



JMBAXi

THE PORT SPECIALIST

MARINE SERVICES



PORT UPDATE

APRIL 2025

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Key Highlights

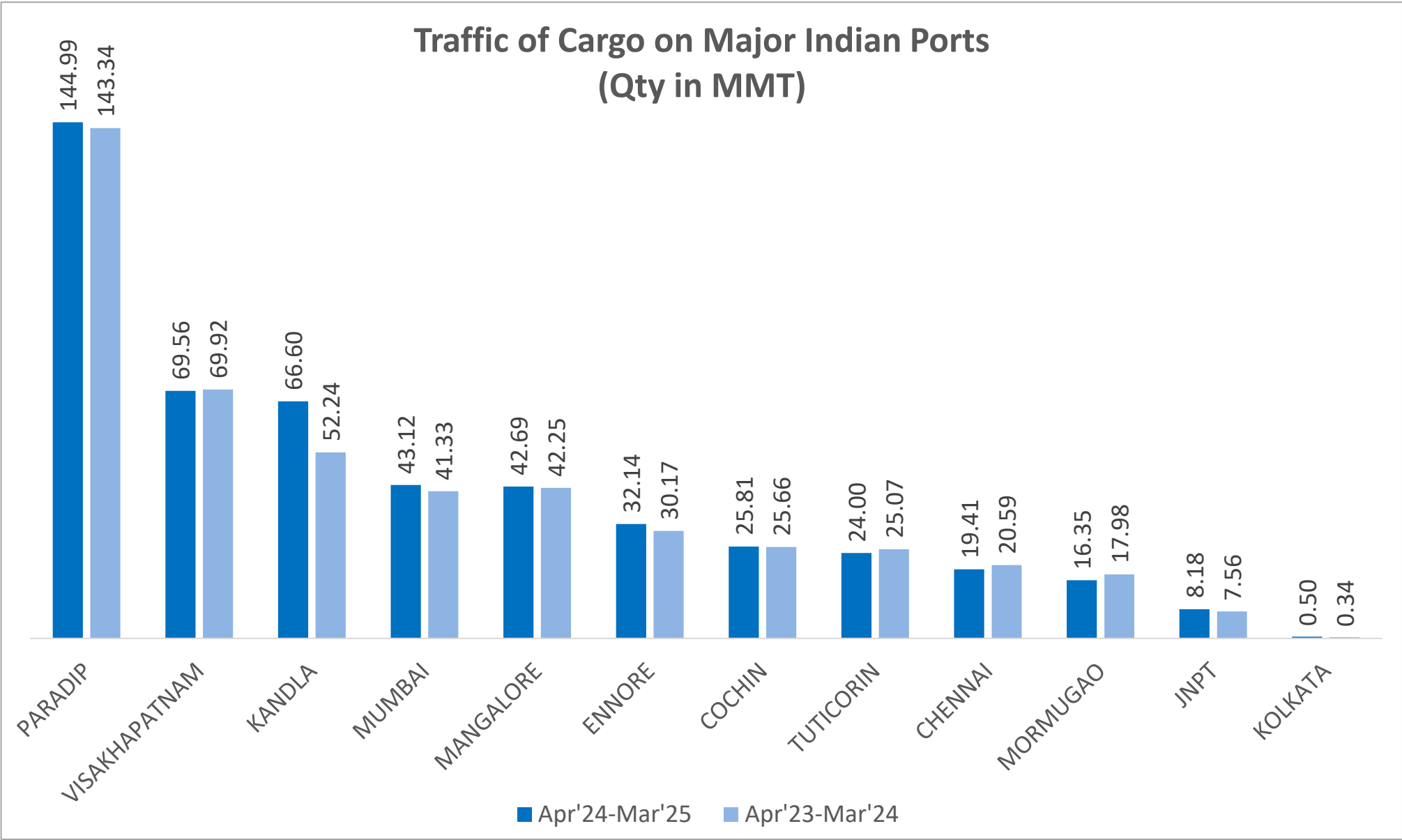
Market Updates

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KEY POINTS

MAJOR PORTS

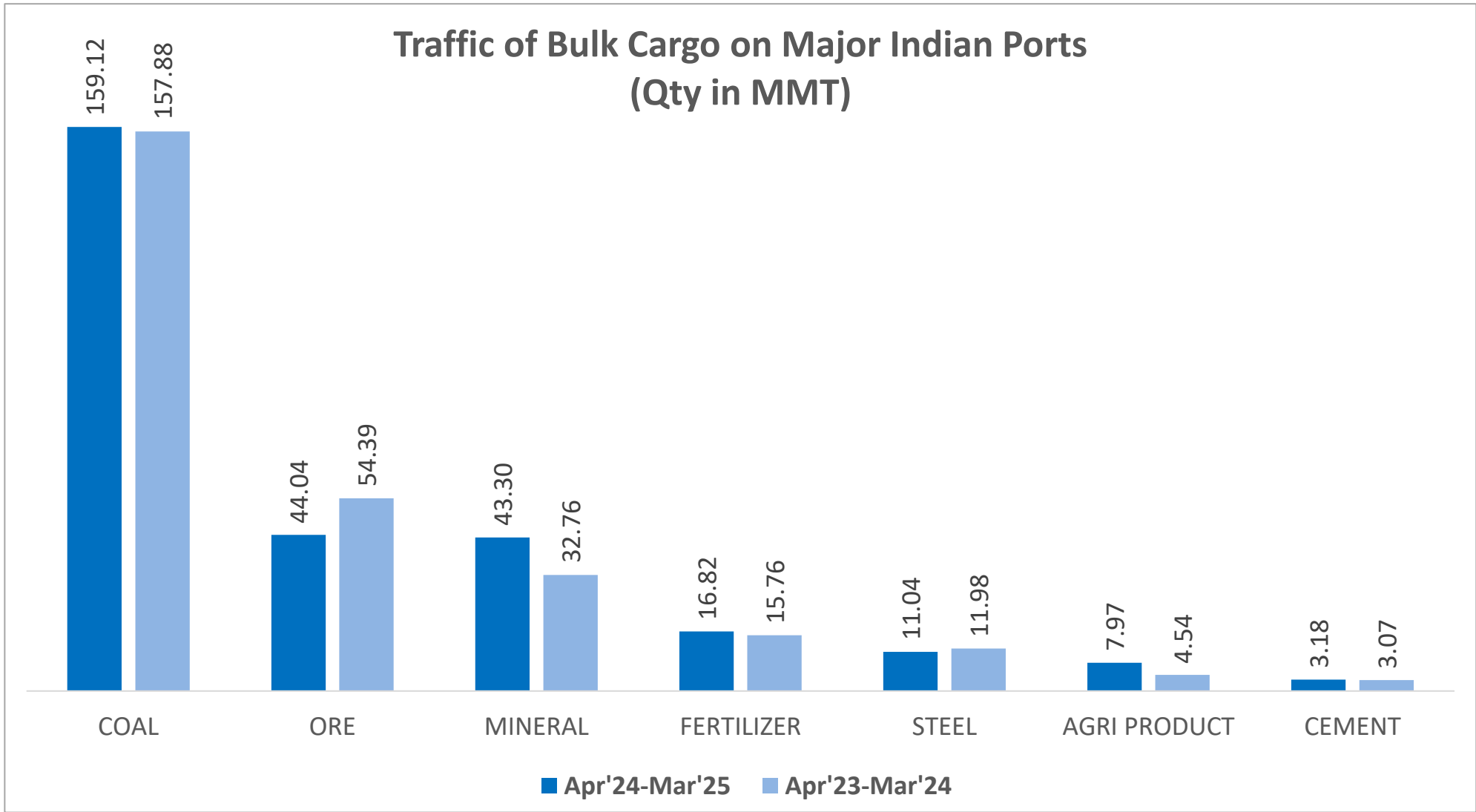
- Between major and minor ports, 1123.26 MMT of traffic saw movement in Apr'24-Mar'25 as compared to the same period last fiscal.
- Major ports reported volume to incline at 493.37 MMT in Apr'24-Mar'25, as compared to total volume of 476.45 MMT during same period last year.
- Traffic wise Paradip, Visakhapatnam and Kandla showed the highest traffic at 144.99 MMT, 69.56 MMT, 66.60 MMT respectively.



