



A Study on the Economic and Social Impacts of Port Development

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Abstract

Ports have always played a vital role in trade, serves as an entry point for goods, resources, and cultural exchange since ancient times. Today, they continue to contribute to economic growth by helping countries connect through international trade, reducing transport and logistics costs, creating jobs, and attracting both local and foreign investment. Many ports also stimulate industrial development in their surrounding areas and generate revenue for the governments. At the same time, ports can have significant impacts on society. Their work can lead to air, water, and noise pollution, traffic congestion, and increased pressure on nearby infrastructure. Communities may face displacement, and many port workers still endure unsafe working conditions or inadequate wages. Ports may also serve as points for smuggling and other illegal activities. This paper questions whether the continuous growth of the port and shipping industries can truly align with environmental sustainability and considers how far technological improvements can help reduce the negative impacts associated with the sector. Ports can continue to support sustainable economic growth by minimising their social and environmental impacts and reducing opportunities for illegal activities.

Keywords: Economic growth, Industrial development, Transport and Logistics Costs, Environmental pollution, Community displacement, Sustainable ports.

1. Introduction

Ports are essential points where global trade intersects with local economies. They act as major gateways for the movement of goods, connecting producers and consumers across countries and continents. Over time, many cities and regions have developed and flourished around these ports, relying on them not only for trade but also as important sources of employment and industrial growth. The expansion and modernization of ports often reflect broader economic trends and advances in technology, making them useful indicators of a nation's economic strength and future potential. Beyond transporting goods, ports also shape communities, influence how towns and cities grow, and support the livelihoods of many people. Because of their wide-reaching impact, ports are central to understanding both local and global economic activity in the modern world economy. However, the growth and operation of ports also bring several complex challenges that go beyond their economic benefits.

India is recognized as one of the fastest-growing major economies in the world, recorded a GDP growth rate of 6.5 percentage in 2024. nearly 80 percentage of India's trade by volume is conducted through seaports. Beyond facilitating trade, ports contribute significantly to industrial development, employment generation, and the integration of India's economy with global markets, underlining their strategic

importance for national growth. while port activity is linked to increased GDP and employment, its continuous expansion leads to air and water pollution destruction of marine and coastal environments, congestion, health risks, and labour issues. Expanding port facilities can disrupt nearby communities and strain infrastructure such as roads, housing, and public services. Environmental problems, including pollution and habitat damage, impact both ecosystems and human health. Unsafe labour conditions and displacement of residents raise serious social concerns. These challenges highlight the need to view ports not just as economic engines, but as developments with significant environmental and social impacts. This study explores these complex outcomes to understand how ports can continue driving progress while addressing the problems they generate.

2. Statement of the Problem

Ports are vital to economic development, enabling international trade, creating employment, and attracting investment to coastal regions. However, the continuous expansion of port infrastructure and operations has led to serious concerns related to environmental degradation, traffic congestion, and social displacement, particularly for communities living near major port zones. The research indicates that port cities often face higher levels of air and noise pollution, health risks, and marine habitat loss, even as

they continue to generate significant economic benefits. Although governments have introduced environmental regulations, technological upgrades, and urban development plans, many of these efforts remain limited in impact due to uneven implementation and lack of long-term planning. As global trade continues to grow, more land and resources are being used to expand port activities, often without considering the lasting effects on local people and the surrounding environment. This creates an imbalance where the benefits of port led growth are unequally distributed, leaving certain groups to bear most of the negative outcomes. Addressing this problem is essential to ensure that future port development is not only economically productive but also socially fair and environmentally responsible.

3. Review of Literature

Munim and Schramm (2018) ^[1]. Munim and Schramm examined the relationship between port infrastructure, logistics performance, and economic growth across ninety-one countries. Their study highlighted that efficient port operations facilitate smoother international trade by reducing transportation costs and improving connectivity. The authors identified seaborne trade as a key mediating factor that links port performance to national development. They concluded that investment in modern port facilities significantly contributes to a country's GDP growth. The study emphasized that ports act as critical nodes in global supply chains and play a vital role in economic competitiveness.

