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maritime gateway
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SPECIAL SUPPLEMENT

Quotes

"Reducing logistics costs is a key priority for our government and the state is also exploring the development of dry ports and inland water transport to boost cargo movement. AP is prioritising tourism and there is immense potential for cruise tourism along the AP coast.

Sri N Chandrababu Naidu
Hon'ble Chief Minister, Andhra Pradesh

"AP is transporting eight million tonnes of freight through waterways per annum. Stakeholders may avail various incentives by moving cargo via inland waterways in AP. Those desirous of setting up river-linked industries can avail the single window clearance system that provides 93 approvals on various issues.

Sri B C Janardhan Reddy
Infrastructure & Investments Minister, Andhra Pradesh

CM pushes for Logistics Corp to coordinate cargo, plans 20 new A.P. ports

Chief Minister unveils plans to develop ports, airports, and MSME parks across State into economic hubs surrounded by satellite townships linked to strong transport networks

Logistics Corporation as Growth Engine

At a review meeting on industries and infrastructure, the Chief Minister directed officials to establish a dedicated Logistics Corporation to coordinate freight movement across ports, airports, roads, railways, and inland waterways. The initiative will not only serve Andhra Pradesh but also neighbouring States, functioning as a "growth engine" for the regional economy.

Economic Hubs and Satellite Townships

Mr. Naidu outlined a vision to develop existing and upcoming ports, airports, and MSME parks into economic hubs, each surrounded by satellite townships linked by robust transport networks. These projects will be implemented under the PPP mode across all 175 constituencies. He urged swift progress on Kuppam and Dagadarthi airports, with priority to land acquisition and road connectivity, supported by viability gap funding if required.

Maritime and Shipbuilding Push

The Chief Minister said the State's maritime policy would be amended in line with the Centre's shipbuilding cluster scheme to attract investments in ports, terminals, shipyards, inland waterways, and cruise terminals. Proposals for new shipbuilding units at Machilipatnam, Mulapeta, and Chinaganjam are already under consideration. He stressed that port and shipyard development must safeguard fishermen's interests, with facilities for their boats and equipment, and called for stronger focus on container port development, citing past lapses that led to cargo shifting to other States.

Industrial-Logistics Corridor

Mr. Naidu also announced plans for an industrial-logistics corridor linking the coastal ports of Kakinada, Machilipatnam, and Krishnapatnam, alongside the establishment of a world-class oil refinery. The State is further exploring dry ports and inland water transport to lower logistics costs and improve cargo efficiency.

Investor-Friendly Environment

Highlighting investment opportunities along the East Coast, the Chief Minister assured global and domestic investors of full support, with faster clearances and a proposed 'Deemed to be Approved' policy to prevent delays. He noted that five ports lie in close proximity to Sri City, creating a strong cluster for manufacturing and exports. Mr. Naidu concluded that Andhra Pradesh is "changing gears to increase the speed of doing business", promising that officials would remain readily accessible to industries and investors.

Nara Lokesh meets Union Shipping Minister, seeks aid for vital projects

The Andhra Pradesh IT and Electronics Minister Nara Lokesh reiterates State request for fast-tracking Dugarajapatnam major port project as promised by the Centre under the AP Bifurcation Act. In a meeting with Union Minister for Ports, Shipping, and Waterways, Sarbananda Sonowal, Lokesh emphasised the need to boost the state's maritime infrastructure, port-led development, and water transport projects. He reiterated Andhra Pradesh's request for fast-tracking the Duggirajapatnam Major Port project, which was promised under the Andhra Pradesh Reorganisation Act, 2014. The port, covering 2,000 acres with an investment of ₹3,500 crore, aims to become a hub for shipbuilding and repairs and is projected to attract investments worth ₹26,000 crore, generating 35,000 jobs in Nellore district.

Andhra Pradesh Sets Sail: Building a Port-Led Growth Engine

Andhra Pradesh is steering its development course firmly towards the sea. With a 1,053-km coastline—the second longest in India—the state is banking on its maritime assets to transform into a logistics, shipbuilding, and industrial powerhouse. Chief Minister N. Chandrababu Naidu has recently unveiled an ambitious strategy that positions ports as the nucleus of a new economic model designed to propel Andhra Pradesh into the league of globally competitive maritime states.

A Grid of Ports and Fishing Harbours

At the heart of the state's maritime blueprint is a plan to establish ports or fishing harbours roughly every 50 km along the coastline. This "grid approach" aims to leverage every stretch of Andhra's seafront to drive regional economic growth, boost cargo handling, and generate employment opportunities. Several greenfield ports are already under active development. Machilipatnam, Mulapeta (formerly Bhavanapadu), Ramayapatnam, and Kakinada Gateway are scheduled to complete their first phases by December 2026, with combined investments exceeding ₹16,000 crore. Alongside these commercial hubs, nine specialised fishing harbours are being constructed at locations such as Uppada, Visakhapatnam, Odarevu, and Kothapatnam, each involving around ₹350 crore of investment.

Dugarajapatnam: India's Next Big Shipbuilding Hub

The centrepiece of Andhra's port-based economy is the Ship Building and Repair Cluster at Dugarajapatnam in Nellore district. Conceived under the 2014 Andhra Pradesh Reorganisation Act, the project spans 2,000 acres and is designed to host a greenfield port, four dry docks, outfitting jetties, and a modern ship lift facility. The central government has already approved ₹3,500 crore for the core infrastructure, with the state contributing land as equity. A dedicated Special Purpose Vehicle (SPV) will be set up to attract global shipbuilding and repair firms. When operational, the cluster is expected to unlock ₹26,000 crore in investment, create 5,000 direct jobs and nearly 30,000 indirect jobs, and position Andhra as a global player in shipbuilding alongside established facilities such as L&T's Kattupalli yard in Chennai.

Building a Logistics Ecosystem

Recognising that ports cannot thrive in isolation, the state is moving to integrate them into a broader logistics framework. The proposed Andhra Pradesh Logistics Corporation will oversee multimodal infrastructure spanning roads, airports, fishing harbours, and even heliports in tribal areas. Visakhapatnam Port—already among the top cargo gateways of India—is being aligned with this plan to ensure seamless connectivity between hinterland industries and international markets. These developments will complement national economic frameworks such as the Visakhapatnam–Chennai Industrial Corridor and special economic zones in Visakhapatnam. Together, they aim to create a unified ecosystem linking ports, industrial clusters, and urban hubs for manufacturing and trade.

New Maritime Policy: Capacity, Clusters, and Careers

The Andhra Pradesh Maritime Board (APMB), along with the Industries and Investments (Ports) Department, is drafting a new maritime policy to guide the state's port-led development. Its objectives are clear:

- Raise port capacity utilization to 75% by 2030.
- Train and certify 5,000 maritime professionals by 2028 through a proposed maritime university and skill development centres.
- Develop port-based industrial clusters tailored to local strengths—such as tobacco and granite exports at Machilipatnam, energy hubs at Ramayapatnam, and agro-based industries along the Krishna-Godavari belt.

The ports are being designed under flexible models, from landlord systems to public-private partnerships (PPP). For example, Machilipatnam Port's first phase, costing ₹5,155 crore, will feature four berths with 35 million tonnes annual capacity. Meanwhile, Vadarevu and Nizampatnam ports will be developed under a build-own-operate-transfer (BOOT) framework.

Economic and Strategic Impact

By weaving ports into the core of its growth model, Andhra Pradesh hopes to emerge as a ₹2–2.4 trillion economy by 2047. The state is also targeting an ambitious 20% share of India's total cargo handling within the next two decades. The economic multipliers are significant. Maritime infrastructure is expected to catalyse industrial clusters, attract new investments, and provide cost-efficient trade routes. Job creation will be widespread—from shipyards and logistics hubs to allied services in coastal towns.

Robust Infrastructure & Connectivity

6 Existing Ports

Gangavaram
Vizag
Kakinada
Kakinada deepwater
Krishnapatnam
Ravva

6 Existing Airports

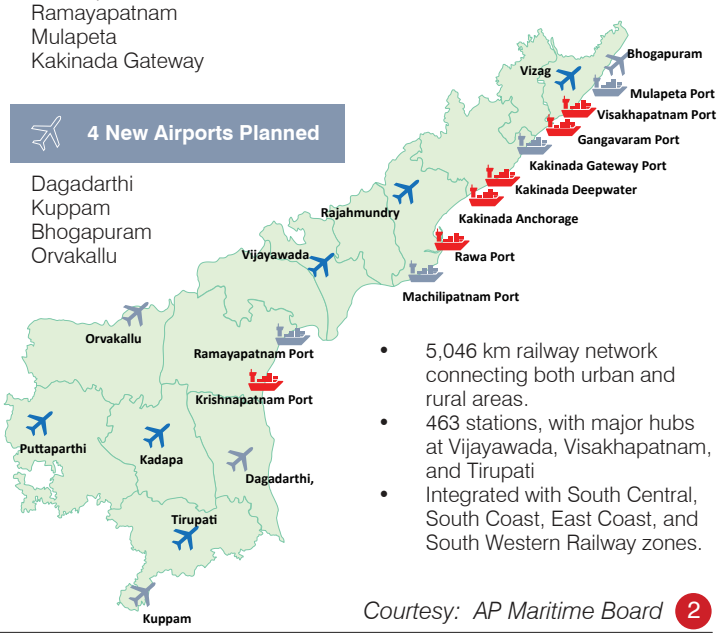
Vijayawada
Vizag
Tirupati
Kadapa
Rajahmundry
Puttaparthi

4 New Ports Planned

Machilipatnam
Ramayapatnam
Mulapeta
Kakinada Gateway

4 New Airports Planned

Dagadarthi
Kuppam
Bhogapuram
Orvakallu



- 5,046 km railway network connecting both urban and rural areas.
- 463 stations, with major hubs at Vijayawada, Visakhapatnam, and Tirupati
- Integrated with South Central, South Coast, East Coast, and South Western Railway zones.

Courtesy: AP Maritime Board

Andhra Pradesh: India's Emerging Industrial Powerhouse

Andhra Pradesh is the only state in the country to host industrial nodes under three separate Industrial Corridors. With integrated planning, robust infrastructure, and strong institutional backing, these projects mark a new era of industrialisation in the state and the nation. The National Industrial Corridor Development Corporation (NICDC) is leading the development of three major nodes in the state—Krishnapatnam Industrial Area under the Chennai–Bengaluru Industrial Corridor (CBIC), Orvakal Industrial Area under the Hyderabad–Bengaluru Industrial Corridor (HBIC), and Kopparthy Industrial Area under the Visakhapatnam–Chennai Industrial Corridor (VCIC).