CARGO PERFORMANCE MAJOR PORTS

BULK CARGO

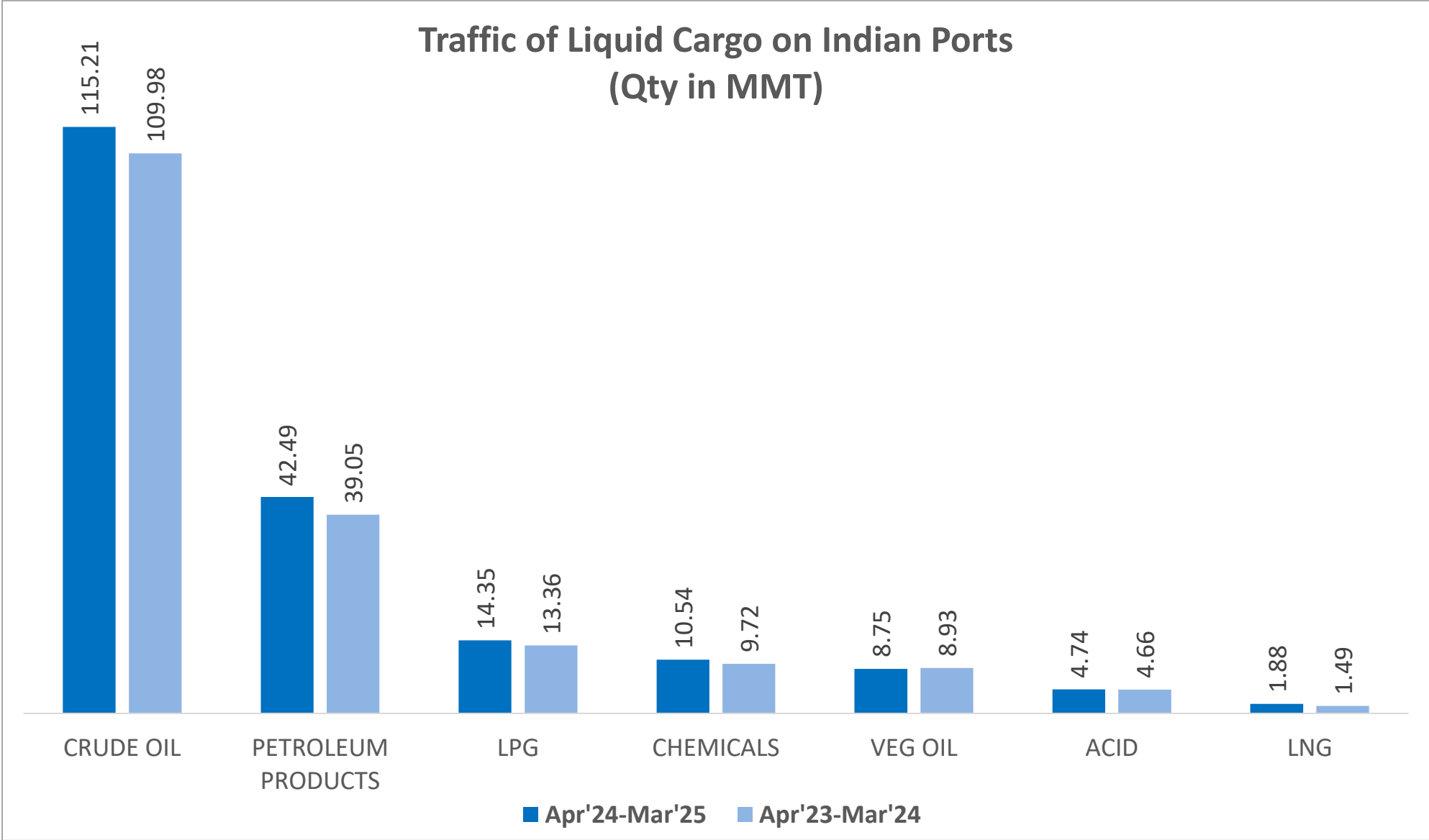
- Coal traffic on Major Indian ports stood at 159.12 MMT in Apr'24-Mar'25.
- Shipments of mineral through the 12 major ports, increased significantly at 43.30 MMT in Apr'24-Mar'25 as compared to 32.76 MMT in Apr'23-Mar'24.
- Total Bulk Cargo traffic at major ports increased to 285.46 MMT from 280.37 MMT for the same period last year.