Balaji Balasubramanian (2018) ^[2] investigated sustainable port development in India with a focus on Ennore port. The study found that ports significantly contribute to regional economic growth through increased cargo handling and trade. However, port development also affects local communities, especially fishermen, and has notable environmental impacts. The dissertation emphasizes the need for careful planning to balance economic benefits with social welfare and ecological sustainability. It highlights that without proper mitigation measures, port growth can have adverse societal and ecological consequences

Ducruct, Juhász, Nagy, and Steinwender (2020) ^[3] examined the social and economic impacts of port development, emphasizing both the benefits and challenges for local communities. The study found that while ports significantly promote urban growth, trade, and employment, they can also lead to social disruptions such as congestion, environmental pollution, and changes in local livelihoods. The authors explicitly state that "the local costs and benefits of port development must be carefully assessed to ensure that economic gains do not come at the expense of community well-being." The paper underscores the importance of integrating social considerations and stakeholder engagement into port planning and development processes

4. Research Gap of the Study

Ports have been widely studied for their role in promoting economic growth through trade and job creation. However, most research tends to focus either on economic benefits or on social and environmental impacts. While environmental issues like pollution and habitat loss, along with social challenges such as community displacement and labour conditions, are well documented, few studies examine these dimensions together in an integrated way. This lack of integration limits understanding of the combined social, economic, and environmental consequences of port expansion. Moreover, there is limited analysis of how policies

can effectively balance these competing interests and promote sustainable development. Because of this gap, policymakers face challenges in implementing measures that encourage economic growth while protecting communities and ecosystems. This study aims to address this gap by exploring the interconnected impacts of ports and identifying policy approaches that encourage growth while minimizing social and ecological harm.

5. Objectives of the Study:

- i). To find out the contribution of port to economic growth through trade enhancement, employment opportunities, and regional development.
- ii). To analyse the environmental challenges arising from port activities, including pollution, and health risks
- iii). To examine the social impacts of ports operations on communities, focusing on displacement, congestion and labour conditions
- iv). To evaluate the strengths and limitations of existing policies in balancing economic development with environmental sustainability and social well-being.
- v). To suggest practical and balanced policy approaches that support sustainable port growth while minimising negative impacts on people and the environment

6. Methodology

This research is based on both doctrinal and non-doctrinal research. Data has been collected from various sources including newspapers, journals, magazines, and electronic resources relevant to port development and its impacts. Statistical tools of the research are average method and percentage method. The sample size of the respondent is 67. The duration of the research is five months. The jurisdiction of the study is India.

7. Significance of the Research

This study is significant because it gives a deeper understanding of how ports influence not only economic growth but also the social and environmental aspects of surrounding communities. By examining these impacts together, it provides a balanced view that can help researchers, local communities and industries to make decisions that promote development while protecting people wellbeing and environment. For government authorities, this research delivers important and useful information to policymaking. It highlights the gaps in current regulations and points out the need for balanced policies that support economic advancement while protecting the environment and ensuring social fairness. The recommendations from this study can assist policymakers in planning port development that supports long-term sustainable growth and benefits all affected parties.

8. Hypothesis of the Study:

Null hypothesis (H₀): The development and expansion of ports significantly contribute to economic growth through increased trade activities, employment generation, and regional development.

Alternative Hypothesis (H₁): The expansion of port activities leads to adverse social and environmental impacts, including community displacement, pollution, and unsafe labour conditions.

9. Limitations of the Study:

- i). The research duration of five months limits the depth of

data collection and analysis.

- ii). Environmental effects like pollution and destruction of natural habitats are challenging to measure precisely.
- iii). Limited global analysis restricts a comprehensive understanding of the varied impacts of port development across different regions.
- iv). The study focuses on India and does not consider how port related policies and sustainability practices may vary in other countries or regions.

10. Research and Discussion:

Doctrinal Research:

Ports serve as key contributors to economic activity, enabling the movement of goods and encourages industrial progress. Their important role in improving transportation efficiency, lowering logistics costs, and encouraging economic growth is widely recognized. Throughout history, ports have shaped economies by facilitating the exchange of goods, ideas, and cultures. In India, their significance has been clear since ancient times, with ports like Lothal representing early examples of advanced maritime trade. During the colonial era, ports such as Mumbai, Chennai, and Kolkata became major centres for British trade activities. After independence, these ports were primarily managed by the government. However, beginning in the 1990s, there was increased focus on modernization and global competitiveness, which led to greater private sector involvement, infrastructure improvements, and new policies aimed at boosting efficiency and attracting investment. While ports contribute significantly to economic development, they also bring notable social and environmental challenges that often receive less attention. This research seeks to explore both the economic benefits and the social and environmental impacts of port development, with the goal of proposing a balanced and sustainable approach for their future growth. The emergence of the green port concept is closely associated with the growing environmental awareness of seaport actors. The concept of green port or low carbon port was officially proposed at the United Nations Climate Change conference in 2009. Based on an organic combination of port development, utilization of resources, and environmental protection, the green port concept refers to a development characterized by a healthy ecological environment, reasonable utilization of resources, low energy consumption, and low pollution^[4].

