



News in Brief

Anand Mahindra Lauds Morbi's Ceramic Industry

Anand Mahindra has appreciated Morbi as a ceramic powerhouse, producing 90% of India's tiles and 13% globally. In a social media post, Mahindra & Mahindra group Chairman hailed the town's 1,000 family-run factories.

8 MoUs signed at Gujarat Semiconductor Conference

Gujarat Semiconnect Conference witnessed signing of 8 major MoUs worth over ₹1.04 lakh crore, expanding semiconductor and electronics manufacturing in the state.

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Adani Energy Solutions Secures ₹2,800 Crore Transmission Project

Adani Energy Solutions has bagged a ₹2,800 crore power transmission project in Gujarat designed to underpin green hydrogen and green ammonia production at Mundra.

Kandla Port Gets ₹57,000 Crore Boost: Mega Shipbuilding Facility and New Terminal on the Cards

Union Minister of Ports, Shipping, and Waterways, Shri Sarbananda Sonowal, has announced transformative projects worth over ₹57,000 crores to expand and modernize Deendayal Port Authority (DPA), Kandla. This ambitious plan includes the development of a Mega Shipbuilding Facility and a state-of-the-art cargo terminal outside Kandla Creek, promising to significantly enhance the port's capabilities and drive economic growth in the region. The Mega Shipbuilding Facility, with an investment of ₹30,000 crores, will be a cornerstone of this development. Spread over 8,000 acres, it will have the capacity to manufacture 32 new ships and repair 50 older ones annually, focusing on Very Large Crude Carriers (VLCCs) and similar vessels with capacities up to 3,20,000 tonnes DWT. This facility will not only boost India's shipbuilding industry but also create a thriving maritime industrial cluster, generating significant employment opportunities and attracting ancillary industries. Complementing the shipbuilding facility, a new ₹27,000 crore



Deendayal Port Authority, Kandla inducts 04 Nos. of Advanced Harbour Mobile Cranes (100T capacity), to improve productivity and operational efficiency.

cargo terminal, located outside Kandla Creek, will be developed to handle 135 MTPA of cargo. Strategically positioned near Tuna, the terminal will feature a 6-kilometer waterfront, equipped with modern cargo handling systems and efficient evacuation mechanisms. This strategic location will enable the port to focus on liquid cargo handling, improving turnaround times for liquid tankers and reducing dredging requirements. Beyond these major projects, the DPA is actively pursuing other capacity-enhancing

initiatives. These include a mega cargo terminal at Tuna Tekra under the Public-Private Partnership (PPP) model, with a capacity to handle 2.19 million TEU annually, and a multi-cargo terminal adding 18.33 MTPA capacity. Three new oil jetties are under construction to increase liquid cargo handling by 10 MTPA, while a Single Buoy Mooring (SBM) and two product jetties at Vadinar will further enhance capacity by 24.5 MTPA.

KICT handles a record 52,305 TEUs in a month

J M Baxi Group operated Kandla International Container Terminal (KICT) has achieved a record 52,305 TEUs handled in just one month. This accomplishment is further highlighted by processing 29,501 TEU in the largest EXIM volume exchange since the inception of the terminal. The container terminal serves as critical gateway port for the western and north western hinterland of India on international trade routes to Middle East and Upper Gulf. On the rail front, KICT set a new

high with 19 rakes carrying 2,250 TEU, along with the first consignment of 40 TEU dispatched to Viramgam ICD. With a strong focus on sustainability, the terminal has reduced CO2 emissions by 87.1%, achieved a 98.7% reduction in terminal electricity emissions with year-on-year CO2 reductions of 37% in FY24 and 79% in FY25. Moreover, Kandla Container Terminal of J M Baxi Ports and Logistics has been recognized as the fastest-growing terminal at Kandla by Deendayal Port.



Kandla International Container Terminal (KICT) of J M Baxi Ports and Logistics was honored by the Deendayal Port Authority as the fastest-growing terminal at Kandla. Capt. Alpesh Sharma, Chief Operating Officer – Container Business of J M Baxi Ports and Logistics, received the award.