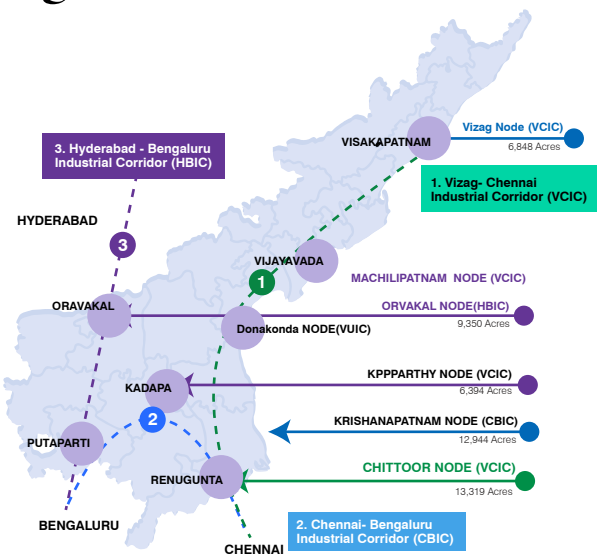
Industrial Area Kopparthy

The Kopparthy Industrial Area, located in Kadapa District under the Vizag-Chennai Industrial Corridor (VCIC), spans 2,596 acres. Strategically connected by SH 51 and NH 40, it is 13 km from Kadapa Airport. With an investment potential of ₹8,860 crore and a project cost of ₹2,137 crore, the area aims to generate 54,500 jobs. AP Industrial Corridors Infrastructure Development Corporation Ltd (APICDC), the SPV with 50% shareholding each of GoAP & GoI shall implement the project. Industrial Area :Orvakal The Orvakal node in Kurnool District, spanning 2,621 acres, is being developed under the Hyderabad-Bengaluru Industrial Corridor. The site is strategically located with access to NH40, NH44, Kurnool Bypass, ensuring robust road connectivity. Kurnool Airport is nearby, and Krishnapatnam Port is 320 km east. With an investment potential of ₹12,000 crore and a project cost of ₹2,786 crore, Orvakal aims to generate 45,071 jobs. The node serves as a crucial link between the Chennai-Bangalore and Vishakhapatnam-Chennai Industrial Corridors. Environmental clearance has been secured, ensuring a sustainable development path.

Industrial Area : Krishnapatnam

Krishnapatnam node has been identified as a priority node in the state of Andhra Pradesh under Chennai Bengaluru Industrial Corridor (CBIC). The site is spread across two sites located about 60km apart. The north and south sites together admeasure approximately 14,200 acres.

- North site is in Nellore District, about 10 km from the Krishnapatnam Port. It is located about 20 km east of NH 16 and presently connected through existing state highways/district/village roads to NH 16. In the North site, the total area available for development is approximately 10,835 acres.
- South site is in Chittoor District, located at about 100 kms south-west of Krishnapatnam Port. It is about 2 km south of NH 71 and presently connected to NH 71 through existing district/village roads.



For the development of the Activation Area in Phase 1 in the North Node has been selected, to maximise the benefit of land under the ownership of Andhra Pradesh Industrial Infrastructure Corporation (APIIC) to enable early commencement of plan implementation activities. Consultant has been appointed for the preparation of a detailed master plan and preliminary engineering for the project. Government of India has approved construction of various trunk infrastructure components in Phase 1 of Krishnapatnam Industrial Area. EPC Tender for Phase 1 Activation area 2,006 Acres has been finalised and to be issued shortly. A Project Management Consultant (PMC) has also been appointed.

Andhra Government Unveils Three Industrial Policies to Spur Investments

Andhra government unveils three industrial policies to spur investments The State government, under the leader-ship of Chief Minister Nara Chandrababu Naidu, launched three new industrial policies aimed at attracting investments, generating employment and driving sustainable growth. The policies — AP Industrial Development Policy 4.0 (AP IDP 4.0), AP MSME & Entrepreneur Development Policy 4.0 (AP MEDP 4.0) and AP Food Processing Policy 4.0 (AP FPP 4.0) — were introduced with operational guidelines, policy booklets and the launch of the Early Bird Incentive Portal. Officials called it a key milestone in the effort to transform Andhra Pradesh into an industrial powerhouse. After unveiling the new policies, Industries and Commerce, Food Processing Minister TG Bharath, and MSME, SERP, NRI Empowerment and Relations Minister Kondapalli Srinivas announced that the coalition government has already secured investment commitments worth ₹8.5 lakh crore and plans to establish 175 industrial parks across the state — one in each Assembly constituency — within the next two months.

Ports under development

Mulapeta Port (Bhavanapadu)

Mulapeta Port—formerly known as Bhavanapadu Port—is a greenfield deep-sea port under development in Mulapeta, Srikakulam district, Andhra Pradesh, under the management of the Andhra Pradesh Maritime Board. The foundation stone was laid on 19 April 2023, marking the launch of this major infrastructure project.

Its primary hinterland covers Srikakulam district in Andhra Pradesh, while the secondary hinterland extends to Chhattisgarh, Jharkhand, Madhya Pradesh, and southern Odisha. Key imports will include thermal coal, domestic coal, coking coal, raw cashew, fertilizers, limestone, and edible oil. Exports will comprise mineral sands, iron ore, cashew kernels, soya meal, granite, ferro products, jute products, iron and steel products, and scrap. Phase I will feature four berths—three for general cargo and one for coal—spread across 1,524 acres, with a handling capacity of 23.5 million tonnes annually. The port can accommodate Panamax to Capesize vessels with up to 17 m draft, supported by an artificial basin, protective breakwaters, and a 3.3 km approach channel with depths of 19.2 m below chart datum.

Machilipatnam Port

Machilipatnam Port is a greenfield deep-sea project under development at Manginapudi, near Machilipatnam in Krishna district, Andhra Pradesh. With a total investment of ₹5,156 crore, Phase I includes four berths—three for general cargo and one for coal—spread over approximately 1,923 acres. The port is designed for an initial capacity of 35 million tonnes per annum, with plans to expand to 116 MTPA in future phases. The project is being executed by Machilipatnam Port Development Corporation Ltd under a landlord model, with MEIL overseeing construction. The primary hinterland covers Krishna, East Godavari, West Godavari, and Guntur districts of Andhra Pradesh, while the secondary hinterland extends to Telangana (Khammam, Karimnagar, Adilabad, Nalgonda, Warangal) and border districts of Chhattisgarh, Karnataka, and Maharashtra. Key imports will include fertilizers, coal, edible oil, and containers, while exports will comprise agricultural products, cement clinker, granite blocks, and iron ore. As of mid-2025, around 48% of the project is complete, including dredging 56 million m^3 of sand, constructing a 2.5 km breakwater with over 2 million tonnes of rock, and placing tetrapods for coastal protection. Modern road and rail links—including NH 216 and the Gudivada–Machilipatnam rail line—will ensure efficient connectivity.

Ramayapatnam port

Ramayapatnam Port is a greenfield deep-sea port under development at Ramayapatnam in Nellore district, Andhra Pradesh. Managed by Ramayapatnam Port Development Corporation Ltd, a joint venture between Navayuga Engineering Company Ltd and Auro Infra, the port is being developed in phases. Phase I, spanning approximately 850 acres, includes four berths with a cargo handling capacity of 34 million tonnes per annum. The port is designed to accommodate vessels up to 2,00,000 DWT, with a draft of 16 meters. Full development will feature 19 berths and a total capacity of 138 million tonnes per annum, with Phase I expected to be completed by December 2025.

The primary hinterland covers Andhra Pradesh districts of Nellore, Prakasam, Guntur, and Kurnool, along with Telangana districts of Nalgonda, Mahbubnagar, Rangareddy, and Hyderabad. The secondary hinterland extends to Chittoor, Kadapa, Anantapur, Krishna, and border districts of Telangana, Maharashtra, and Karnataka. Key imports include fertilizers, coal, edible oil, and containers, while exports comprise agricultural products & cement.

Bridging North India with ASEAN through Vizag Port: A Game-Changer for Trade

Visakhapatnam, strategically positioned on India's East Coast, is emerging as a natural gateway for trade with East and Southeast Asia. Yet, despite its geographical advantage, much of North India's cargo bound for or arriving from these regions continues to be routed through West Coast ports like Mundra, Pipavav, and Nhava Sheva. This reliance on distant gateways adds cost, time, and inefficiency to India's logistics chain. Strengthening the rail corridor between Visakhapatnam and North India could transform this dynamic, unlocking new competitiveness for Indian trade.

A Natural Advantage Underutilised

Visakhapatnam Port lies directly on the Bay of Bengal, offering the shortest sea routes to ASEAN and East Asian economies. Cargo moving from China, Korea, Japan, or Singapore reaches Vizag significantly faster than it does the West Coast, avoiding the long circumnavigation of the Indian peninsula. The port itself is well-equipped, with deep-water berths, container handling capacity of 1.3 million TEUs, and strong multimodal facilities.

However, for cargo owners in North India—Delhi NCR, Punjab, Uttar Pradesh, Haryana, and beyond—the deciding factor is not only sea transit but also inland connectivity. At present, the cost of moving containers from Visakhapatnam to Delhi by rail is around $200 (₹17,000) higher per TEU compared to the West Coast route. In a fiercely competitive global trade environment, this cost disparity tilts the balance against Vizag, despite its shorter sea leg.

Why Rail Connectivity Matters

A dedicated, efficient rail link between Visakhapatnam and the northern hinterland would provide multiple benefits:

- **Shorter Transit Times:** Faster sea routes combined with a direct rail corridor can cut overall journey time for exporters and importers, improving supply chain predictability.
- **Lower Logistics Costs:** Rationalising railway tariffs and incentivising cargo movement through Vizag can make it the most cost-effective option for northern shippers.
- **Decongesting West Coast Ports:** Shifting volumes eastward would ease the congestion and delays that exporters frequently face at JNPT and Mundra.
- **Environmental Gains:** Reduced distance by both sea and rail translates to lower carbon emissions, aligning with India's sustainability commitments.

A Strategic Imperative

Aligning with India's "Act East Policy," developing Visakhapatnam into the preferred gateway for North Indian trade would deepen economic ties with ASEAN and East Asia. It would also spur industrial growth in Andhra Pradesh, strengthen the Visakhapatnam–Chennai Industrial Corridor, and create new employment and investment opportunities.

The Way Forward

To realise this vision, the Government of India must prioritise investment in the Visakhapatnam–Delhi rail corridor, harmonise freight rates, and accelerate the proposed East Coast Dedicated Freight Corridor. For Andhra Pradesh, this is not just about port traffic—it is about positioning the state as the heart of India's eastern trade network. Visakhapatnam has the potential to become India's true "Gateway to the East." All it needs is a stronger rail bridge to the nation's heartland.