While ports clearly contribute to economic development, they are not without issues. One concern is the imbalance in trade benefits. Often, goods are imported at a lower cost and sold at much higher prices, allowing sellers and intermediaries to profit significantly while producers, especially those at the source, see minimal gains. Additionally, ports can become entry points for illegal activities such as smuggling and under invoicing. In some cases, these actions are not just isolated incidents but are enabled by individuals in higher positions who exploit gaps in the legal and regulatory systems. Commissions and unofficial payments may be exchanged to facilitate or overlook such activities, further weakening the integrity of port operations. These concerns highlight the need for stronger oversight, transparency, and fairer systems to ensure that the benefits of port activity are distributed more equitably and lawfully.

Many individuals working in and around ports often reside in housing provided by port authorities or located close to operational areas. While this offers convenience, it also exposes them to significant health risks due to continuous air and noise pollution from ships, cranes, and heavy transport

vehicles. The constant movement of trucks and cargo carriers has led to frequent accidents in port-adjacent areas, causing injuries and, in many cases, loss of life. Furthermore, the risks extend beyond land; seafarers, including captains and crew members, face life-threatening challenges during shipping operations such as rough weather, mechanical failures, and long durations at sea. The shipping process itself involves multiple procedures for imports and exports, including customs clearance, safety checks, documentation, and compliance with international regulations making it a complex and highly regulated activity.

As three-fourths of the Earth is covered by sea, maritime trade has always been a vital part of global commerce, tracing its roots back to the barter system. With advancements in technology, port infrastructure has also evolved significantly, becoming more specialised and efficient. Ports generate a vast number of jobs both directly and indirectly and act as a backbone to the country's economy, their social and environmental costs cannot be ignored. Therefore, there is a pressing need to manage port development in a way that ensures economic growth while also protecting the lives and livelihoods of those affected by port activities. Additionally, environmental issues such as oil spills severely affect marine life, particularly fish populations, which directly impacts the livelihoods of local fishing communities. Thus, ports embody a dual aspect they are vital economic engines but also sources of social, health, and environmental challenges that need careful management.

The workforce at ports is typically a mix of government employees and contract-based workers, each playing distinct roles in port operations. In major government run ports, administrative, regulatory, and security functions are handled by permanent government staff employed under port authorities. These roles include customs officials, harbour masters, marine pilots, and CISF (central industrial security force) personnel, who receive fixed salaries, job benefits, and long-term security. However, with the growing trend of privatisation and public-private partnerships, especially since the 1990s, there has been a significant shift toward contract-based employment. Many operational tasks such as cargo handling, equipment operation, stevedoring, cleaning, and general logistics are now outsourced to private contractors. While this model is intended to increase efficiency and reduce costs, it often comes at the expense of workers' rights. Contract labourers usually face poor working conditions, lower wages, and minimal job security. Ports may be engines of economic growth, but they often leave behind voices that matter.

Women, migrant workers, and vulnerable communities are frequently underrepresented in port related employment and decision-making. While port zones create jobs, many of these are informal or low-paying roles occupied by women or vulnerable groups, with little protection or access to benefits. When women work in such environments, it becomes crucial to create spaces where they feel safe and respected by providing secure transportation and implementing workplace policies that genuinely address their needs and uphold their dignity. Displacement due to port expansion also disproportionately affects these communities, who rarely have a seat at the table when development plans are made. Including more inclusive policies is not just about fairness it is about building stronger, more resilient port systems. When everyone, regardless of gender or background, has access to opportunity and safety, it results in more balanced and sustainable growth. Port development must ensure that

progress uplifts all sections of society, not just a few. This imbalance has led to rising concerns over exploitation, lack of accountability, and frequent labour disputes, highlighting the need for stronger labour regulations and fairer employment practices within the port sector.

