts made by the Government towards modernisation, mechanisation, capacity augmentation and connectivity enhancement at Major Ports in Maharashtra have resulted in increase in overall capacity to 175.87 MMTPA for Jawaharlal Nehru Port Authority and 88.66 MMTPA for Mumbai Port Authority. In respect of non-major ports, investments have been made by the respective State Government, private port operators and the cumulative cargo handling capacity of Maharashtra's other than Major Ports has reached 130.75 MMTPA.

These initiatives are expected to strengthen India's EXIM trade, improve logistics efficiency through enhanced road and rail connectivity, promote coastal shipping, reduce dependence on foreign transshipment ports, facilitate development of port-based industries and logistics infrastructure, and generate substantial direct and indirect employment opportunities.

Annexure-I**Details of Modernisation and connectivity projects undertaken for the development of Vadhvan port**

Sl.No.	Project/Component	Estimated Cost in ₹ crore
1	Nearshore reclamation and shore protection works	1648
2	Construction of 10.14 km Breakwater	5,301.26
3	Offshore reclamation under PPP-HAM	20,647
4	Dedicated Road Connectivity by NHAI (32.74 km)	2,528.76
5	Dedicated Rail Connectivity by Western Railway (22.22 km)	1,765
6	Water Supply Infrastructure	328
7	Power Supply Infrastructure	320

Annexure-II

The details of other projects undertaken for modernisation and port connectivity in the State of Maharashtra

Sl. No.	Project	Project Cost in ₹ crore
1	Construction of Third Chemical Berth at Pir Pau	161
2	Development of New Fish Jetty at Mallet Bunder Fishing Harbour	96.60
3	Modernization, Development, Operation and Maintenance of Mumbai International Cruise Terminal (MICT) at Indira Dock	363.85
4	SCADA and PLC Automation System at Marine Oil Terminal	22.77
7.	Construction of Approach road to Kharwadeshwari Jetty in Palghar District	15.00
8.	Construction of Approach road to Narangi Jetty	29.41
9	Augmentation of firefighting facilities at Pir Pau Terminal of Mumbai Port	52.69