CARGO PERFORMANCE MAJOR PORTS

LIQUID CARGO

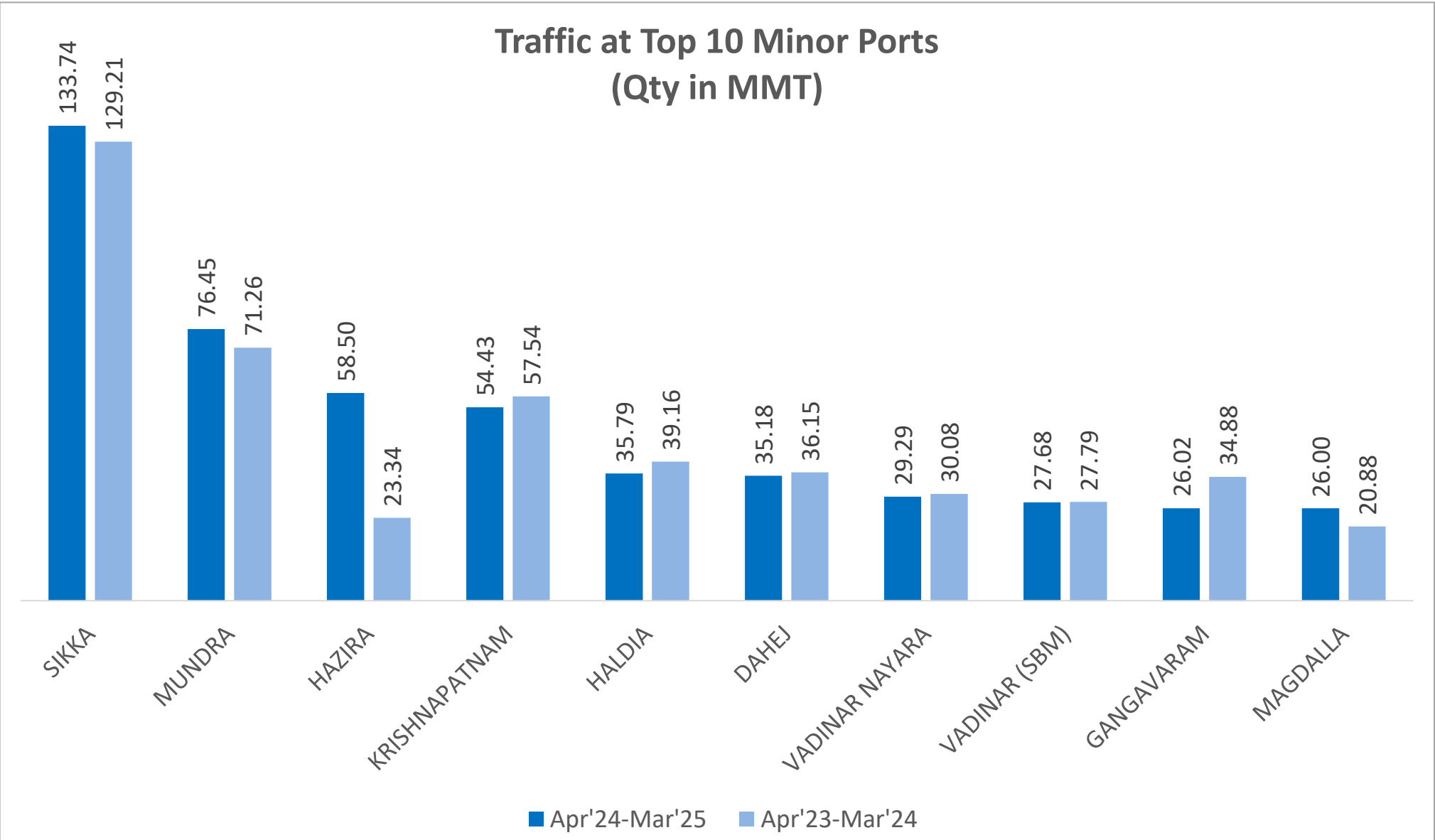
- P.O.L., Crude, LPG/LNG shipments rose to 173.93 MMT while Other Liquids traffic at major port rose to 24.03 MMT.
- Total Liquid Cargo traffic at major ports increased during Apr'24-Mar'25 to 197.96 MMT from 187.19 MMT for the same period last year.



KEY POINTS

MINOR PORTS

- Minor ports reported volume of 629.90 MMT in Apr'24-Mar'25 as compared to total volume of 603.25 MMT during same period last year.
- Traffic wise top three ports Sikka, Mundra & Hazira showed traffic of 133.74 MMT, 76.45 MMT & 58.50 MMT resp.