The electricity and energy industry growth depend on coal because it is one of the most significant raw materials in development of Indian energy sectors, but it is transported through sea route so, Ports are the most important trade point for importing of coal and fertilizer. The central government is faced the shortage situation, that is increasing the coal demands of the producers of iron, steel, fertilizer, and energy sector. This has widened the gap between the demand and supply has led to an increase in the dependence of seaports of the country for imports. Sea route is comfortable for exporting and importing bulk commodities, coal, iron ore, and chemical goods because it best to avoiding environment pollution and easy transport. Ports are areas where several modes of transport come together and where industrial activities take place. This means that in port areas, the environmental components such as water, air, soil are at risk of being contaminated because of many activities occurring within a relatively small area.

Ports expansion and operations often lead to significant social and environmental consequences, especially for nearby communities. On the social side, port development frequently causes the displacement of local populations, particularly those living in informal settlements or coastal villages. Many families are forced to relocate, often without proper rehabilitation or compensation, disrupting livelihoods and weakening community bonds. Increased traffic congestion, driven by container trucks and cargo vehicles, leads to longer commute times, road accidents, and reduced access to schools, hospitals, and markets. At the same time, employment practices within ports often rely on contract labour, excluding local people from secure job opportunities and widening economic inequality in the region.

Environmentally, ports contribute heavily to air, water, and noise pollution. Emissions from ships, trucks, and cargo equipment release large amounts of carbon dioxide, sulphur oxides, and particulate matter, leading to poor air quality and rising health risks like asthma and respiratory illness. The construction of ports and associated infrastructure often leads to the destruction of mangroves, wetlands, and marine habitats, putting local biodiversity at risk. Untreated wastewater and oil spills from port operations can also contaminate surrounding water bodies, affecting both marine life and fishing communities that depend on them. Furthermore, some ports become place for illegal activities, including smuggling and unauthorised trade, which are sometimes facilitated by corruption or weak enforcement of regulations. These overlapping issues show that without careful planning and regulation, the negative impacts of port development can outweigh the benefits, especially for the people and environment closest to the port zones. Indian ports had a cargo handling capacity of 1598 million tonne as of year 2020-21 which is 163% more than 608 million tonne capacity in the year 2010-11. The government further plans to upgrade the capacity by around 300% by 2047. Maritime ports in India can be categorised into two main segments Major ports and non-major ports. As of 2024, there are 12 major ports and 217 non-major Ports in the country. Major ports are administered directly by central government, whereas non-major ports are administration of State Government/State Maritime Board. The Major Port

Authorities Act, 2021 governs the regulation, operation, and planning of major ports in India ^[5].

India's existing policies address port development primarily by enhancing infrastructure and trade capacity. The National Maritime Development Policy (NMDP) aims to modernize ports and increase capacity but lacks sufficient focus on social and environmental consequences. The Coastal Regulation Zone Notification, 2011 (CRZ) helps in the protection and conservation of the coastal region and its critical environment and marine biodiversity, as well as the livelihood security of the fishermen and the coastal communities residing in the coast. Thus, it promotes the sustainable development of the coast and its infrastructures depending on the scientific principles considering the risk of natural threats to the coastal areas and the sea level rise due to climate change but the Coastal Regulation Zone (CRZ) faces challenges due to weak enforcement and frequent violations, limiting its effectiveness in protecting coastal ecosystems. The Shipping and Ports Development Policy promote infrastructure growth but provides limited measures to control pollution and social impacts. The Environmental Impact Assessment (EIA) process evaluates potential environmental risks but is often inadequate and fails to involve local communities effectively in decision-making processes.

Several significant gaps weaken the effectiveness of existing policies. They tend to focus less on sustainability, suffer from weak enforcement, lack adequate social protections, and address economic, social, and environmental concerns in isolation rather than through a comprehensive approach. This highlights the urgent need for policy reforms that integrate all aspects of sustainable port development. Without such changes, the negative effects on communities and the environment could reduce the economic advantages, ultimately diminishing the overall positive impact of ports on India's growth.

Relevant Case Laws

M.C Mehta vs Union of India (1987): In this landmark case, the Supreme Court of India dealt with the issue of environmental pollution caused by industrial activities near the coastal regions, including the effects of port activities. The case highlighted the need for strict regulations to prevent industrial effluent discharge into water bodies. This case emphasized the Court's duty to enforce environmental protection under Article 21 of the Indian Constitution, which guarantees the right to a healthy environment as part of the right to life. The judgment led to stronger environmental regulations for industries located near coastal areas, including ports, ensuring that environmental factors are considered in port development projects.