US Tariffs Deal a Blow to Gujarat's Exports



Gujarat, India's industrial backbone, faces economic turbulence as the United States imposes a 27% tariff on Indian exports, effective April 9, 2025. Announced on April 2 by President Donald Trump as part of his "Liberation Day" policy to address trade imbalances, the move threatens key sectors like textiles, chemicals, and diamonds, though pharmaceuticals and semiconductors escape unscathed. With the US absorbing \$9.95 billion of India's \$36 billion in textile and jewelry exports in 2023-24, Gujarat's export-driven economy is on edge.

Chemicals Face Immediate Disruption

Gujarat, a chemical manufacturing titan, braces for a steep decline in US exports. The 27% tariff hikes costs on dyes and specialty chemicals, with 15% of annual shipments—taking 40-50 days by sea—set to arrive post-tariff. Ankit Patel, chairman of Chemexcil North Region, warns, "Exporters can't absorb this overnight; direct US shipments will crater." Uncertainty looms as buyers may reject or renegotiate these cargoes, disrupting Q1 2025.

Textiles Hit Hard, Yet Hope Persists

The textile sector, contributing 28% of India's \$36 billion global exports to the US in 2023-24, now faces a 36% effective tariff, including existing duties. Orders are dwindling, and production may stall as retailers pivot to Turkey or Mexico. Chintan Thaker of Assocham Gujarat notes, "The next two quarters will be brutal." Still, Ronak Chiripal of Chiripal Group sees a silver lining: "India's edge over Vietnam and China could make us a long-term sourcing hub."

Diamonds in Distress

Surat, the world's

diamond-cutting capital, reels as the US—importing \$9.95 billion in gems and jewelry last year—slaps a 27% tariff on previously duty-free polished diamonds. Kirit Bhansali of GJEPC pleads for a trade partnership reprieve, warning of a "standstill" in exports. With 5 million jobs at risk, the industry pins hopes on US-India talks.

Pharma and Semiconductors Spared

Pharmaceuticals and semiconductors, vital to Gujarat, dodge the tariff bullet. Viranchi Shah of the Indian Drug Manufacturers Association credits "medicine diplomacy" from the COVID-19 era, saying, "Our export future shines bright." Chemical pigments like copper phthalocyanine also benefit, gaining an edge over China's tariff-hit goods.

A Balancing Act Ahead

Gujarat's exporters face a mixed fate: textiles and diamonds teeter, while pharma and chemicals find relief. As global supply chains shift, strategic adaptation and diplomacy are critical to soften the tariff's sting.

World's Longest LPG Pipeline to Transform Fuel Transport

A monumental \$1.3 billion project, the world's longest liquefied petroleum gas (LPG) pipeline, is slated for commissioning by June 2025. Stretching 2,800 kilometers from Kandla to Gorakhpur, the pipeline—developed by Indian Oil, BPCL, and HPCL through IHB Limited—aims to drastically reduce fuel transportation costs and enhance safety by replacing road tankers. With an annual capacity of 8.3 million tons LPG, the project is set to handle about 25% of India's LPG consumption. By shifting reliance from road transport, which currently involves considerable safety risks and logistical challenges, this pipeline represents a significant upgrade in India's fuel infrastructure, reinforcing the nation's commitment to safer, more efficient energy transport.

New Land Lease Rates Announced by DPA Kandla

In a move to spur industrial development and facilitate the establishment of a mega marine cluster, the Deendayal Port Authority (DPA) at Kandla has set new reserve prices for land leasing. Announced on March 17, 2025, the approved rate stands at ₹7.06 per square meter per annum, equivalent to ₹28,570.83 per acre. The revised lease rent will be subject to a 2% annual escalation from the first year onward and will remain in force for five years. This decision, based on recommendations by the Land Allotment Committee and enacted under the Major Port Authorities Act, 2021, is expected to boost investments in port infrastructure.