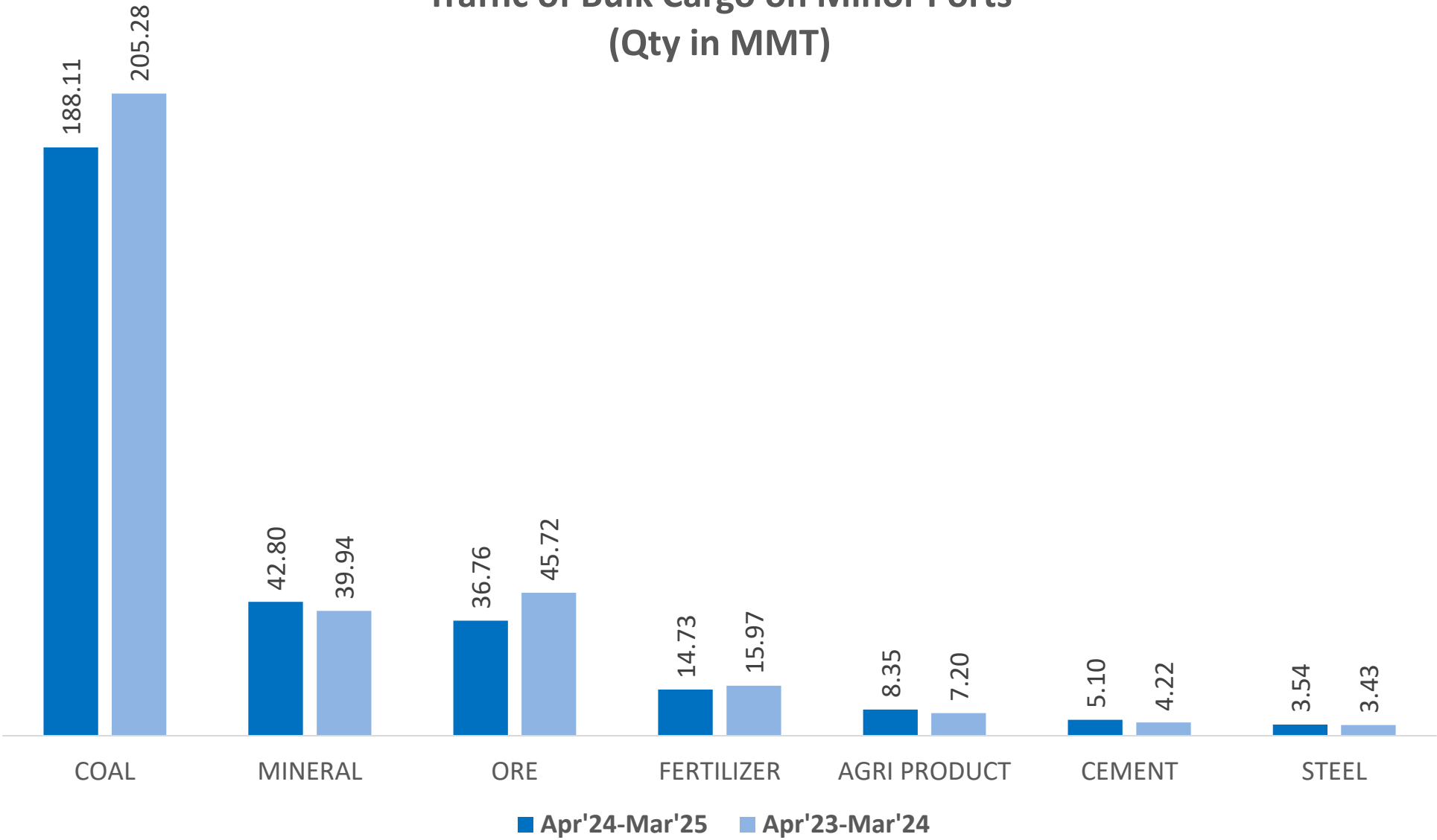


CARGO PERFORMANCE MINOR PORTS

BULK CARGO

- Coal shipment at Indian minor ports during Apr'24-Mar'25 recorded volume to 188.11 MMT from 205.28 MMT for the same period last year.
- There was significant increase in the shipment of minerals to 42.80 MMT in Apr'24-Mar'25 from 39.94 MMT in Apr'23-Mar'24.
- Total Bulk Cargo traffic at minor ports decreased to 299.39 MMT from 321.76 MMT for the same period last year.