East Coast Port Performance in Focus: Cargo Trends, Shifts & Growth Outlook for FY2024–25

Ashok Janakiram
Chairman, Federation of Ship Agents Association of India

India's East Coast port ecosystem delivered a strong performance in FY2023–24, reinforcing its growing strategic relevance in the country's maritime trade landscape. From a notable rise in cargo volumes to visible shifts in cargo origins and hinterland linkages, the region's ports are evolving in step with national infrastructure ambitions and global trade realignments.

FY2023–24: A Year of Record Volumes and Resurgent Container Traffic

East Coast ports recorded healthy year-on-year growth in cargo throughput across key segments—bulk, container, and break-bulk. The standout performer was Paradip Port, which handled 145.38 million tonnes (MT) of cargo, registering a 7.4% increase over FY23 and surpassing Deendayal Port (Kandla) to become India's busiest major port.

Other key performance highlights include:

- Visakhapatnam Port maintained its leadership as the largest East Coast port with 81.09 MT, including 8.4 MT of containerised cargo.
- Kolkata–Haldia Dock Complex handled 66.4 MT, posting a modest 1.1% growth.
- Chennai Port Authority (CPA) grew by 5.29%, and Kamarajar Port (KPL) by 4%, with their combined volume exceeding 96.8 MT.

In the container segment, growth was driven largely by southern ports:

- Chennai Port clocked 14.70 lakh TEUs, marking 8% growth.

Kamarajar Port recorded a stellar 22% jump, reaching 6.71 lakh TEUs.

- In contrast, Kolkata Dock System and Haldia saw slight declines, handling 568,722 TEUs and 107,182 TEUs, respectively.
- Bulk cargo continued to dominate at Paradip and Vizag, while break-bulk and project cargo activity gained traction at Visakhapatnam and Chennai.

Emerging Trends: Cargo Origin Shifts and Evolving Hinterland Dynamics

FY24 witnessed notable shifts in cargo origins and hinterland demand across East Coast ports:

- Bulk cargo, especially coal and iron ore, is moving away from Kolkata–Haldia due to draft limitations and navigational challenges, toward deeper and more efficient ports such as Paradip, Dhamra, and Vizag.
- Container traffic is steadily rising at VOC (Tuticorin) and Vizag, supported by stronger rail-road integration, better turnaround times, and proactive hinterland connectivity efforts.
- Coastal cargo, including thermal coal, foodgrains, and fertilizers, has picked up significantly at Krishnapatnam and Kamarajar, signaling a modal shift toward coastal shipping.

From a hinterland perspective:

- Paradip Port is increasingly serving demand from power plants and steel units in Odisha, Chhattisgarh, and Jharkhand, benefitting from the removal of export duty on iron ore and steel.
- Visakhapatnam Port is leveraging its connectivity to Telangana and Central India via the East Coast Economic Corridor (ECEC) and Dedicated Freight Corridors. Growth in pharmaceutical, agro-based, and liquid cargo has been notable.
- Kolkata–Haldia continues to serve Eastern UP, Bihar, and North Bengal, but faces growing competition from nearby ports with deeper drafts and better evacuation infrastructure.
- Chennai, Ennore, and VOC Ports are focusing on containerized cargo and Ro-Ro operations, with VOC actively upgrading its draft to accommodate larger vessels and attract transshipment cargo.

FY2024–25 Outlook: Strategic Growth and Infrastructure Priorities

Looking ahead, the East Coast ports are aligning their targets with India's broader vision of port-led industrialisation and multimodal integration. Key growth plans include:

- Paradip Port aims to consolidate its top rank by crossing the 150 MT mark, with expanded focus on container traffic and coastal cargo.
- Visakhapatnam Port is prioritising container handling expansion, upgrading liquid cargo infrastructure, and enhancing linkages with dry ports and inland container depots (ICDs).
- VOC Port has set an ambitious 17% cargo growth target, with specific thrust on transshipment capabilities and deeper vessel access.
- Kamarajar Port is undergoing a strategic shift from coal-centric operations to containers, LNG, and Ro-Ro cargo.

Additionally, container volumes on the East Coast are expected to rise as freight corridors improve rail access, multimodal logistics parks (MMLPs) boost handling capacity, and freight forwarder networks deepen their East Coast presence.

Conclusion

The performance of India's East Coast ports in FY2023–24 is a clear indication of their growing relevance in the country's maritime and trade strategy. With structural investments, evolving cargo patterns, and deeper hinterland linkages, these ports are poised to play a critical role in accelerating EXIM growth.

Segment	FY23 Performance	FY24 Shift & Trends	FY25 Outlook/Targets
Dry Bulk	Iron ore exports slowed by duties	Surge after duty removal; Paradip, Vizag	Coal target: 880 MT; East Coast to drive growth
Liquid Bulk	Steady (POL, chemicals)	Increased import/export in Vizag, VOC	New tank terminals expanding capacity
Containers	Growth driven by Vizag & VOC	National +6.6%; VOC & Vizag lead East Coast	India target: 40 M TEUs by FY29
Break-Bulk	Minor segment	Some growth in metals/ machinery via Kolkata	VOC/Chennai aiming to boost project cargo
Coastal Cargo	Strong (especially thermal coal)	Share rising in Krishnapatnam, Kamarajar	Coastal cargo share to reach 25% by 2030

East Coast Freight Corridor Emerges as Top Priority

The Dedicated Freight Corridor Corporation of India (DFCCI) has declared the East Coast Freight Corridor (ECFC) its "topmost priority," marking a significant step toward transforming India's logistics landscape.

Spanning 1,100 km, this critical infrastructure project will connect Odisha's mineral-rich regions to Andhra Pradesh's bustling ports, streamlining the movement of coal, steel and containerised cargo. With approvals being fast-tracked, the corridor is expected to reduce transportation costs, ease congestion on existing rail networks, and enhance supply chain efficiency. Businesses across sectors, from mining to manufacturing and exports, are poised to benefit as India accelerates its shift toward modern, high-capacity freight infrastructure.

ECFC: A Catalyst for Freight Efficiency and Economic Growth

The DFCCIL's heightened focus on the East Coast Freight Corridor highlights its pivotal role in India's logistics modernisation. Designed to serve as a backbone for coal, steel and port-bound cargo, the ECFC will address the growing stress on rail networks, particularly along the heavily congested Howrah-Chennai route. DFCCI Managing Director Praveen Kumar has emphasised the corridor's urgency, noting that rising freight demand and existing bottlenecks necessitate swift execution.

Strategic Importance of the ECFC

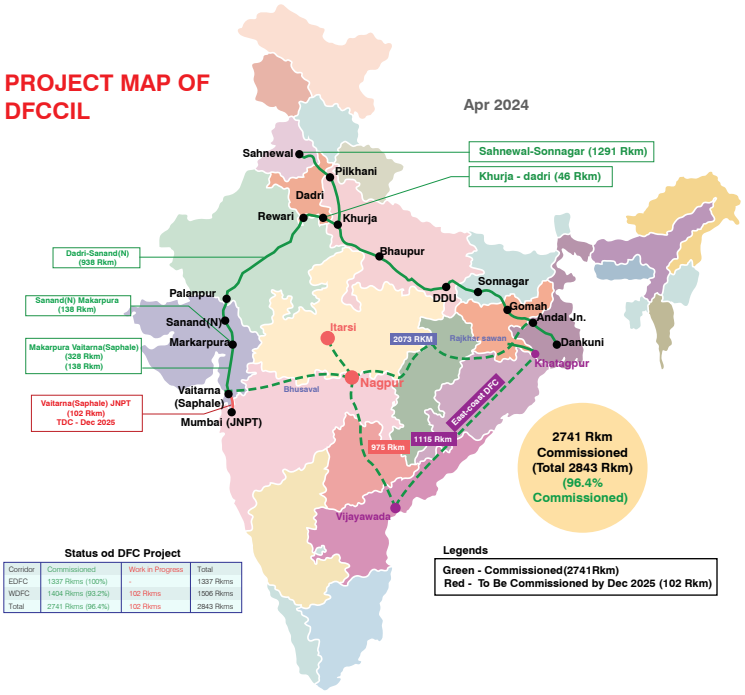
The East Coast Freight Corridor holds immense strategic value due to its alignment with key industrial and trade routes. It will facilitate seamless transportation from Odisha's coal belts and steel plants to major ports such as Paradip, Visakhapatnam and Krishnapatnam. This enhanced connectivity is expected to significantly reduce transit times for exports and imports, improving India's trade competitiveness. Additionally, by diverting nearly half of the freight traffic from saturated routes, the ECFC will free up capacity for passenger trains, easing overall rail congestion.

Benefits for Key Stakeholders

Industries, particularly steel and cement manufacturers, stand to gain from reduced logistics costs, which could see a 20-25% decline due to improved rail efficiency. Ports along the eastern seaboard will benefit from higher cargo throughput, making them more attractive to global shipping operators. Small and medium enterprises (MSMEs) and farmers will also see advantages, as better last-mile connectivity ensures faster and more cost-effective movement of goods, including perishables. On the environmental front, shifting freight from road to rail is projected to cut carbon emissions by an estimated 15 million tonnes annually, supporting India's sustainability goals.

> *The proposed East Coast Freight Corridor—from Kharagpur in West Bengal to Vijayawada in Andhra Pradesh—is now the organization's highest priority among three major freight rail projects awaiting approval.*

Praveen Kumar,
MD, DFCCIL



Leveraging Technology and Global Expertise

To maximise the corridor's potential, DFCCI is adopting cutting-edge technologies and forging international partnerships. A recent collaboration with Australian institutions aims to integrate AI-driven predictive maintenance and heavy-haul systems into India's rail infrastructure. These advancements are expected to boost cargo capacity by up to 40% without requiring additional trains, ensuring optimal utilisation of resources.

Challenges and the Path Forward

Despite its promise, the ECFC faces hurdles, including land acquisition delays and funding constraints. However, the government's massive ₹4 trillion infrastructure investment push is expected to mitigate these challenges. With the first phase of the corridor targeted for completion by 2026, economists predict a potential 1.5% uplift to GDP, driven by improved logistics efficiency and industrial productivity. The East Coast Freight Corridor is more than just a rail project—it is a transformative initiative that will reshape India's freight ecosystem.

By prioritising the ECFC and DFCCI is not only addressing immediate logistical challenges but also laying the foundation for long-term economic growth. For industries, traders, and the environment, the corridor represents a leap toward a more efficient, sustainable and competitive future.

Visakhapatnam Port Sets Sail toward Innovation, Efficiency, and Green Leadership

In this interview, **Dr. M. Angamuthu, IAS, Chairperson of the Visakhapatnam Port Authority**, shares insights into the port's remarkable achievement of a record cargo throughput of 82.62 million tonnes in FY 2024–25. This milestone was driven by strong, broad-based growth across key sectors such as crude oil, ores, rice, and general cargo.

Q: Visakhapatnam Port has posted record throughput in recent years. What is driving this cargo growth?