New container train starts from Gandhidham

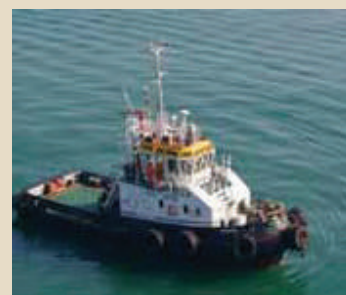
Central Warehousing Corporation (CWC) on 26th March has started the company owned and handled first BLSS rake movement from Gandhidham to Pristine Ludhiana for I Ware Supplychain Services. The first rake train with 96 containers loaded with oil left Gandhidham for Ludhiana and I Ware Supplychain will carry out the last mile delivery from Ludhiana onwards. This facility will benefit the trade and industries of Kutch.



India's First Green Tug: DPA Kandla's Pioneering Initiative

The Deendayal Port Authority is set to hire India's first electric tug—a first in 15 years. Bidding will be open exclusively to technically qualified contenders, with the lowest daily charter rate clinching the contract. Several renowned companies, including Knowledge Marine & Engineering Works, San Marine India, and Underwater Services Company, have submitted their qualifications and price quotations. If successful, partners such as

Shipping Corporation of India and Polestar Maritime are expected to build the tug at established shipyards. This eco-friendly tug is anticipated to lower carbon emissions and enhance operational efficiency at Kandla Port, setting a benchmark for future green initiatives across Indian ports.



Smugglers Exploit Loopholes in Textile Import Regulations

India's Mundra Port hums with activity—containers stacked like a steel fortress, brimming with goods from across the globe. Yet, amid this trade hub's chaos, a quieter, costlier drama unfolds. China's textile imports, slapped with heavy taxes including a jaw-dropping 90% anti-dumping duty to combat unfair pricing, have sparked a smuggling crisis. The Directorate of Revenue Intelligence (DRI) in recent past seized 100 containers, worth an estimated ₹200 crore, exposing a web of duty evasion that's bleeding India's economy dry. Anti-dumping duties exist to level the playing field, shielding domestic textile makers from cheap imports priced below fair

value. That 90% levy on Chinese fabrics is a bold counterpunch. But smugglers have turned it into a game of cat and mouse. Low-duty items like undergarments slip through customs tax-free, while jackets and shirts face a fixed charge. Importers exploit this gap, declaring shipments as low-value goods while sneaking in premium textiles. The result: millions of rupees in taxes vanish. The Mundra seizure tells the story. Initially pegged at ₹25 crore of low-cost fabric, the containers hid high-quality goods worth eight times that amount. Acting on sharp intelligence, the DRI swooped in, uncovering a blatant



misdeclaration. This isn't an isolated heist—similar hauls have been nabbed at Nhava Sheva Port (JNPT) in Mumbai and Gujarat Pipavav Port, signaling a sprawling racket. The DRI has now unleashed a

nationwide probe, hunting the culprits and tracing these illicit threads to their endpoints. The crackdown is crucial for a level playing field in highly competitive textile market

Deendayal Port: Shaping the Future of Maritime Trade

Q. Can you provide an overview of Kandla Port's cargo profile and its significance in India's maritime trade?

Kandla Port is one of India's premier ports, strategically located along global trade routes connecting Europe, Southeast Asia, and the Middle East. Last year, the port handled 132 million tons of cargo, dominated by liquid cargo (50-55%), dry and break bulk (40-45%), and containerized cargo (5%). To strengthen its container handling capabilities, we are developing a terminal at Tuna Tekra with a capacity of 2.19 million TEUs, adding 32 million tons of annual capacity. This will ensure Kandla Port remains a critical gateway for India's trade. KICT container terminal with a capacity of 6,00,000 TEUs has berths with rail siding for loading and unloading of containers which enhances the last mile connectivity.

Q. What steps are being taken to enhance container handling at the port?

Increasing containerized cargo is a top priority. The Tuna Tekra

terminal will feature an 18-meter draft, allowing mega container vessels of up to 24,000 TEUs. Additionally, the berth next to JM Baxi's terminal is being converted into a clean cargo and container-handling facility by APSEZ.

We're also collaborating with shipping lines and inland container depots to streamline connectivity. Initiatives like dedicated gates for trucks, rebates on vessel charges, and digital platforms are improving efficiency.

