



Quote

“

Andhra Pradesh has the geography, the intent, and the will. With your partnership, we will build the most efficient, green, technology-driven logistics hub on India's East Coast—creating prosperity for our people and competitiveness for our businesses.



Sri N Chandrababu Naidu

Hon'ble Chief Minister,
Andhra Pradesh

Andhra Pradesh Charts Roadmap to Become India's Premier Logistics Hub



At the East Coast Maritime & Logistics Summit 2025, Hon'ble Chief Minister of Andhra Pradesh Shri. N. Chandrababu Naidu, outlined a bold vision to position the state as India's foremost logistics and maritime hub on the East Coast. Addressing industry leaders, port and airport operators, financiers, logistics firms, technology partners, and international collaborators, he emphasized logistics as a nation-building lever linking infrastructure, industry, technology, skills, and sustainability.

India's Growth, AP's Opportunity

With India set for its next economic leap, Andhra Pradesh is aligning itself to build an integrated, future-ready logistics ecosystem that reduces costs, boosts reliability, and creates high-quality jobs. Leveraging its long coastline, demographic dividend, and reform-driven governance, the state aims to emerge as a competitive global trade gateway.

Strategic Vision

The Chief Minister set a clear “North Star”: to make Andhra Pradesh the No.1 logistics and maritime hub on India's East Coast, enabling trade with East Asia, the Middle East, and beyond while catalyzing industrial growth in AP and the wider hinterland.

Guiding Principles

The roadmap rests on six core principles—zero-defect, zero-delay execution; entrepreneurship and employment generation; continuous skilling; sustainability and water security; deep technology adoption; and transparent, stable governance to crowd-in private investments.

Infrastructure Blueprint

Ports & Coastline: AP currently operates six ports, with four greenfield ports planned by FY

2046. The state envisions a port or harbour every 50–100 km, backed by mechanization, containerization, and coastal shipping corridors.

- **Airports & Air Cargo:**

With seven operational airports (three international), new greenfield airports at Bhogapuram and Amaravati are in progress. The state is also advancing freighter connectivity, cold-chain exports, and exploring drone-based logistics corridors powered by hydrogen and electric systems.

- **Rail, Road & Inland Waterways:**

AP is strengthening highway networks, grade-separated corridors, and multimodal connectivity to integrate with freight corridors, RSR services, and inland waterways.

Technology & Green Growth

AP will be “digital by default”—enabling real-time visibility, gate automation, predictive analytics, and unified data for seamless cargo movement. The state also pledged green growth by scaling renewable power, building green hydrogen and ammonia terminals, and promoting sustainable shipbuilding, repair, and recycling.

Closing Commitment

Reaffirming a transparent, execution-first governance model, the Chief Minister assured policy clarity, single-window facilitation, and catalytic co-investments. Progress reviews will be held every six months for the next 4–5 years.

TOTAL NUMBER OF
PARTICIPANTS IN ECMLS EVENT

340

COUNTRY PARTICIPATION

4

NEPAL, SRI LANKA,
SINGAPORE AND AUSTRALIA





CEO Roundtable at ECMLS 2025: Industry Leaders Share Vision for Andhra Pradesh

Andhra Pradesh Chief Minister Sri N Chandrababu Naidu chaired the CEO Roundtable on September 2 during the East Coast Maritime and Logistics Summit (ECMLS) 2025, jointly organised by GFST and Maritime Gateway at Varun Beach, Novotel Hotel, Visakhapatnam. He interacted with CEOs, senior bureaucrats, and public representatives.

Ramprasada Ravi

Editor and Publisher, welcomed the Chief Minister and introduced 62 CEOs from the maritime and logistics sectors, urging leaders to share suggestions to make Andhra Pradesh a global logistics hub.



Amit Malik

CEO, Adani Gangavaram Port Ltd, said Adani operates Gangavaram and Krishnapatnam ports, targeting 9200 MT throughput this year. He sought state support for road connectivity alongside central support for rail. He urged access to Nepal cargo under the India-Nepal RSA treaty central support for rail.



Capt. Deepak Tewari

CEO, MSC India & Chairman, CSLA, said shipping lines see a huge opportunity in shipbuilding, ship repair, and dry docking in Andhra Pradesh. He suggested allocating 200–300 acres for manufacturing quay cranes and terminal equipment, currently imported from China. He also highlighted prospects in ship recycling, turning scrap steel into a “green cycle.” He proposed rail-road connectivity between Vadhvan Port and an AP port to create a land bridge system.