We've had an excellent run over the past two years. In FY 2024–25, VPA handled 82.62 million tonnes (MT) of cargo—our highest ever—surpassing the previous year's 81.09 MT. Growth has been broad-based across crude oil, ores like manganese and bauxite, rice, and general cargo.

Container trade has been particularly strong, with VPA now ranking among the world's top 20 container ports by performance, reflecting not just volumes but service quality. Our strategy has focused on diversifying cargo profiles, strengthening connectivity, and simplifying processes. Even in a volatile global trade environment, consistent engagement with partners, investments in equipment, and making VPA a predictable hub have helped us attract and retain more cargo.

Q: What makes VPA stand out in terms of performance indicators and global competitiveness?

The improvement in global rankings has been remarkable. In the World Bank's Container Port Performance Index, we rose from rank 122 to 19 within a year. This was achieved through targeted improvements in productivity, digitization, and turnaround time reduction.
At our terminals, we achieve 27.5 crane moves per hour, vessel turnaround time averages 21.4 hours, and idle berth time is just 13%. These figures are competitive globally and valued by shipping lines. With investments in automation, workforce training, and marine coordination, we've built strong trust with carriers. Operational excellence for us is a culture, not a milestone.

Q: What are the major infrastructure projects currently underway at the port?

We are implementing expansion projects worth ₹1,563 crore. These include new berths, modernized terminals, a mechanized fertilizer facility, and enhanced PPP participation. By 2026, 15 berths will be operated under the PPP model, driving efficiency and innovation.
Support facilities are also being upgraded—12 acres of covered storage, a 20-acre truck terminal, electrification of 38 km of rail lines, and new mobile harbour cranes. Together, these will raise capacity beyond 100 MTPA.

Q: How is VPA reducing vessel turnaround times and improving last-mile connectivity?

Average vessel turnaround has been cut to about 21 hours, thanks to coordinated marine and landside operations. To strengthen connectivity, we are building a 3.3 km flyover with Rail Vikas Nigam Ltd, eliminating 11 level crossings. Rail electrification and enhanced yard capacity have improved train turnaround. We are also deepening and widening the navigation channel to handle larger vessels efficiently.

Q: What are the key sustainability and innovation initiatives at VPA?

We are aligned with India's Green Ports initiative and committed to net-zero emissions. Plans include solar power, electric equipment, and a one-million-tree afforestation program. Mechanized handling, dust suppression, and covered storage improve environmental performance. On innovation, we are implementing the National Logistics Portal - Marine, smart yard systems, cargo conveyors, automated mooring, and robotic arms. A hackathon is planned to crowdsource green tech solutions.

Q: What is your vision for VPA by 2030?

Our immediate goal is 90 MT this fiscal and soon crossing 100 MTPA. By 2030, we aim to operate under the landlord model, with private players running terminals while VPA focuses on facilitation. With strong fundamentals and infrastructure, VPA is poised to be a top global port in both volume and value.

Q: How is VPA reducing vessel turnaround times and improving last-mile connectivity?

Turnaround time (TRT) has always been a key metric for us. A decade ago, vessels spent days at berth. Now, an average container vessel turns around in about 21 hours. This improvement is the result of closely coordinated marine and landside operations—from pilotage and tug deployment to cargo evacuation and documentation.

To strengthen hinterland connectivity, we're building a 3.3 km flyover in collaboration with Rail Vikas Nigam Ltd. This $3.46 mn (₹300 crore) project will eliminate 11 level crossings and streamline truck movement to and from the port. On the rail front, electrification and improved yard capacity have reduced train turnaround times. We're also deepening and widening the navigation channel to handle larger vessels more efficiently. These efforts not only save time and cost but make us a preferred port for global carriers.

Q: What message would you like to share with your stakeholders?

Our journey of transformation is driven by the collective strength of our ecosystem—our employees, shipping lines, trade partners, logistics providers, and government agencies. I sincerely thank each one of them for their trust and commitment.

At VPA, we operate with a clear mission: to deliver efficient, sustainable, and globally competitive port services. We are open to feedback, agile in responding to change, and relentless in our pursuit of excellence. Together, we will make Visakhapatnam Port a model of maritime leadership and a true engine of regional and national growth.

Trade Patterns are Reshaped

Pramod Kumar Srivastava, Director & CEO of The PDP Group, outlines the company's strategic growth, India's evolving EXIM trade dynamics, and the pressing infrastructural and policy reforms needed to unlock the East Coast's full logistics potential.

Q. Briefly highlight your group's performance and the key drivers behind your recent trade growth?

The PDP Group recorded a 15 percent year-on-year cargo volume growth across our companies — PDP International Pvt Ltd, P. D. Prasad & Sons Pvt Ltd, and Allied ICD Services Ltd. This growth has been driven by new warehousing capacity in Haldia, expanded infrastructure in Tripura, and enhanced storage at our Kolkata and Durgapur facilities. Our pan-India presence now extends from the East Coast to the North-East, including Vizag. We offer comprehensive international logistics services, including freight forwarding, customs clearance, ICD operations, and warehousing. The overall momentum came from increased government support for exports, growth in multimodal logistics, and improvements in digital infrastructure.

Q. How is India's EXIM trade evolving in the face of global geopolitical shifts and domestic export incentives?

EXIM trade is growing steadily, supported by infrastructure development and favorable trade policies. The North-East, particularly Tripura, is emerging as a strategic distribution hub due to evolving Indo-Bangladesh trade relations. However, the need for seamless multimodal connectivity is critical. Reliable rail connectivity from ICDs to gateway ports is essential. Timely rake movements are crucial for maintaining supply chain reliability. Initiatives like PM Gati Shakti and the creation of logistics parks have added momentum, but better coordination between customs, railways, and terminal operators is necessary to improve efficiency and reduce dwell times.

Q. What major trade trends and bottlenecks are you observing along the East Coast?

Trade patterns on the East Coast are being reshaped by both external disruptions and internal policy challenges. For example, the Israel-Iran conflict and the decline in non-basmati rice exports have negatively impacted cargo flow at Kolkata Port and disrupted warehousing operations across the region. There is also a heavy reliance on transhipment, which increases transit time and affects capital turnover. Export policy changes create unpredictability, which in turn impacts cargo planning and throughput.

Q. Are ongoing infrastructure projects helping to address these challenges?

Some progress is being made. Projects at Syama Prasad Mookerjee Port and other East Coast ports are aiming to modernize port operations. However, a lack of coordination between central and state authorities remains a barrier. Rising interest in coastal shipping has potential, but it is being held back by high handling costs, poor hinterland connectivity, and inadequate road access to ports. Measures such as coastal cargo incentives, viability gap funding, and faster customs clearance systems could help unlock significant value. Additionally, improved India-Bangladesh maritime collaboration and domestic shipping subsidies can drive greater regional integration.

Q. What are the primary challenges affecting the flow of containerised trade in Eastern India?

A major challenge is the inconsistent container rake service from ICD Durgapur, which has the potential to become a logistics hub.

Due to its location within the city, Kolkata Port also faces limitations on truck movement, which increases turnaround time and transportation costs. Regular and time-bound container rail services, coupled with improved port access infrastructure, are critical to ensuring reliable cargo movement and enhancing competitiveness.

170 Acres of Kolkata Port Land Under Encroachment: Centre

The Union government has informed Parliament that 170.4 acres of land owned by Syama Prasad Mookerjee Port (SMP) in Kolkata is under illegal encroachment. Responding to a query from BJP Rajya Sabha MP and West Bengal BJP president Samik Bhattacharya, Union Minister for Ports, Shipping and Waterways Sarbananda Sonowal said that 706 encroachers are currently occupying land belonging to the Kolkata Dock System of SMP, causing financial losses to the port. Bhattacharya later alleged that the encroachments persist due to the state administration's non-cooperation. He had sought details of the port's land usage, encroached areas, and annual revenue. Sonowal stated that SMP has 421 acres within the 'custom bound area' and 4,122 acres outside it, with the encroached 170.4 acres falling in the latter category. Over the last five years, the port has generated ₹2,994.54 crore in revenue. SMP Kolkata is pursuing strategic initiatives to

boost land monetisation, including developing warehouses, ship repair facilities, and riverside projects. According to the Ministry, clearing the encroached land could generate up to ₹1,000 crore annually while spurring trade, industry and employment.

Improving Nepal's Trade Corridors

Ashish Gajurel, Executive Director of Nepal Intermodal Transport Development Board (NITDB), outlines Nepal's logistics challenges, progress in dry ports, and the role of bilateral cooperation with India to reduce trade costs, delays and dependency on limited routes.

Q. How do you assess the current state of Nepal's EXIM trade and logistics? What are the recent trends and infrastructure gaps?

Nepal's trade profile is heavily skewed, with imports constituting nearly 90 per cent and exports just 10 per cent. Overall foreign trade is expanding at around 18 per cent annually, with India remaining the dominant partner, accounting for more than 70 per cent of volumes. Imports are led by petroleum products, food, pharmaceuticals, automobiles, and manufactured goods, while exports are limited to agro-products, textiles, handicrafts, and a growing share of IT services.

Logistically, road connectivity has improved, but quality and reliability remain uneven, with geography and frequent natural calamities creating additional hurdles. Nepal currently operates five dry ports—four road-based and one rail-linked—along with three Integrated Check Posts (ICPs), largely dependent on Kolkata and Visakhapatnam ports. Birgunj and Biratnagar ICPs have railway access, and Birgunj Dry Port has recently begun handling dusty and containerised oil cargo, reducing costs. Key infrastructure gaps include expanding railway connectivity, safer domestic roads, faster ICP clearance, and complete port automation.

Q. What PPP models is NITDB promoting to attract investment in logistics infrastructure?

All 8 ports under NITDB are operated through Public-Private Partnerships selected via International Competitive Bidding. Both domestic and international operators participate, leading to service improvements. Currently, contracts are for five years, but NITDB plans to extend them to incentivise infrastructure investment. This model fosters healthy competition and draws global interest.

Q. What has NITDB done to reduce delays and improve multimodal coordination at border points?

Entry and exit systems are digitalised. Traders can choose between Birgunj ICD and ICP for optimal routing. Efficient cargo handling equipment like reach stackers, cranes, forklifts, and conveyor belts are deployed. NITDB plans to integrate its software with India's Land Ports Authority to avoid data duplication. Regular train schedules are shared by Indian ports to help Birgunj plan better. NITDB is also exploring new ports, especially Mundra (Gujarat) and Dhamra (Odisha), for western cargo flow. Development of Dodhara Chadani ICP in far-western Nepal is underway to enhance trade from that region.

Q. Are there bilateral efforts underway to streamline documentation and lower transit costs?

Operational-level discussions are ongoing with India's Land Ports Authority. Plans are in motion to develop a joint software system and implement a paperless process. Talks are also underway to link digital systems via API to eliminate redundant data entries and streamline documentation.