Q. How does Kandla Port support Gandhidham's industrial hub?

Kandla Port plays a pivotal role in supporting industries such as edible oil processing, timber, and steel manufacturing. The robust logistics ecosystem, coupled with enhanced road and rail connectivity like NH-141 and the Western Dedicated Freight Corridor, reduces transit times and logistics costs, fostering trade growth in the region.

Q. How is Kandla Port preparing for the energy transition?

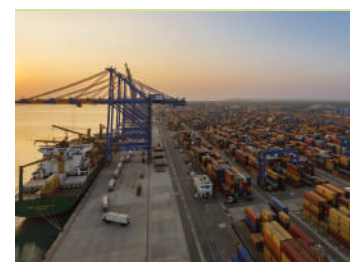
Sustainability is key. We've



allocated 3,400 acres for green hydrogen and ammonia production, aiming to export 5-6 million tons of green ammonia annually by 2030. Infrastructure is being developed for green fuels like methanol and ammonia, positioning Kandla as a hub for green bunkering along major global corridors.

Q. What's the immediate agenda for 2025?

Achieving "Mission 150" by handling 150 million tons of cargo. Priorities include enhancing terminal mechanization, optimizing truck movements, and adopting innovative practices like dual-side vessel handling to boost productivity and efficiency.



Mundra Port Crosses 200 Million Ton Milestone

In a historic achievement, Mundra Port has become India's first port to handle over 200 million metric tons of cargo. Adani Ports and Special Economic Zone (APSEZ) recorded its highest-ever cargo volume in March 2025, processing 41.5 million tons with an annual growth rate of 9%. The milestone, driven by a 19% surge in container cargo and a 5% rise in liquid and gas shipments, underlines the port's pivotal role in India's logistics landscape. With Vizhinjam Port in Kerala also reaching significant milestones in container handling, APSEZ's performance signals robust momentum in the nation's maritime trade sector.



Kandla Port to Lead with Green Hydrogen Production

Gujarat's Kandla Port is poised to make history by becoming the first Indian port to operate a green hydrogen plant within its limits. Set to become operational by July 2025, the project will initially deploy a 1 MW electrolyser manufactured by L&T – a unit that will later be scaled up to a 10 MW capacity. The plant, capable of producing 18 kilograms of green hydrogen per hour (translating to nearly 80–90 tons annually), is a key component of Kandla's drive toward self-sustaining clean energy solutions. The generated hydrogen will power fuel cells to create eco friendly energy for port operations, while plans are already afoot to integrate green ammonia production. Union Minister Sarbananda Sonowal recently flagged off the electrolyzers via a virtual ceremony.

DP World to Enter Ship-Leasing at GIFT City

DP World is preparing to launch ship-leasing operations in India from a newly established subsidiary at Gujarat International Finance Tec-City (GIFT City). This venture comes in the wake of regulatory reforms that have eased ship leasing norms and tax incentives at the IFSC.

Gujarat's Kesar Mango Exports Surge on the Global Stage



Gujarat's iconic Kesar mango is carving out a formidable presence in international markets. With the state's mango production rising to 1.08 million metric tons in 2024, exports have surged, reaching 689.5 tons in the 2023-24 period. Revered for its deep saffron hue, rich sweetness, and distinctive aroma, the GI tagged Kesar mango benefits from Gujarat's unique semi arid climate and nutrient rich soils. Historically rooted in the Gir region, Kesar mangoes are now a staple in

markets across Europe, North America, and beyond. Robust infrastructure, including the Gujarat Agro Radiation Processing Facility in Bavla, has played a key role in ensuring that these premium fruits meet stringent international quality standards. This export success story reinforces Gujarat's status as a powerhouse in India's fruit export sector, while local growers and exporters continue to innovate in logistics and cultivation practices.

DP World Mundra Launches Direct US East Coast Service

DP World has taken a bold step by launching its first direct shipping service from Mundra to the US East Coast, with the inaugural call of the MV Maersk Atlanta marking the start of the Mediterranean East Coast Loop. The service connects key US ports including Houston, Norfolk, Newark, Charleston, and Savannah, as well as international hubs such as Port Tangier, Salalah, and Jebel Ali. This strategic move is set to bolster trade between India and the US, benefiting a range of industries from pharmaceuticals to machinery components, while reinforcing DP World's position in the global shipping network.