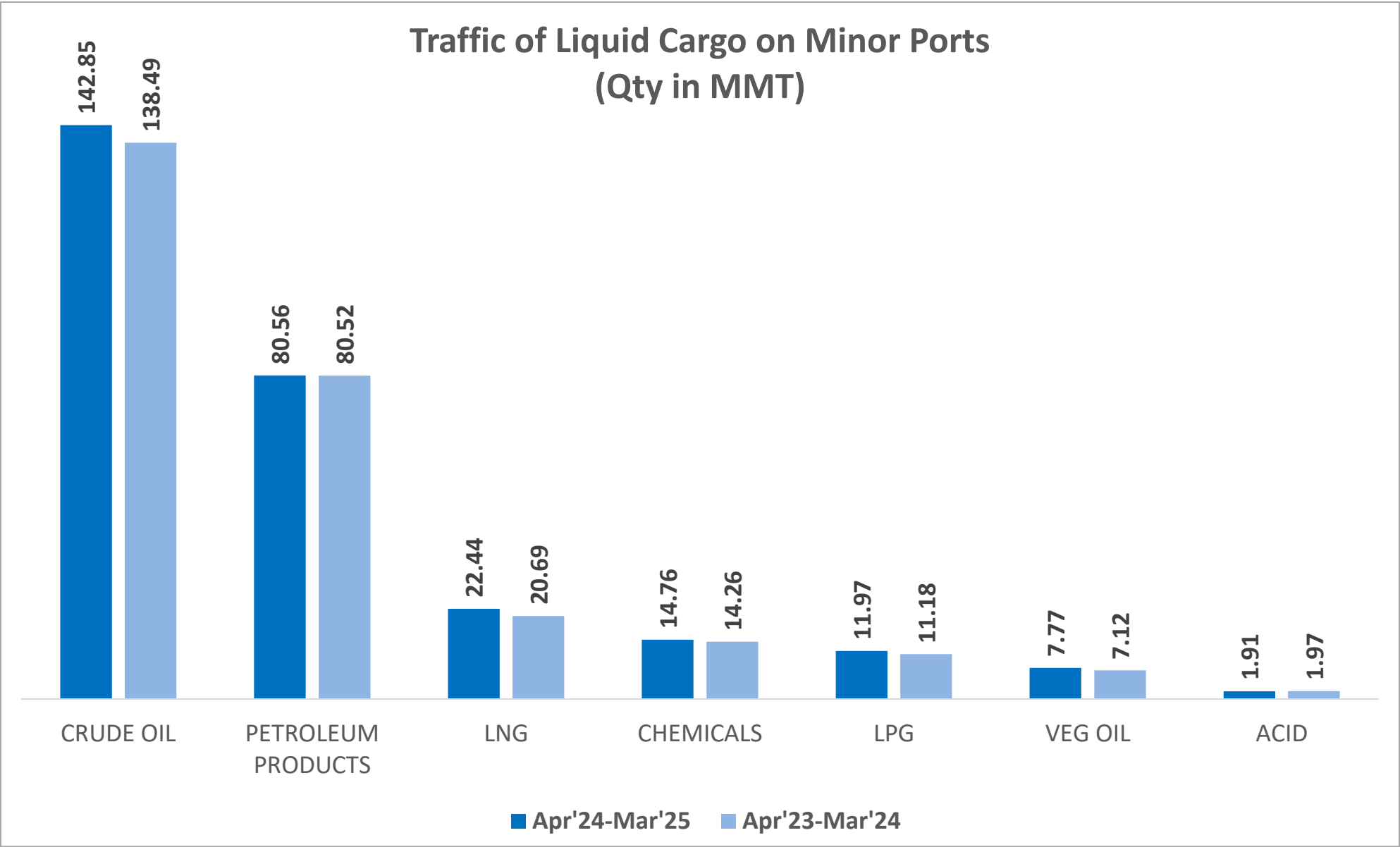
Traffic of Bulk Cargo on Minor Ports
(Qty in MMT)



CARGO PERFORMANCE MINOR PORTS

LIQUID CARGO

- Crude oil, POL & LPG/LNG shipments at Indian minor ports was recorded at 257.82 MMT and other Liquids traffic at major port rose to 24.43 MMT in Apr'24-Mar'25.
- Total Liquid Cargo traffic at minor ports increased during Apr'24-Mar'25 to 282.26 MMT from 274.22 MMT for the same period last year.