Q. Is NITDB developing alternate trade routes or new dry ports to reduce dependency and boost resilience?

Dodhara Chandani ICP is expected to be operational by 2028. Located just 300 km from Delhi, it will open new western trade avenues. Biratnagar ICP has recently gained rail connectivity. Discussions with India are ongoing to link Bhairahawa and Nepalgunj by rail. Inland waterways are being explored with ongoing studies, though implementation will take time. Direct rail links to Nepalgunj and Dodhara Chandani are also under consideration. The fast-track highway connecting Birgunj and Kathmandu aims to ease customs congestion and shorten travel time.

Q. What procedural reforms should be prioritised for equitable operations at both Vizag and Kolkata?

The operational standards between Vizag and Kolkata should be aligned, as both ports share similar risk profiles. It's inefficient to maintain two distinct systems for ports within the same country.

Year	TEUs	BCN (MT)	BRN (MT)	Y-oY Growth
FY2020-21	57322	454441	418311	
FY2021-22	64770	464399	297847	
FY2022-23	49084	630913	211795	
FY2023-24	59178	540330.56	183129	
FY2024-25 (10 months)	57543 (12 months projection 69,051)	436555 (12 months 523866	155197 (12 months – 186236)	TEUs - ~20% BCN – (-3%) BRN – 1.7%

Strengthening Nepal's Transit Trade through Indian Ports

Interview with **Rajan Sharma** Chairperson (Surface Transport and Transit, Executive Committee Member, FNCCI), Former President (NEEFA), VP (EECC), Executive Member (NICCI)

Q. What major challenges do Nepalese traders face in cargo clearance and consolidation?

Kolkata has long been Nepal's primary gateway for trade, especially for consolidating LCL (Less than Container Load) exports and imports. However, processes at Kolkata remain slow and costly, with compliance still dominated by manual documentation since e-filing is not permitted. The traditional working style, where every actor in the logistics chain seeks involvement, adds further inefficiency. In contrast, Visakhapatnam Port operates with a modern, technology-driven approach. Yet, it lacks facilities for LCL consolidation and de-consolidation, limiting access for Nepal's MSMEs.

Transport costs through Vizag are also higher, while Kolkata offers greater flexibility via both rail and road networks.
For Nepal, Kolkata remains vital, but efficiency must improve. Streamlining documentation, increasing automation, and reducing dwell times are key priorities. Stronger private sector representation in the Kolkata Port Trust—working closely with Nepali stakeholders—will be essential to introduce best practices and foster a shift toward more efficient operations.

Q. What practical steps can cut costs for Nepali LCL shipments?

High logistics costs stem from weak coordination and the absence of structured inventory management. Group purchasing and cargo scheduling are rarely practiced, while many exporters and importers lack expertise in warehouse operations. As a result, strategies to minimise space, time, and cost are often overlooked, and decisions are driven by short-term financial motives.

Currently, small consignments are scattered across multiple Container Freight Stations (CFSs), making inland haulage lengthy, expensive, and prone to damage from repeated handling. A practical solution is to transfer all Nepalese LCL cargo to a single designated CFS. The Nepal Transit and Warehousing Company Limited (NTWCL) could then consolidate and transport goods in covered trucks with tracking systems, improving safety, reducing costs, and benefiting MSMEs.

Q. Has there been any dialogue with Indian port authorities or shipping lines?

Several meetings have been held, but progress remains limited. Without joint effort from the private sector and government agencies, challenges will persist. Nepal is considering registering international shipping lines to improve control and rationalise payments, streamlining the flow of goods, funds, and documents while helping both countries curb illegal trade, money laundering, and fraud.

Q. How can bilateral mechanisms address the gaps?

In today's age of automation, India could benefit from adopting more flexible, technology-based solutions. Automation and AI tools can strengthen border monitoring, reduce delays, and allow Nepal more choice in routing and modes of transport, all while safeguarding Indian revenue. Kolkata has been Nepal's traditional port for decades and will continue to play an important role.

However, the Consulate General's office in Kolkata should become more proactive. Rather than imposing additional non-tariff measures, it should act as a facilitator of trade and extend its influence to neighbouring states such as Bihar. Private sector players with the expertise to drive change should also be brought into policy discussions.

Q. What options can be explored?

Both Nepali and Indian private sector stakeholders should jointly invest in equipment and collaborate in the management of ICDs, ICPs, and even CFSs. Nepal has welcomed Indian logistics service providers into its domestic logistics centres, and India should reciprocate with greater openness.
At the same time, Nepal is increasingly exploring northern trade routes through China, which is investing in rail links, dry ports, and automation. This creates competitive pressure for Indian ports, which must improve efficiency and reduce costs if they want to retain Nepalese cargo flows. Inland waterways offer another promising opportunity, but the cost of using these routes for Nepalese cargo has not yet been fully assessed.

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Transit Trade Realities: Nepal's Evolving Interface with Indian Ports

Interview with **Naresh Kumar Agrawal,** Senior Vice President, Nepal Freight Forwarders Association (NEFFA), and Managing Director, Noble Logistics Nepal

Q. What is the composition of Nepal's EXIM cargo and the ratio of imports to exports?

There is a significant imbalance in Nepal's EXIM trade, with the import-to-export ratio estimated at around 15:1. Nepal's third-country imports largely comprise essential and industrial goods. Major categories include machinery and equipment, electronic appliances, chemicals and pharmaceuticals, fertilizers, steel and metal products, textile raw materials, automobiles and auto parts, plastic granules, packaging materials, crude edible oils, and other consumables.

Exports, on the other hand, are far more limited and primarily consist of niche and traditional products. Key items include handicrafts, felt products, carpets, garments, yarn, and select Nepalese food items. This wide gap highlights Nepal's heavy dependence on imports while its export basket remains narrow and concentrated in a few sectors.

Q. What is the volume of Nepal-borne containerised cargo that is moved to and from Indian ports in the last fiscal?

The exact annual containerized cargo volume for Nepal is not officially published in TEU terms. However, trade experts estimate that with rising trade activity, the figure currently stands in the range of 125,000 to 135,000 TEUs annually, and the trend continues to show steady growth.

Q. What is the impact of scattered LCL cargo at Kolkata on Nepal's logistics costs, and what practical steps can reduce them?

Nepali traders face high logistics costs because LCL cargo is scattered across multiple CFSs at Kolkata port. Transferring shipments between CFSs is difficult, time-consuming, and involves multiple handling, extra local transport, and coordination delays. Designating a single CFS exclusively for Nepal-bound consolidation would streamline operations, reduce trucking costs, and simplify documentation. The issue has been raised with Indian port and customs authorities, though significant progress is still pending.

A practical solution would be to establish a dedicated Nepal-bound LCL hub, supported by better warehouse space planning and digital coordination among CFS operators. Developing the NTWCL's leased land as a bonded CFS for Nepalese LCL cargo could also cut costs, improve efficiency, and speed up transit times.

Q. What progress has been made with India to streamline procedures and reduce Nepal's transit trade costs?

Yes, there has been regular dialogue between Nepali freight forwarders, the Nepal Consul General's Office, and Indian port authorities and shipping lines to improve procedures and reduce costs for Nepal's transit trade. However, several challenges remain.

These include high detention charges, scattered CFS facilities for LCL consolidation, unpredictable local costs, and the absence of fixed sailing days. Limited feeder vessel availability and the lack of extended carting (cut-off) times for exports—especially when feeder vessels are delayed—further add to transit times and inventory costs. That said, some progress has been achieved.

Kolkata Port has granted extended free time for Nepal-bound cargo, while infrastructural upgrades such as full rake movement and more coordinated rail services have improved connectivity and efficiency.

Q. What are potential and more viable options?

Nepalese delegations have assessed Visakhapatnam Port as a potential alternative to Kolkata because of its modern facilities, efficiency, and lower congestion. However, several hurdles restrict wider adoption. The distance is nearly twice that of Kolkata, making transit time longer and transport costs higher. Moreover, operational unfamiliarity, limited presence of shipping lines, and the fact that not all carriers handle cargo from Vizag add to the challenges.

For Vizag to be viable, Nepal expects stronger multimodal logistics connectivity, competitive tariffs, and dedicated rake services ensuring predictable, time-bound cargo movement. Despite its outdated systems, Nepal continues to depend on Kolkata due to its shorter distance, easier access, and well-established networks with shipping lines, clearing agents, and customs. Its familiarity and cost-effectiveness make it the primary transit point for Nepal's trade.

Q. Beyond Vizag, are there other alternative ports or routes that Nepal's EXIM trade is currently evaluating or planning to consider in the future?

Yes, beyond Vizag, Nepal and India has principally agreed for use of Mundra and Dhamra which is yet to be notified for Nepal third country Exim Trade. There is also growing interest in utilizing and developing inland waterways through India's National Waterway 1 to link with Haldia.

Nepal has also treaty with Bangladesh for the use of Mongla port and with China for the use of four Chinese seaports Tianjin, Lianyungang, Shenzhen, and Zhanjiang and three land (dry) ports Lanzhou, Lhasa, and Shigatse.

Chhattisgarh Emerges As One of India's Fastest Growing Industrial Destinations

Chhattisgarh is rapidly emerging as one of India's fastest-growing industrial hubs. Over the past one and a half years, the state has received investment proposals totalling more than ₹6.75 lakh crore, reflecting a strong and growing confidence among investors. This progress was further reinforced at the 'Industry Dialogue 2' held in Raipur recently, where new proposals worth ₹1.25 lakh crore were finalized in the presence of Chhattisgarh Chief Minister Vishnu Deo Sai.

The strong interest from investors highlights the state's growing importance in India's industrial landscape. Once known primarily for its forests and mineral resources, the state is now emerging as a hub of opportunity and innovation.

> ***Chhattisgarh is no longer just a land of minerals, but a land of potential. We are bringing remote regions like Bastar into the mainstream of development. Investors today are getting stability, security, and swift decision-making***
>
> **Vishnu Deo Sai**
> *Chief Minister, Chhattisgarh*

Chhattisgarh Chief Minister Vishnu Deo Sai shared that even places like Bastar, once focused on security, are now turning into hubs of industry, technology, and jobs. The new investment proposals worth ₹1.25 lakh crore are no longer limited to traditional mining areas but are focused on future sectors like IT, semiconductors, healthcare, green energy, and logistics.This shift in investor confidence is not limited to urban centers; it is also significantly growing in tribal regions like Bastar and Surguja. The recently implemented Industrial Policy 2025 has played a crucial role in making Chhattisgarh a natural destination for investors. Key

features of the policy include the Single Window System 2.0, over 350 reforms, fast-track land allotment, auto-approval mechanisms, and special incentives for women entrepreneurs, SC/STs, third gender, and rehabilitated former Naxalites. The state has effectively transitioned from ease to speed of doing business.