Western Railway Launches Special Train for Chickoo Farmers

In a bid to transform agricultural logistics, Western Railway has introduced a dedicated special train from Bilimora to Adarsh Nagar, Delhi, aimed at transporting chickoo fruit from South Gujarat. This service, developed in consultation with local cooperative societies, has slashed transit times from 35 hours by road to just 24 hours by rail. The rapid delivery ensures the fruit reaches market at optimal freshness, providing farmers from Valsad and Navsari with fairer prices and reducing post harvest losses.

The initiative is expected to generate an estimated ₹1.25 crore in revenue, and plans are underway to extend similar railway logistics solutions to other perishable agricultural products.

Tata Electronics to Set Up Display Manufacturing Unit

In a collaborative venture with Taiwan's PSMC and Himax Technologies, Tata Electronics has signed a tripartite MoU to establish a display manufacturing unit in Gujarat. The new unit, aimed at delivering end-to-end display semiconductor solutions, will cover chip design, manufacturing, packaging, and electronics manufacturing

services. The initiative is designed to tap into the growing global demand for low-power AI sensing and other advanced display technologies. Industry executives expressed confidence that the collaboration would drive innovation and bolster India's competitiveness in the international semiconductor arena.



Goldi Solar Launches AI-Powered Manufacturing



Union Minister for New and Renewable Energy, Pralhad Joshi inaugurated PV Module Manufacturing Line at Goldi Solar Plant at Kosamba in Surat in the presence of Capt. Ishver Dholakiya, Founder & MD of Goldi Solar

Goldi Solar has revolutionized its Kosamba factory by introducing an AI-powered PV module manufacturing line, targeting a production capacity

of 14 GW. The cutting-edge facility incorporates automated optical inspection, high-speed stringers, and intelligent quality control systems to produce up to 10,000 solar cells per hour. Enhanced by a fully integrated pre-lamination section and advanced testing protocols, the new line promises superior efficiency and reduced defect rates. This initiative not only boosts production but also sets new benchmarks for quality and innovation in India's solar manufacturing landscape.

India's Largest Gigafactory Unveiled

Waaree Energies has inaugurated what is claimed to be India's largest solar cell production facility—a sprawling 5.4 GW gigafactory in Chikhli, Gujarat. Spread across 150 acres with a built-up area of 101 acres, the facility is set to strengthen the domestic solar supply chain and propel India's renewable energy ambitions. The gigafactory is designed to meet the rising global demand for solar cells and is expected to create numerous jobs while reducing dependence on

imported technology. This landmark project represents a major milestone in India's drive toward a sustainable and self-reliant energy future.



Gujarat Chief Minister Bhupendra Patel, Union Ministers Pralhad Joshi and C.R. Patil & Hitesh Doshi, CMD, Waaree Energies inaugurated 5.4 GW solar cell gigafactory of Waaree Energy at Chikhli in Gujarat.

Gujarat's Desi Sodas Make a Global Splash

Traditional Indian sodas are fizzing with international appeal as Gujarat's homegrown beverage brands expand their global reach. From nostalgic 'goli' and 'banta sodas' making their way to the UAE and UK to Rajkot's jeera soda targeting the US and Australia, these regional specialties are capturing new markets. Companies such as ABNN Fresh Expo and Davat Beverages are ramping up production and establishing direct export channels, while century old players in Surat scale operations to meet growing demand.

NDR InvIT's Industrial Park Acquisition Boosts Gujarat's Manufacturing Sector

NDR InvIT Trust with strategic advice from JLL India has acquired 0.9 million sq. ft. industrial park near Surat. Developed by a prominent Mumbai-based consortium, the facility—housing several blue-chip tenants—strengthens NDR InvIT's foothold in the fast-growing Western India logistics market. With assets under management now reaching approximately 19.01 million sq. ft. nationally, the acquisition reinforces the strategic importance of Surat's warehousing clusters, particularly in the Kosamba-Palsana-Sachin belt, renowned for its excellent

connectivity. Industry experts say the move is set to generate significant long-term value and further accelerate investment in the region.