MARKET UPDATES



KEY HIGHLIGHTS

- **International cruise terminal in Ballard Pier set for inauguration**
- **India's major ports register 4.35% rise in cargo handling to 854.93 mt in FY25**
- **Kandla Deendayal Port achieves milestone of handling 150 million tonnes in 2024-25**
- **Red Sea crisis jacks up carbon emissions**
- **Cochin Shipyard weighs joint venture with Drydocks World for ship repairs**
- **India withdrew transshipment facility for Bangladesh due to Dhaka's actions**



International cruise terminal in Ballard Pier set for inauguration

The facility is operated under a public-private partnership, with Ballard Pier Port Private Limited and J M Baxi & Co managing daily operations.

- The long-awaited cruise terminal at Ballard Pier, built by the Mumbai Port Authority (MbPA) at a cost of ₹556 crore, is finally ready for full operations. It will be inaugurated by Union Shipping Minister Sarbananda Sonowal. The terminal aims to transform India's maritime tourism sector and position Mumbai as a major cruise hub in South Asia.
- The terminal spans 415,000 square feet and is designed to handle up to 500 cruise ships and one million passengers annually. It features 72 immigration counters, can process 10,000 passengers daily, and accommodate five cruise ships simultaneously. The structure has modern amenities like 22 elevators, 10 escalators, and parking space for 300 cars.
- The facility is operated under a public-private partnership, with Ballard Pier Port Private Limited and J M Baxi & Co managing daily operations. MbPA has signed a 30-year concession agreement with the private partner, which includes a ₹30 crore security deposit and ₹5 crore in annual rent, with a 5% yearly escalation clause.
- The terminal is expected to significantly increase cruise tourism in India, especially for Indian travellers who currently board cruises from foreign ports. Cordelia Cruises already operates from Mumbai, and officials anticipate a rise in cruise traffic. The terminal also includes upper floors for commercial use, aiming to become a vibrant waterfront destination even when no cruise ships are docked.

India's major ports register 4.35% rise in cargo handling to 854.93 mt in FY25

- India's major state-owned ports saw a 4.35% increase in cargo handling in FY25, reaching 855 million metric tonnes, driven by government infrastructure initiatives.
- Most of the 12 major ports experienced growth above the 4.4% average, with Deendayal (Kandla) Port and Paradip Port handling the most cargo at 150 mmt each.
- Kandla Port showed the highest growth at 13.4% after recovering from previous restrictions. Jawaharlal Nehru Port Authority (JNPA) reported a 7.4% increase in cargo to 86 mmt.
- While some ports saw a decline, the overall growth occurred despite reduced thermal coal imports. Notably, container trading prices have fallen significantly by about 50% between January and April, according to the Drewry World Container Index.

Kandla Deendayal Port achieves milestone of handling 150 million tonnes in 2024-25

- Kandla Deendayal Port Authority (KDPA) has proudly announced that it not only met but surpassed its ambitious goal of handling 150 million tonnes of cargo in the fiscal year 2024-25, reaching an impressive 150.16 million tonnes.
- A key element in this success story was KDPA's proactive approach to engaging with its diverse range of port users and stakeholders. Recognizing that those directly involved in the day-to-day operations possess invaluable insights, This inclusive approach involved trade exporters, importers, shipping agents, customs agents, and all other entities crucial to the cargo handling process at the port.
- In line with this vision, KDPA is strategically exploring the possibility of establishing a leadership position in methanol bunkering. Given its advantageous location along key international trade routes, Kandla is ideally situated to offer methanol, a low-carbon and green fuel alternative, potentially attracting a new segment of maritime traffic and reinforcing its significance on the global map. The Chairperson emphasized that the direct understanding of the bottlenecks and pain points, gained through the engagement with port users, was fundamental in guiding these strategic improvements and initiatives.
- In essence, Kandla Deendayal Port's achievement of this cargo handling milestone is a testament to its collaborative spirit and its commitment to continuous improvement, driven by the valuable feedback of its stakeholders. Moreover, its forward-looking approach towards sustainable fuel options like methanol bunkering signals its ambition to play a leading role in the future of global maritime trade.