Chhattisgarh Clears 2025 Logistics Policy for Export Hub

The Chhattisgarh Cabinet has given its approval to the State Logistics Policy 2025, a forward-looking framework designed to transform the state into a leading logistics and export hub. The policy has been formulated in alignment with the Government of India's National Logistics Policy, ensuring seamless integration with the country's broader vision of reducing logistics costs and enhancing supply chain efficiency.

Announcing the decision, Deputy Chief Minister Arun Sao said that the new policy is anchored on three overarching objectives: lowering logistics costs, enhancing industrial competitiveness, and expanding export capacity. By capitalising on its unique geographical advantage—being centrally located within the country—Chhattisgarh aims to emerge as a strategic gateway for domestic trade flows and global supply chains, thereby strengthening its role in India's economic growth story.

Infrastructure Push

At the heart of the policy lies a strong focus on infrastructure creation and modernisation. The government will prioritise the establishment of dry ports and inland container depots (ICDs) to provide micro, small, and medium enterprises (MSMEs) and regional producers with direct connectivity to national and international markets. This will help reduce transit times, lower logistics costs, and enable producers—especially from regions such as Bastar and Surguja—to participate more effectively in global value chains.

In addition, the framework envisions large-scale investments in multimodal transport corridors, integrated warehousing parks, cold chain infrastructure, and digital logistics systems. These initiatives will not only strengthen physical connectivity but also improve supply chain visibility, resilience, and reliability.

Investment Facilitation and Industry Participation

To attract leading players in the sector, the government will provide targeted investment incentives, land facilitation, and streamlined regulatory clearances. This is expected to draw national and international logistics companies, e-commerce platforms, and global warehouse operators, positioning Chhattisgarh as a preferred investment destination in central India.

Benefits for Agriculture and Forest-based Industries

Recognising the vital role of agriculture, tribal produce, and forest-based industries in the state's economy, the policy places special emphasis on cold chain expansion, warehousing capacity, and value-added services. These interventions will help reduce post-harvest losses, support value addition, and open new

domestic and international markets. Farmers, tribal communities, and small producers will directly benefit from improved access to efficient supply networks, higher price realisation, and reduced dependence on intermediaries. Furthermore, the policy outlines the creation of an ecosystem for the export of forest resources, non-timber forest produce (NTFP), and medicinal products, enabling Chhattisgarh to strengthen its niche industries and showcase its rich biodiversity and forest wealth to global markets.

Raipur-Visakhapatnam Expressway to Enhance Connectivity across Chhattisgarh, Odisha, and Andhra Pradesh

The Raipur-Visakhapatnam Expressway is a transformative infrastructure project poised to significantly enhance connectivity across the Indian states of Chhattisgarh, Odisha, and Andhra Pradesh. Spanning approximately 464 kilometers, this six-lane, access-controlled expressway is designed to facilitate seamless transportation between the central and eastern regions of India, thereby fostering economic growth and regional development.

Raipur, a key city in Chhattisgarh, with Visakhapatnam, a major port city in Andhra Pradesh, the project was incorporated into the Bharatmala Pariyojana Phase-I in 2017. This national initiative aims to optimize the efficiency of freight and passenger movement across the country by developing economic corridors.

Commencing at Abhanpur in Raipur district, Chhattisgarh, the expressway traverses through the districts of Dhamtari, Kanker, and Kondagaon before entering Odisha. In Odisha, it passes through Nabarangpur and Koraput districts, and subsequently enters Andhra Pradesh, covering parts of Vizianagaram and Visakhapatnam districts, culminating at the Visakhapatnam Port.

The expressway's design includes several tunnels and elevated sections, particularly in the hilly terrains of the Eastern Ghats, to ensure a direct and efficient route. This strategic alignment is expected to reduce the travel distance between Raipur and Visakhapatnam from approximately 590 kilometers to 464 kilometers, thereby cutting travel time from around 14 hours to about 7 hours.

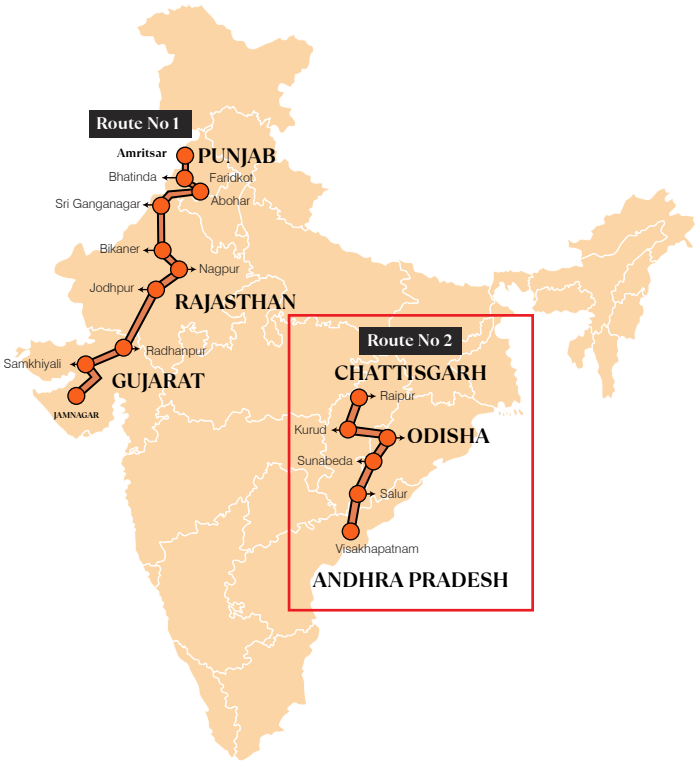
The project is being executed under the Hybrid Annuity Model (HAM), which combines government budgetary support with private sector investment, aiming to distribute financial risks and ensure timely project delivery. The estimated cost of the Raipur-Visakhapatnam Expressway stands at ₹20,000 crore (approximately $2.7 billion).

The expressway is poised to serve as a catalyst for economic development in the regions it traverses. By providing enhanced connectivity, it is expected to attract investments in various sectors, including manufacturing, logistics, and tourism. Cities like Jagdalpur in Chhattisgarh and Visakhapatnam in Andhra Pradesh are anticipated to witness a surge in real estate activities.

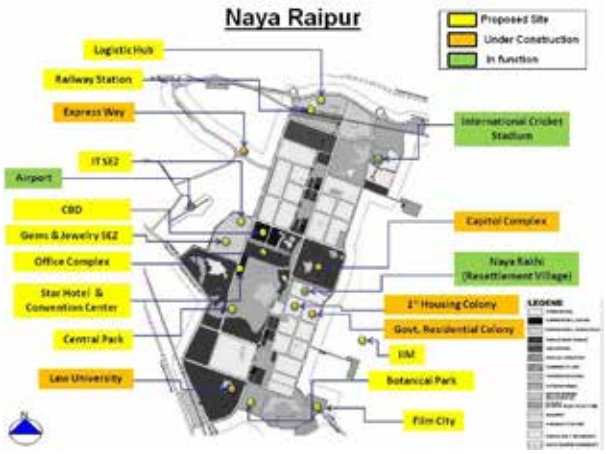
Improved accessibility is likely to lead to the establishment of new industrial zones, warehousing facilities, and residential projects, thereby boosting the local economy and generating employment opportunities. Additionally, the expressway will facilitate easier access to the Visakhapatnam Port, enhancing trade prospects for industries in the landlocked regions of Chhattisgarh and Odisha. Upon its expected completion in 2025, the Raipur-Visakhapatnam Expressway is set to transform the transportation landscape of central and eastern India. By significantly reducing travel time and improving road safety, it will enhance the efficiency of freight movement and provide a stimulus for regional economic development.

Raipur-Visakhapatnam Expressway (NH-130CD), Part of **Raipur-Visakhapatnam Economic Corridor(EC-15)**

BHARATMALA SCHEME



Development of Logistics Hub at Naya Raipur



Chhattisgarh was formed as a new state in 2000, with Raipur as its capital. Subsequently, the Government of Chhattisgarh (GoCG) decided to develop a new capital city, "Naya Raipur," over an area of 8,000 hectares (20,000 acres) adjacent to Raipur and established the Naya Raipur Development Authority (NRDA) to oversee its planning and implementation. NRDA prepared a Detailed Master Plan under the Town & Country Planning Act, 1973, designating different zones for residential, commercial, recreational, and light industrial purposes, which has been approved by GoCG for phased development. The NRDA Master Plan includes provisions for a dedicated Logistics Hub, and NRDA is inviting proposals from eligible developers for its development on a Build-Operate-Transfer (BOT) basis. The proposed project will cover an area of 40.46 hectares (100 acres) and is strategically located adjacent to NH-6 (Kolkata to Hazira) and the Raipur–Visakhapatnam broad-gauge railway line, allowing for railway siding connections. It will also be connected via a proposed expressway to NH-43 and is located close to Raipur Airport. RITES has recently conducted a pre-feasibility study for the site, including provisions for rail sidings and stations, and NRDA has applied for a rail siding at Mandir Hassaud, 2 km from the proposed site. This connectivity has been approved by the Ministry of Railways and announced in the Railway Budget, which is expected to have a positive effect on the logistics sector in the region. The Logistics Hub is envisaged as a well-developed facility catering to regional logistics needs. Suggested components include railway sidings, warehousing and storage facilities, a truck terminal, auto workshops and showrooms, recreational zones, green open areas, commercial establishments to support the logistics park, business centers and office space for service providers and agents, hotels, dormitories, and restaurants for drivers, fuel stations, and weigh bridges.

Developers are free to finalize the mix of components based on market assessment.

The region presents significant market potential. Agriculture is the primary sector, industries form the secondary sector, and other sectors contribute to tertiary logistics requirements. Large-scale industries such as Jindal Steel, Monnet Ispat, and BALCO generate strong demand for logistics facilities. Industrial centres like Durg and Bhilai, located just 50 km from the project site, handle substantial steel and iron production.

84% of Bhogapuram Airport Work Completed

The Alluri Seetharama Raju International Airport (ASRIA) at Bhogapuram is nearing its final stages of construction as 84% of works have been completed. Chief Minister N Chandrababu Naidu has instructed developer GMR to fast-track the project and ensure operations begin by June 2026. In response, GMR, working alongside L&T, has intensified efforts to deliver the airport ahead of the earlier December 2026 target.