Gujarat Attracts ₹1.04 Lakh Cr. Investment in Semiconductors

The Gujarat Semiconnect Conference in Gandhinagar witnessed the signing of eight major MoUs worth over Rs. 1.04 lakh crore, signaling a robust push towards expanding semiconductor and electronics manufacturing in the state. The event, attended by more than 1,500 delegates and 250 exhibitors, included landmark agreements such as the Financial Support Agreement between the India Semiconductor Mission and Tata Electronics for a new fabrication unit in Dholera.

Dried Onion Producers Celebrate Harvest Bounty

In Mahuva, Bhavnagar district, onion dehydration facilities are thriving amid a bumper harvest. Processing units in the region are converting abundant supplies of white, pink, and red onions into flakes, powder, and granules for year round export. With processing capacities expected to climb from 100,000 to 120,000 tons annually, the industry is poised to capture rising global demand. Exporters are reporting stable domestic prices and robust international orders from markets including the US, Australia, and Europe, ensuring that this traditional agricultural sector continues to thrive.

Precious Metals Market Sees Divergent Trends

In a striking development, Gujarat's gold imports surged 62% in February to 11.32 metric tons despite record-high prices, buoyed by strong wedding demand. In contrast, silver imports fell dramatically by 97%, reflecting cautious industrial sentiment amid price volatility. This divergence has compelled jewelers to adapt by favoring lower-carat gold to manage costs while maintaining consumer interest in gold—a traditional safe-haven asset. Industry experts warn that while robust domestic demand supports gold, the volatile silver market may continue to pose challenges.

Jabil to Invest \$125 mn in Silicon Photonics Production

US electronics giant Jabil has announced plans to invest approximately \$125 million in a silicon photonics manufacturing facility in Gujarat. At the recent IESA Vision Summit, Jabil's Executive Vice President outlined the company's long-term vision for advanced photonics applications in areas such as autonomous vehicles, 5G networks, and AI. With the new plant expected to be operational within this calendar year, the investment marks a strategic move to position Gujarat as a hub for cutting-edge semiconductor technology.

Suzuki to Export EVs from Gujarat Plant to Japan

Maruti Suzuki's parent, Suzuki Motor Corporation, is set to establish India as its global hub for electric vehicles. Plans are underway to produce EVs at the Gujarat plant with a dedicated production line for electric models. These vehicles, small SUVs priced around 3–4 million yen, will be exported directly to Japan. The initiative is part of a broader investment plan.

World's Largest Ship-Breaking Yard Faces Sharp Decline



Alang-Sosiya, the world's largest ship-breaking yard in Gujarat's Bhavnagar district has recorded its lowest ship recycling numbers in over a decade during the financial year 2024-25. Only 113 ships were anchored for dismantling, a stark contrast to its peak of 415 ships in FY2011-12. This downturn saw a combined Light Displacement Tonnage

(LDT)—the standard measure of a ship's recyclable weight—of 10.06 lakh, down from 11.47 lakh across 131 ships in FY2023. Established in 1983 by Captain N. Sundaresan, Alang-Sosiya stretches 14 kilometers along the Gulf of Khambhat, boasting 183 ship-breaking plots with a capacity of 4.5 million LDT. Renowned for dismantling

everything from super tankers to car ferries, the yard has long been a linchpin in the global ship recycling industry, today, however, it's a tale of two scenes: some plots sit idle, workers waiting for new arrivals, while others hum with the dramatic splitting of hulls as ships are run aground and torn apart by hand. The decline stems from multiple pressures. High freight rates have kept aging vessels profitable, deterring owners from scrapping them. Weaker domestic steel prices and volatile USD-INR exchange rates have further squeezed Indian buyers' ability to compete. Shipowners are holding onto their fleets longer due to high earnings. This slump has rippled through Alang's vibrant second-hand market, where salvaged goods once fueled a thriving trade. Vendors, facing fewer incoming ships,

now stock imported Chinese products and local alternatives to survive. The local economy, deeply tied to the yard, feels the strain as jobs and commerce dwindle. Yet, hope glimmers. The anticipated arrival of MV True Confidence, a Barbados-flagged bulk carrier crippled by a Houthi missile attack in the Red Sea, could spark a revival.