Indian Council for Environment Legal Action vs Union of India (1996): This case focused on the responsibility of industrial and infrastructural projects in preventing environmental damage. The Supreme Court ruled that polluting industries, including ports, must take responsibility for the consequences of environmental degradation caused by their operations. The court directed that the companies and port authorities implement measures to mitigate the negative environmental impact of their activities, such as treating effluent and reducing air pollution. The judgment helped establish the Polluter Pays Principle and reinforced the need for Environmental Impact Assessments (EIA) for port developments.

Sterlite industries India Ltd. Vs Union of India (2001): In this case, the Supreme Court addressed the issue of unsafe

working conditions in industrial zones, ports. The court highlighted the importance of maintaining safe labour practices and ensuring that workers in ports are protected from hazardous conditions. The case brought attention to the need for port authorities and industrial units in port areas to

comply with labour laws such as the Factories Act, 1948 and Dock Workers (Safety, Health, and Welfare) Act, 1986, to protect the health and safety of port workers and surrounding communities. This case indirectly connected the economic growth of ports to the well-being of the workforce.

Non-Doctrinal Research:

Table 1: The expansion of ports contributes significantly to economic growth by generating employment and promoting trade.

Indicator	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total
Rural	7 (10.44)	8 (11.94)	9 (13.43)	5 (7.46)	3 (4.47)	32 (47.76)
Urban	10 (14.93)	15 (22.38)	8 (11.94)	2 (2.98)	0 (0.00)	35 (52.23)
Total	17 (25.37)	23 (34.33)	17 (25.37)	7 (10.45)	3 (4.47)	67(100.00)

Source: Primary data

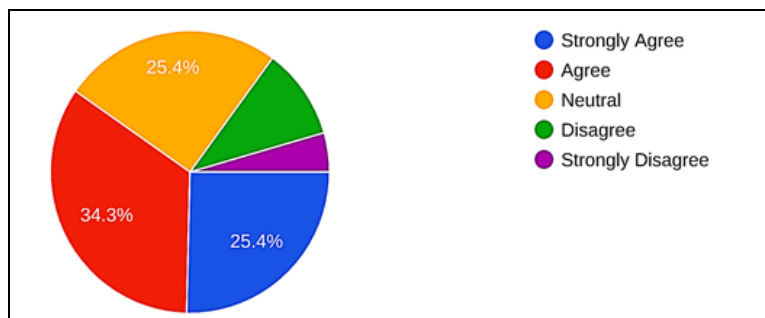


Table No.1 Shows that 59.70 percentage of respondents agreed with the statement, 25.37 percentage remained neutral, while only a small proportion 14.93 percentage disagreed.

Urban respondents showed stronger agreement than rural respondents. Therefore, majority of the respondents agreed with the statement.

Table 2: Port expansion leads to negative social and environmental impacts such as pollution, community displacement, and poor labour conditions

Indicator	Strongly Agree	Agree	Neutral	Disagree	Strongly disagree	Total
Male	13 (19.40)	9 (13.43)	9 (13.43)	1 (1.49)	2 (2.99)	34 (50.75)
Female	4 (5.97)	12 (17.91)	11 (16.42)	5 (7.46)	1 (1.49)	33 (49.25)
Total	17 (25.37)	21 (31.34)	20 (29.85)	6 (8.96)	3 (4.48)	67(100.00)

Source: Primary data

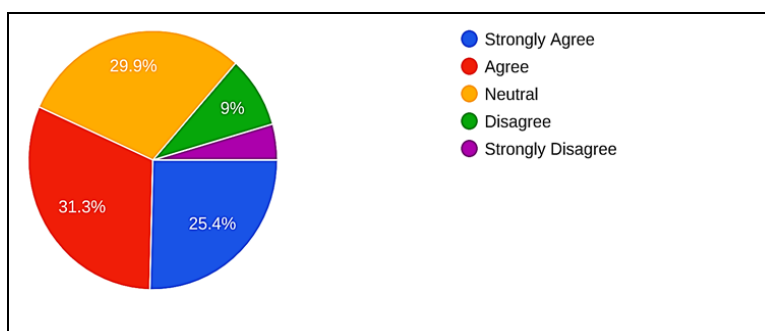


Table No.2 shows that 25.37 percentage of the respondents strongly agreed, 31.34 percentage of the respondent agreed and 29.85 percentage of the respondents were neutral with the statement. 8.96 percentage and 4.48 percentage of the respondent disagreed it. Therefore, majority of the

respondents agreed with the statement that Port expansion leads to negative social and environmental impacts such as pollution, community displacement, and poor labour conditions.