Airport capacity and phases

Being developed by GMR Visakhapatnam International Airport Limited, the greenfield airport in Vizianagaram district is designed to initially handle six million passengers annually. Expansion plans include a second runway in the next phase and, eventually, facilities to accommodate 40 million passengers per year. On completion, ASRIA is expected to match global benchmarks and emerge as one of the premier international airports, serving as a gateway for North Andhra and the Godavari districts while accelerating economic development in the region. Connectivity to Bhogapuram Airport To complement speedy works of Bhogapuram Airport, the state government has revived the long-pending Beach Corridor project, which will reduce travel time between Visakhapatnam city and Bhogapuram to just 45 minutes. The proposed corridor includes a bridge over the Gosthani River at Mulakuddu and will link Visatkhapatnam Port through Bheemili to Bhogapuram. A Detailed Project Report worth Rs 2,800 crore for land acquisition and road expansion has already been finalised.

Adani Gangavaram port sets new depth record

Adani Gangavaram Port Limited (AGPL) has achieved a landmark feat in Indian marine operations by successfully berthing the deepest-drafted vessel in its operational history. The vessel, carrying 177,121 metric tonnes (MT) of bauxite consigned by Vedanta Limited, arrived with an 18.2-metre draft—surpassing AGPL's previous record of 18.12 metres. After completing cargo operations with precision, the vessel sailed out, setting a new standard for the port's marine capabilities. This operational success is more than a numerical milestone—it's a demonstration of AGPL's ability to deliver high-volume, high-complexity cargo handling with world-class efficiency. Such deep-draft handling requires robust marine infrastructure, advanced navigational capabilities and seamless coordination across port, pilotage and customer teams.

SEIL joins forces with VPL and HTPL to explore cargo terminal, logistics park

Steel Exchange India Limited (SEIL), a leading integrated steel producer in South India and owner of the SIMHADRI TMT brand, has signed a non-binding strategic collaboration agreement with Vizag Profiles Logistics Pvt. Ltd. (VPL) and Hind Terminals Pvt. Ltd. (HTPL) to explore the development of a General Cargo Terminal (GCT) and a Multi-Modal Logistics Park (MMLP) in Visakhapatnam. The partnership aims to strengthen cargo movement across coastal and inland routes. The parties will jointly assess opportunities

such as operating container trains from the proposed GCT, deploying domestic barges and containers for coastal shipping, and expanding rail-based inland transport for steel and general cargo. Plans also include evaluating the creation of end-to-end multimodal logistics solutions. The collaboration will leverage SEIL's ongoing GCT rail siding project, VPL's established regional logistics network, and HTPL's expertise in port-linked cargo handling.

Svitzer, Shipping Corp among 4 firms submit initial bids for green tug tender

Copenhagen-based towage and marine services provider Svitzer Group A/S is among four entities that have submitted initial bids for a tender issued by the state-run Paradip Port Authority to charter an electric green tug for 15 years under the government's Green Tug Transition Programme (GTTP). The other bidders include state-owned Shipping Corporation of India Ltd (SCI), Kolkata-based Ripley Group, and Industrial Handling Pvt Ltd, also headquartered in Kolkata. Harbour tugs, vital for port operations like berthing, unberthing, and ship assist functions, are considered ideal candidates for adopting green technologies, such as electric propulsion and alternative fuels, which can significantly cut emissions while maintaining operational efficiency. In August 2024, the Ministry of Ports, Shipping and Waterways launched the standard operating procedures (SOP) for the green tug transition programme to drive the transition from conventional fuel-based harbour tugs to greener, more sustainable alternatives, marking a major step in India's commitment to environmental sustainability and the advancement of its maritime sector. The GTTP is designed to phase out conventional fuel-based harbour tugs operating in state-owned major ports.

DP World unveils new rail link connecting Gujarat and Kolkata

DP World, one of India's leading private rail freight operators, has introduced two new domestic rail services linking Bhimasar and Hazira in Gujarat with Kolkata, West Bengal. The services aim to speed up cargo movement between western manufacturing hubs and key eastern trade centres, supporting the Make in India initiative and the government's PM Gati Shakti programme. The Bhimasar–Kolkata service will run twice a month with a transit time of eight days and a capacity of 90 TEUs. The Hazira–Kolkata service will also operate twice monthly, offering a seven-day transit time with the same capacity.

Hindustan Shipyard to establish first satellite shipyard in Andhra Pradesh

Hindustan Shipyard Limited (HSL), an 85-year-old defence public sector enterprise based in Visakhapatnam, is preparing to establish its first satellite shipyard in Andhra Pradesh. Potential locations under consideration include Mulapeta in Srikakulam district and Kakinada port. Former HSL CMD Commodore Hemant Khatri (Retd) and his team have approached the state government seeking land allotment for the new facility. Following discussions with Chief Minister N Chandrababu Naidu, the proposal received a positive response.

National Waterway 57 sees first cargo run as Assam reboots river trade

India's National Waterway 57 on the Kopili River was officially operationalised on August 2, 2025, marking a historic revival of intrastate waterborne freight movement in Assam after more than a decade. The inaugural cargo trial featured the self-loading vessel MV V.V. Giri, which transported 300 metric tonnes of cement from a central Assam factory along a 300-kilometre route spanning the Kopili and Brahmaputra Rivers (National Waterway 2). The journey, which took approximately 12 to 14 hours, concluded in Hatsingimari, located in South Salmara-Mankachar district of western Assam.

Freight train traffic on WDFC set to surge 65% with JNP link by December 2025

Freight movements on the Western Dedicated Freight Corridor (WDFC) are projected to rise by 65% once the final 102-km stretch connecting Jawaharlal Nehru Port (JNP) in Maharashtra is completed by December 2025. The 2,843-km Dedicated Freight Corridor (DFC) spans nine states, comprising the 1,506-km WDFC and the Eastern DFC (EDFC). While the EDFC is fully operational, 1,404 km—93.2%—of the WDFC is complete. Currently, the WDFC section through Gujarat runs Trucks-on-Trains services, moving 25 wagons loaded with Amul milk trucks from Palanpur to Rewari in just 10 hours.

APM Terminals Pipavav inks landmark contracts for next-generation liquid jetty

APM Terminals Pipavav has taken a decisive step toward delivering on its commitments from the Vibrant Gujarat Global Summit 2024, signing two major contracts for the construction of a state-of-the-art liquid jetty at Pipavav Port. The agreements, with L&T GeoStructure and Van Oord India Private Limited—both leaders in marine infrastructure—will bring to life a world-class liquid cargo handling facility set to significantly boost the port's capacity and capabilities.The project is poised to serve as a powerful catalyst for national and regional growth.

DPA Kandla invites bids for India's first port-based bio-methanol plant

The Deendayal Port Authority (DPA), Kandla, has issued a tender for the establishment of India's first port-based bio-methanol production facility on an Engineering, Procurement and Construction (EPC) basis, marking a major step in the country's maritime green energy transition. Planned with a capacity of 10 tonnes per day (TPD), or 3,500 tonnes per annum (TPA), the plant will use oxy-steam gasification technology to convert biomass into bio-methanol. The scope covers design, engineering, procurement, construction, commissioning, and product certification, with bidders required to outline plant life, warranties, capital expenditure, and operating costs. The move follows DPA's earlier call in May for turnkey proposals for a larger integrated plant of over 15,000 MTPA, and its February 2025 agreement with Bapu's Shipping Jamnagar Pvt. Ltd. to develop India's first bio-methanol bunkering facility, including a dedicated bunker barge, at Kandla Port.

BSM to launch its first methanol bunkering simulator to prepare seafarers for a low-carbon

As the maritime industry accelerates toward a low-carbon future, Bernhard Schulte Shipmanagement (BSM) has taken a pivotal leap by unveiling its first methanol bunkering simulator at the BSM Maritime Training Centre in Kochi, India. Developed in partnership with Wärtsilä, a global leader in maritime technology, this advanced platform is designed to equip seafarers with the practical skills and technical know-how needed to safely handle methanol—a promising clean fuel alternative. A complementary ammonia bunkering simulation module is slated for rollout in early 2026, reinforcing BSM's long-term strategy to enhance training capabilities and ensure readiness for a new fleet of low- and zero-carbon vessels. This initiative forms a cornerstone of the company's commitment to operational safety and environmental stewardship. The new simulator in Kochi is just the beginning. By the end of 2025, two additional methanol bunkering simulators will be commissioned at BSM's Maritime Training Centres in Poland and the Philippines, significantly expanding the company's ability to deliver high-impact alternative fuel training worldwide.

JNPA cargo throughput surges 12.86% in July

Jawaharlal Nehru Port Authority (JNPA), India's premier container gateway, reported a robust 12.86% year-on-year rise in total cargo throughput for July 2025, reaching 8.51 million tonnes, compared to 7.54 million tonnes in the same month last year. Container traffic at the port witnessed a substantial increase of 10.80%, with 668,336 TEUs handled during the month, up from 603,217 TEUs in July 2024. The surge was led by strong performance across most container terminals, particularly Bharat Mumbai Container Terminals Pvt. Ltd. (BMCT), which posted its highest-ever monthly container throughput, handling 231,104 TEUs — a 36.80% month-on-month jump.

- Terminal-wise container throughput in July 2025 was as follows:
- BMCT: 231,104 TEUs (+36.80% MoM)
- APM Terminals (APMT): 189,520 TEUs (+1.95%)
- Nhava Sheva International Container Terminal (NSICT): 109,977 TEUs (+10.42%)
- Nhava Sheva India Gateway Terminal (NSIGT): 91,819 TEUs (–5.75%)
- Nhava Sheva Freeport Terminal (NSFT): 45,227 TEUs (–9.72%)
- Nhava Sheva Distribution Terminal (NSDT): 689 TEUs (–45.66%)

Rail operations also recorded a notable uptick.

VOC port surpasses 15 million tonnes of cargo milestone ahead of schedule

In a major advancement for India's maritime logistics, V.O. Chidambaranar Port has surpassed the 15 million tonne milestone in cargo handling for the financial year 2025–26 as of August 3, 2025. This notable achievement arrives 11 days ahead of last year's corresponding date, underscoring robust operational performance and a sharp upward trajectory in trade activity. The port has also recorded a significant surge in container throughput, handling 2,98,107 TEUs (Twenty-foot Equivalent Units) by August 3—an impressive 9.75% increase compared to the 2,71,620 TEUs moved during the same period in the previous fiscal year. This early milestone reflects the port's growing role in enhancing regional trade efficiencies and its contribution to strengthening India's maritime infrastructure. Key commodities driving this surge include coal, limestone, salt, rock phosphate, edible oil, and construction materials. Increased export activity from major industrial hubs like Tirupur, Coimbatore, and Karur has also contributed significantly to the port's container throughput. A major boost to bulk cargo handling has come from the recent operationalization of North Cargo Berth-III, which was dedicated to the nation by Prime Minister Narendra Modi during a function held at Tuticorin on July 26, 2025. This new facility is expected to enhance the port's capacity and efficiency further.