Currently anchored in the UAE, it's under bid by an Indian buyer. Alongside this, the Ship Recycling Credit Note Scheme and the International Maritime Organization's Hong Kong Convention, which will come into effect in June 2025, promise greener, more competitive prospects. As Alang-Sosiya adapts, its resilience may yet steer it back to prominence.

DP World Mundra Sets New Maritime Records, Expands Global Connectivity



DP World Mundra has achieved its highest-ever monthly volume in March 2025. The terminal handled 138,983 TEUs during the period, surpassing its previous record of 138,000 TEUs set just two months earlier. Throughout FY 2024-25, the Mundra International Container Terminal (MICT) handled 1,497,228 TEUs, marking a growth of over 13% compared to the previous fiscal year. The surge in volume was reflected further in the increase in vessel calls. A total of 762 vessels were serviced,

representing a healthy increase of 6.57% from the previous year. DP World Mundra's strategic expansion of shipping links has been integral to this success. The terminal now boasts direct shipping connections to the Far East, Southeast Asia, the Middle East, East and West Africa, and the Mediterranean. In a move to extend its global footprint, the terminal recently launched its inaugural direct service, MECL, connecting Mundra to the United States East Coast. Additionally, under the Gemini Cooperation, the ME11/MX

service now provides weekly direct connections between the Indian Subcontinent, the Middle East, and Europe. Alok Mishra, CEO, Ports & Terminals, DP World Mundra, stated, "This milestone reflects Mundra's growing role as a trade gateway and the dedication of our teams in delivering world-class efficiency." Through expanding trade routes and enhancing multimodal connectivity, DP World Mundra is firmly positioning itself at the forefront of global logistics and international commerce.

Gujarat State Petronet Commissions Chhara Gas Pipeline

Gujarat State Petronet has commissioned a ₹650 crore natural gas pipeline linking the new Chhara LNG terminal with the state's gas grid. With a capacity to transport 18 million standard cubic meters per day, the pipeline not only augments the region's natural gas availability but also supports major industrial consumers such as power plants and fertilizer units. Developed in collaboration with a unit of HPCL, the project underscores Gujarat's strategic focus on energy diversification and aligns with India's broader goals of sustainable, efficient energy distribution.

Ammann India Inaugurates New Track Pavers Unit



Hans-Christian Schneider, Group CEO of Ammann Group, along with the management team led by Dheeraj Panda, MD of Ammann India inaugurated ABG Scaled Assembly Station and Automatic Storage and Retrieval System (ASRS).

Ammann India has unveiled its latest manufacturing facility for track pavers in Mehsana, marking a strategic

expansion following its acquisition of ABG last year. The state-of-the-art facility is set to produce 100 units

annually to deliver high-performance and fuel-efficient road construction equipment. The new unit is designed to manufacture track and wheel pavers, compactors and bitumen sprayers, catering not only to domestic infrastructure projects but also to international markets across Asia-Pacific, the Middle East, Africa, and parts of Europe.

The company officials emphasize that this facility reinforces Ammann's commitment to indigenous manufacturing, bolstering India's position in the global road construction sector.

Streamlining Export Procedures: Port KYC Waived for Verified Exporters

A recent public notice from the Ahmedabad customs office has eliminated the need for individual port KYC verification for exporters who have already completed identity checks at any port. This move, aimed primarily at benefiting the gems and jewelry sector, will reduce administrative delays and ease the export process.

Deendayal Port at Kandla: Steering Towards a Green and Dynamic Future



Deendayal Port at Kandla, one of India's oldest and most prominent maritime hubs, is redefining its legacy to establish itself as a leader in global trade and sustainability. Strategically located along the Gulf of Kutch in Gujarat, the port is a crucial gateway for international commerce, connecting India to global trade routes like the Singapore-Rotterdam corridor. Under the leadership of Chairman Sushil Kumar Singh, Deendayal Port is undergoing bold modernization and adopting green initiatives to support its growth and environmental goals.