Table 3: The effectiveness of current policies in addressing the environmental and social issues caused by ports activities.

Indicators	Yes	No	Total
Rural	18 (26.87)	14 (20.90)	32 (47.76)
Urban	14 (20.90)	21 (31.34)	35 (52.24)
Total	32 (47.76)	35 (52.24)	67 (100.00)

Source: Primary data

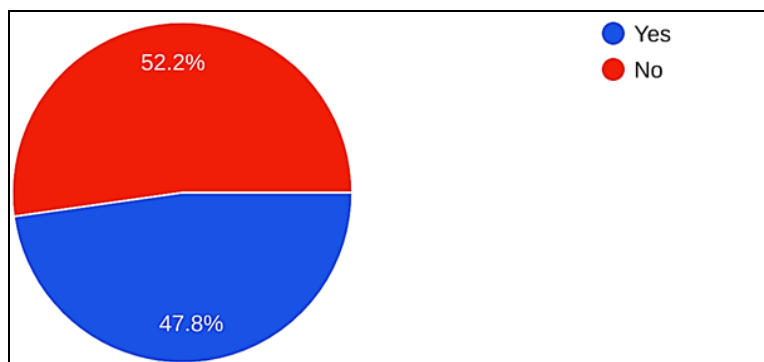


Table No.3 shows that 47.8 percentage of the respondents consider that current government policies effectively address the environmental and social issues caused by port activities, while 52.24 percentage consider they do not. Therefore, majority of the respondents consider that the current policies are inadequate in addressing the ports activities

11. Testing of Hypothesis:

Primary data from Table 1 indicate that 59.70 percentage of respondents agreed that port expansion contributes significantly to economic growth by generating employment and promoting trade, while 25.37 percentage remained neutral and only 14.93 percentage disagreed. Urban respondents showed stronger agreement than rural respondents. Therefore, the Null Hypothesis (H_0) that port development significantly contributes to economic growth is accepted.

Table 2 shows respondents views on the social and environmental impacts of port expansion. The data show that 25.37 percentage strongly agreed, and 31.34 percentage agreed that port activities lead to negative outcomes such as pollution, community displacement, and poor labour conditions, while 29.85 percentage were neutral and only 13.44 percentage disagreed. This indicates that the majority of respondents recognize the harmful social and environmental consequences of port expansion. Consequently, the Alternative Hypothesis (H_1) that port expansion results in negative social and environmental impacts are accepted.

12. Conclusion

This study highlights that ports are vital engines of economic growth, contributing significantly 80% to national development by enhancing trade, generating employment, and supporting regional industrial growth. At the same time, the research reveals the serious social and environmental challenges associated with port activities. Air and water pollution, health hazards, traffic congestion, unsafe working conditions, and accidents have affected both workers and nearby communities. Port development requires large areas, being located close to the sea, and high investment, making careful planning essential. Governments should ensure ports are sited in suitable areas, built sustainably, and equipped with safety measures such as separate roads for heavy trucks and smaller vehicles. Providing safe and adequate housing for workers, protecting the livelihoods of local communities, and ensuring the welfare of maritime professionals like pilots and ship crew are essential steps. The study also shows that current policies are insufficient to address these challenges fully. Policymakers must integrate environmental, social, and economic considerations, promote equal employment opportunities for all genders, and enforce strict safety standards. By balancing economic growth with social responsibility and environmental care, ports can continue to drive progress while protecting people, communities, and ecosystems, achieving sustainable development.

13. Suggestion

- Effective Measures must be taken to control air, water, and noise pollution, with regular monitoring and adoption of environmentally friendly technologies to minimize the impact of port activities.
- Working conditions for all port employees, including contract and vulnerable workers, should be improved by ensuring fair wages, proper health provisions, and strict safety protocols, along with regular training to prevent accidents.
- Expansion of ports should include well-planned rehabilitation programs for displaced communities, providing access to housing, education, and livelihoods while respecting their social and cultural needs.
- Security at ports must be strengthened, and workers should maintain integrity and perform the duties responsibly to help prevent smuggling, illegal trade, and other unethical activities.
- Adoption of automation, digital tracking, and clean energy solutions can improve operational efficiency, enhance worker safety, reduce environmental impact, and ensure better monitoring of port activities.
- Regular audits should be carried out to keep a transparent record of commodities and monitor the work of brokers, helping prevent losses and unethical practices.
- Promote green port initiatives by adopting renewable energy sources, electric equipment, and sustainable waste management practices.

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