Red Sea crisis jacks up carbon emissions

- The conflict in the Red Sea that started in November 2023 has had a significant impact on carbon emissions in ocean container shipping. Data shows that global ocean container shipping emitted all-time high carbon emissions in 2024, mainly due to the conflict.
- Global container emissions increased 14 per cent in 2024 to 240.6 million tonnes, surpassing the previous record of 218.5 million tonnes in 2021. This is because ships are sailing longer distances around the Cape of Good Hope, following the escalation of conflict in the Red Sea in December 2023, according to data released by Norway-based Xeneta and Sweden's Marine Benchmark.
- The biggest increase in carbon emissions came from the largest ships. Emissions from ships between 14,500 and 20,000 twenty foot equivalent units (TEUs) hit 24.2 million tonnes in 2024, up by 7.3 million tonnes (43 per cent), compared to 2023. Ships over 20,000 TEU also saw large increases, up 35 per cent from 2023 to 19.6 million tonnes.
- A new record high in carbon emissions is the inevitable outcome of these diversions, both in terms of the increase in transport work and the record-high demand for laden containers being moved in 2024, as shippers responded to the Red Sea crisis by frontloading imports. Overall, transport work (tonnes of cargo moved multiplied by nautical miles sailed) increased 18 per cent in 2024, the report said.
- Across ship sizes the increase in emissions in 2024 is within a few percentage points of the increase in transport work. For example, ships between 14,500 and 20,000 TEUs saw transport work increase 43 per cent, in line with the growth in emissions.
- This significant increase in transport work has, in part, been made possible by fleet growth of 26 per cent between December 2023 and December 2024 for ships with capacity between 14,500 and 20,000 TEU, the report said.
- The record-high emissions data is a timely reminder of the colossal task at hand, following a meeting of the International Maritime Organization's Marine Environment Protection Committee in London from April 7 to 11. An agreement was reached during the meeting on specific reduction targets on fuel intensity in container shipping, as well as the financial penalties for non-compliance, the report said.

Cochin Shipyard weighs joint venture with Drydocks World for ship repairs

- The Mumbai-listed shipbuilder is also discussing a proposal to extend the tenure of the land leased from Cochin Port Authority to run the international ship repair facility to 60 years from the existing 30 years to make it a long-term partnership with Drydocks World.
- Cochin Shipyard, a Mumbai-listed state-run company, is exploring a joint venture with Drydocks World LLC to develop ship repair and maintenance facilities in Kochi and Vadinar, following a recent MoU. Simultaneously, Cochin Shipyard is negotiating with Cochin Port Authority to extend the land lease for its ₹1,000 crore Kochi ship repair facility from 30 to 60 years, aiming for a long-term partnership.
- Having scrapped a previous O&M tender, Cochin Shipyard seeks a partner like Drydocks World to bring in technology and improve ship repair turnaround times, which are currently longer in India compared to global hubs. Industry experts anticipate that this collaboration, coupled with the lease extension, could establish Kochi as a significant ship repair center. Shipping companies like MSC have also highlighted the growing opportunities in Indian ship repair and dry docking.
- Cochin Shipyard's new Kochi facility offers increased capacity, allowing it to cater to larger commercial vessels. The company is actively engaging with major global fleet owners and managers, including Maersk (with whom they also have an MoU for broader collaboration), to undertake more repair work. This strategic move aims to capitalize on the rising global demand and prices in ship repair.

India withdrew transshipment facility for Bangladesh due to Dhaka's actions

- India has withdrawn the transshipment facility for Bangladeshi cargo, with the Ministry of External Affairs suggesting this action is linked to prior steps taken by Bangladesh. These steps include Dhaka's closure of three land ports with India and the suspension of operations at another, citing insufficient infrastructure. Sources in India have described these closures as "regressive" and "unilateral."
- Additionally, India views Bangladesh's recent halt of Indian yarn imports as a move to potentially favor imports from Pakistan. Officials also highlighted Bangladesh's establishment of an Investigation, Research and Management Unit (IRM) for cargo inspection at the Benapole land port as a restrictive measure that could cause further delays in processing goods from India.
- Meanwhile, Bangladesh has refuted allegations of its citizens' involvement in recent riots in West Bengal and has urged the Indian government to protect its Muslim minority population.

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