Modernizing Container Operations

Central to Deendayal Port's transformation is its focus on containerized cargo, which currently makes up just 5% of its

portfolio. With facilities like the Kandla International Container Terminal (KICT) and the upcoming Tuna Tekra terminal, the port is making significant strides to improve container handling capabilities. KICT, with a capacity of 600,000 TEUs, provides efficient rail connectivity for seamless cargo movement. Meanwhile, the DP World-developed Tuna Tekra terminal will increase capacity to 2.19 million TEUs, featuring an 18-meter draft to accommodate mega vessels of up to 24,000 TEUs. These upgrades, combined with draft deepening initiatives, are positioning the port to attract larger container ships and improve its competitiveness in the global market.

Strategic Location and Trade Corridors

Deendayal Port's strategic

location offers a natural advantage for connecting with emerging trade routes like the India-Middle East-Europe Economic Corridor (IMEC) and the International North-South Transport Corridor (INSTC). These corridors enhance connectivity with Central Asia and Europe, opening new markets and reducing transit times. Collaborations with global entities such as the Rotterdam and Singapore Port Authorities are further strengthening the port's role as a hub for international trade. By integrating into these networks, Deendayal Port is unlocking opportunities to handle diversified cargo and expand its market reach.

Sustainability at the Core

Deendayal Port is at the forefront of India's green maritime transition. It has earmarked 3,400 acres for a green hydrogen and ammonia production hub, targeting exports of 5-6 million tons of green ammonia annually by 2030, primarily to Europe. The port is also developing infrastructure for green methanol and anticipates hosting 200 methanol-compliant vessels by the decade's end. It is the first Indian port to issue tenders for green tugs, reflecting its

commitment to sustainable operations. A dedicated Centre of Excellence for Green Maritime Fuels fosters collaboration with industry and academia, ensuring alignment with global decarbonization goals.

Driving Efficiency Through Technology

To enhance operational efficiency, the port is adopting cutting-edge technologies, including RFID-based gate automation, AI-driven predictive maintenance, and cloud-based enterprise systems. Digital platforms like the Port Community System (PCS) streamline documentation and reduce turnaround times. Mechanized systems are improving the handling of bulk and oversized cargo, such as wind turbine blades, while modernizing facilities for dry and liquid cargo further boosts efficiency. These measures are critical for maintaining the port's competitive edge in a technology-driven global trade environment.

Vision 2030: Transformative Goals

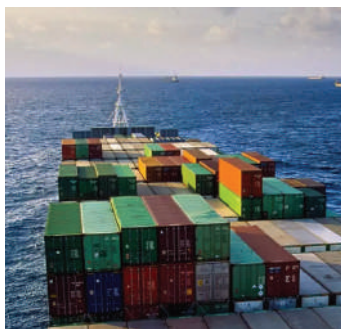
Under Vision 2030, Deendayal Port aims to increase its capacity to over 500 million tons per annum, up from the current 267 million tons.

Gujarat Cargo Reaches Kazakhstan via INSTC's Route

A landmark shipment from Gujarat's Mundra Port is reinforcing India's strategic connectivity with Central Asia. Utilizing the eastern route of the International North South Transport Corridor (INSTC), the cargo will traverse through Iran, Turkmenistan, and Uzbekistan before reaching Kazakhstan. This route, widely regarded as the most efficient branch of INSTC, not only facilitates trade with resource-rich Central Asia but also strengthens India's ties with Russia and other regional partners.

The shipment's successful transit through Bandar Abbas and subsequent rail links

highlights the corridor's potential to serve as a critical trade artery, boosting economic activity and reducing transit times. This development is expected to propel further integration of India's logistics network with global supply chains while enhancing regional connectivity.



Fisheries Amendment Bill Passed

In an effort to revive the state's vast marine resources and related sectors, the Gujarat Assembly has unanimously passed the Gujarat Fisheries (Amendment) Bill. The legislation paves the way for establishing the Gujarat State Fisheries Harbour and Aquaculture Development Authority (GSFHADA), which will streamline licensing, quality control, infrastructure support, and financial assistance for the fisheries and aquaculture sectors.

Fisheries Minister Raghavji Patel emphasized that the new nodal agency, ensuring seamless coordination among

various government departments and local bodies. The reform is widely seen as a vital step in harnessing Gujarat's extensive coastline and inland water resources for sustainable sectoral growth.



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