Toyota Kirloskar renews export agreement with Kamarajar Port

Toyota Kirloskar Motor has renewed its long-term logistics agreement with Kamarajar Port near Chennai, reinforcing the port's role as a key link in the automaker's global supply chain. The new 10-year pact, running from April 2025 to March 2035, will see Toyota continue using the port's roll-on/roll-off (Ro-Ro) terminal for automobile exports and imports at concessional wharfage rates. The extension comes as Toyota ramps up international shipments of its India-made Urban Cruiser Hyryder and other models to over 20 countries. The agreement was signed in the

presence of Chennai Port Authority and Kamarajar Port chairman Sunil Paliwal, and KPL managing director Irene Cynthia. Strategically positioned on India's east coast, Kamarajar Port has become a vital automotive export hub for southern carmakers, offering strong road and rail connectivity to manufacturing centres in Chennai, Bengaluru, Hosur, Coimbatore, and Salem. Its general cargo berth—capable of handling the largest car carriers—features a 3.7 lakh sq.m backup yard, the biggest automobile parking facility at any Indian port, with capacity for 25,000 vehicles. Since 2012, Toyota has shipped over 180,000 vehicles through KPL.

CUMTA considers water metro linking ECR and Napier bridge

In a bid to diversify Chennai's transportation ecosystem and amplify its tourism potential, the Chennai Unified Metropolitan Transport Authority (CUMTA) is assessing a bold new proposal: a water metro system inspired by Kochi's successful model. As part of the city's Comprehensive Mobility Plan, CUMTA has outlined a 53-kilometre water-based transit corridor connecting East Coast Road (ECR) to Napier Bridge. Designed to harness Chennai's coastal and inland waterways, the project aims to offer a sustainable and scenic alternative to road-based travel. As part of its broader efforts to promote low-emission transportation and ease road congestion, CUMTA is considering the deployment of electric or hybrid ferries for its planned water metro corridor. A detailed feasibility study is currently underway to evaluate navigability, environmental impact, and overall cost-efficiency of the initiative. While the concept of water-based transit isn't new to Chennai, past proposals over the last decade have consistently focused on rejuvenating vital waterways, including the Adyar and Cooum rivers, Buckingham Canal, and the Kosasthalaiyar river. Notably, a comprehensive project report had previously been prepared under the National Waterways initiative, aiming to incorporate parts of National Waterway 4 (NW-4) into an inland water transport framework. The renewed interest in leveraging these aquatic arteries could mark a turning point for Chennai's urban mobility, blending heritage, sustainability, and innovation.

Sanmar Shipping forays into crude oil transportation business

Sanmar Shipping Ltd, part of the Chennai-based Sanmar Group, has made its debut in the crude oil transportation sector with the acquisition of a Very Large Crude Carrier (VLCC) from the second-hand market for about $50 million. This move makes it only the second Indian fleet owner, after state-run Shipping Corporation of India Ltd (SCI), to operate an oil supertanker. The 321,000-deadweight tonne (DWT) vessel, formerly named Maran Canopus and owned by Athens-based Angelicoussis Shipping Group Ltd, has been renamed Sanmar Herald and registered under the Indian flag—signalling the company's entry into the crude oil trade.

CONCOR starts direct export container service from Chennai to Jebel Ali

Container Corporation of India Ltd. (CONCOR) has flagged off its first export shipment in CONCOR-owned containers from Chennai Port to Jebel Ali, UAE, marking a major step in expanding its global logistics presence. The inaugural shipment of four TEUs was loaded on MV Whutthi Bhum on August 1, 2025, establishing a new trade route connecting Chennai with key destinations across the Middle East and the Far East, including China.

East Coast Container Terminal Volumes

April 24- March 25

TERMINAL	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	TEUs	% SHARE	AVG
AECTPL - Adani - Ennore	55312	58975	62183	49343	60163	58414	48238	58850	58165	49962	62944	52833	675382	2.7%	56282
AKCT - Adani - Krishnapatnam	4266	3506	9827	2569	0	0	0	0	0	0	0	0	20168	0.1%	1681
AKPPL - Adani - Kattupalli	68531	63617	81034	69101	79274	75796	56187	61256	68095	74260	66186	65409	828746	3.4%	69062
BKCT - PSA - Kolkata	49296	0	49667	52139	50348	52462	41559	50597	47750	47906	43345	45531	530600	2.2%	44217
CCTL - DPW - Chennai	96245	71287	67276	69940	78161	68636	72720	54675	87174	84355	69360	79476	899305	3.7%	74942
CITPL - PSA - Chennai	66160	64269	70357	0	88731	74749	83695	65427	90027	85954	70344	75449	835162	3.4%	69597
DBGT - ABG - Tuticorin	56676	53345	52620	54727	61764	52971	51642	48384	48505	53375	43206	56920	634135	2.6%	52845
HICT - JMB - Haldia	9222	6843	14686	17438	17005	15041	13522	15231	20087	20113	15212	15620	180020	0.7%	15002
KCTPL - PSA Bothra-Kakinada	1856	864	851	1076	743	902	935	2526	1487	2445	688	859	15232	0.1%	1269
KPD - Kolkata Port Docks	299	484	560	699	485	689	406	527	401	354	375	327	5606	0.0%	467
PICT - JMB - Paradip	2023	2032	2262	2421	2052	3145	1859	1357	1928	2251	2386	3277	26993	0.1%	2249
TCT - PSA - Tuticorin	9976	12400	10713	12496	10500	13500	10711	5838	11825	20673	20410	19018	158060	0.6%	13172
VCT - JMB - Vizag	58640	70539	65379	58372	53368	43945	44792	48494	50772	45205	38021	40468	617995	2.5%	51500
TOTAL TEUs	**478502**	**408161**	**487415**	**390321**	**502594**	**460250**	**426266**	**413162**	**486216**	**486853**	**432477**	**455187**	**5427404**	**22.1%**	**452283.6667**

April 25- June 25

TERMINAL	APR	MAY	JUN	TEUs	% SHARE	AVG
AECTPL - Adani - Ennore	40116	52731	65187	158034	2.5%	52678
AKPPL - Adani - Kattupalli	61076	68761	57440	187277	2.9%	62426
BKCT - PSA - Kolkata	52104	50189	55010	157303	2.4%	52434
CCTL - DPW - Chennai	84553	79837	72389	236779	3.7%	78926
CITPL - PSA - Chennai	75233	88228	82829	246290	3.8%	82097
DBGT - ABG - Tuticorin	43321	48578	52374	144273	2.2%	48091
HICT - JMB - Haldia	12545	13723	15052	41320	0.6%	13773
KCTPL - PSA / Bothra - Kakinada	324	1414	368	2106	0.0%	702
KPD - Kolkata Port Docks	483	326	220	1029	0.0%	343
PICT - JMB - Paradip	1881	1748	2303	5932	0.1%	1977
TCT - PSA - Tuticorin	24198	20544	19838	64580	1.0%	21527
VCT - JMB - Vizag	46212	43332	53028	142572	2.2%	47524
TOTAL TEUs	**442046**	**469411**	**476038**	**1387495**	**21.5%**	**462498.3333**

Port-Wise Dry Bulk & Liquid Cargo Throughput

CARGO THROUGHPUT (QTY IN MILLION METRIC TONNES) (Apr-Jun 2025)				
PORT	LIQUID CARGO		BULK CARGO	
	QTR '25-26	QTR '24-25	QTR '25-26	QTR '24-25
PARADIP	10.62	9.41	27.25	
HALDIA	2.26	2.28	5.04	
VISAKHAPATNAM	6.27	5.94	11.53	
KRISHNAPATNAM	0.40	0.47	15.00	
CHENNAI	4.25	3.67	0.95	
ENNORE	0.95	0.80	6.70	
TUTICORIN	0.34	0.33	5.88	
KAKINADA	0.42	0.37	3.17	
GANGAVARAM	0.00	0.00	7.74	
BUDGE BUDGE	0.11	0.14	0.00	
KOLKATA	0.02	0.02	0.03	
KATTUPALLI	0.17	0.15	0.15	
DHAMRA	0.00	0.15	0.55	
DIAMOND HARBOUR	0.00	0.00	0.15	
CUDDALORE	0.06	0.06	0.00	
SAGAR ROADS	0.00	0.00	0.03	
GOPALPUR	0.00	0.00	0.18	
HAVELOCK	0.00	0.00	0.08	
Grand Total	**110.16**	**110.50**	**143.96**	

Containers Handled at Major Ports (April - July 2025)

4.83 mn TEUs, accounts for 23.7% (69.52MT) of total cargo volume handled

~11.18 growth in containers handled at Major ports in **Apr-July 2025** than **April-July 2024**

~4.60 growth in containers handled at Major Ports in **July 2025** than **June 2025**

Growth Drivers

JNPA (14.3%), DPA (36.76%), SMPA (25.59) and ChPA (16.43%) witnessed growth in **Apr-July 2025** than in same period last year

Growth Constraints

VPA (-17.79%), KPL (-5.13%) and ChPA (-8.74%) witnessed decline in cargo volume Apr-July 2025 than in same period last year

Ministry of Ports, Shipping and Waterways
Ports Wing
Form No. K1.2.5- Abstract - Container (Million TEUs)
As on 31st July 2025
For the Month of August 2025

Sl.No	PORT	Last Fiscal year Break Up			Current Fiscal year Break Up			% Growth		Ranking	
		Till Last Month	Current Month	YTD	Till Last Month	Current Month	YTD	MoM Growth	YoY Growth*	w.r.t (I) YoY	w.r.t (J) YoY
(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
1	JNPA	1.69	0.60	2.29		0.67	2.62	8.44%	14.32%	4	4
2	ChPA	0.41	0.15	0.05	0.49	0.16	0.65	0.00%	16.43%	6	3
	SMPA - Total	0.18	0.07	0.25	0.23	0.09	0.32	4.94%	25.59%	5	2
3	SMPA-K	0.15	0.05	0.21	0.19	0.07	026	4.69%	24.27%		
	SmPA-H	0.03	0.02	0.05	0.05	0.02	0.06	5.88%	31.25%		
4	VOCPA	0.20	0.07	0.27	0.21	0.08	0.29	14.08%	9.06%	3	6
5	CoPA	0.21	0.07	0.29	0.20	0.07	0.26	-19.75%	-8.74%	10	9
6	KPL	0.18	0.06	0.23	0.16	0.06	0.22	0.00%	-5.13%	7	8
7	VPA	0.20	0.06	0.25	015	0.06	0.21	16.98%	-17.79%	1	10
8	DPA	0.10	0.03	0.14	0.14	0.04	0.19	-14.00%	36.76%	9	1
9	NMPA	0.04	0.02	0.06	0.05	0.02	0.07	16.67%	13.56%	2	5
10	PPA	0.01	0.00	0.01	0.01	0.00	0.01	0.00%	0.00%	8	7
	Total	**3.21**	**1.14**	**4.35**	**3.58**	**1.25**	**4.83**	**4.60%**	**11.18%**		