Capt. Vivek S Anand

President, Seabird Marine Services proposed creating a maritime think tank and a network of marinas to generate employment and revenue.



Ravikanth Yamarthy

CEO, Logistics Sector Skill Council of India suggested setting up a logistics university in AP to integrate vocational and academic programmes. He highlighted driver shortages, urging the government to establish driver training centres.



Capt. Alpesh Abhay Sharma

COO, J M Baxi Ports & Logistics, said Vizag Container Terminal can be a gateway for Far East cargo to North India if rail connectivity improves. He urged resolving policy issues preventing Bangladesh cargo from reaching Vizag. He noted World Bank data that every 1,000 containers create 9–11 jobs, and Vizag has 1 million TEUs spare capacity.



Ketan Kulkarni,

MD & CEO, Allcargo Gati Ltd said his ₹20,000-crore group operates in 180 countries and is committed to AP, where it runs 1 million sq. ft of warehousing. He praised the state’s logistics vision.



Dr Sharmila Amin,

MD, Bertling Logistics India Pvt Ltd highlighted her role in freight forwarding within project logistics, particularly for large-scale infrastructure projects such as refineries and power plants. She emphasized that her primary concern lies in improving connectivity to the state.



Ashish Rajgarhia

Executive Director, Essar Ports said Essar, with 60 MTPA capacity across India, UK, and Indonesia, is keen to reinvest in Andhra Pradesh. The company is also venturing into green fuels and EVs to transform logistics.



Dr G Sambasiva Rao

MD, Sravan Shipping Services Pvt Ltd, said his group operates three CFSs and is the largest in warehousing. He advocated for women in logistics and an air cargo facility in Vizag. He also urged Industrial Area Local Authority (IALA) status for AP ports.



Vijoy Kumar Singh

Director, CONCOR, said they are expanding terminal and warehousing, as well as first mile and last mile connectivity solutions in AP.



David Eggleston

Deputy Consul-General, Australian Consulate General, Chennai, said that Australia and India are working under a framework agreement with strong complementarities, particularly in entrepreneurship and joint initiatives. He identified skills development as a key area, noting that several Australian institutions are keen to collaborate in the maritime sector.



Sanjiv Edward

Group CEO, Cargo & Logistics, GMR Airports, sought amendments to the open skies policy to allow foreign airlines “double-dipping” into AP airports. He emphasized the need for integrated multimodal logistics hubs connecting Bhogapuram Airport, Vizag Port, and industrial corridors, comparable to Dubai and Singapore. He also recommended irradiation facilities near airports for mango exports and aqua quarantine centres for shrimp imports.



Satish Lakkaraju

CEO, NexGen Logistics, urged industry status for logistics and open sky policy to attract global carriers and investments. He emphasized the potential of drones in cargo delivery, stating that hydrogen-powered drones can make operations both sustainable and cost-effective. Without traffic constraints, drones can complete more sorties, improving efficiency in the logistics sector. He added that his company, Garuda Vega, is keen to adopt drone-based logistics solutions and is ready to collaborate with the Andhra Pradesh government to advance this initiative.



Capt. Nishit Joshi,

SVP, CFSAI speaking on behalf of Hind Terminals, a part of the Sharaf Group, Dubai, highlighted the company’s commitment to expanding its footprint in India’s logistics sector. He noted that Hind Terminals currently operates multiple logistics parks across the country and has identified strategic locations in Andhra Pradesh for future investments to develop a modern logistics park.





ECMLS 2025 Day 1: East Coast Opportunities and Regional Trade Connectivity



From L to R: **Sameer Bhatnagar**, Global Head of Ports, KPMG India, **Tarkesh Tiwari**, Vice President, Essar Ports Limited, **Sagar Kadu**, Director (Logistics Division) DPIIT, Ministry of Commerce and Industry, GoI, **C M Muralaiah Nair**, India Area Director, Unifeeder Group, **Shouvik Mandal**, CEO, Apeejay Infra Logistics

The first panel discussion, titled **“Opportunities and Challenges on the East Coast”**, underscored the region's potential as a logistics and maritime growth hub, with emphasis on coastal shipping, port diversification, and enabling policy frameworks. While coastal trade is expanding, it currently accounts for only 7–8% of India's cargo

movement, far below its potential. To scale up to 18–19%, the sector requires stronger infrastructure, seamless multimodal connectivity, and sustained policy push. Positioned as India's energy corridor, the East Coast must build on bulk cargo strengths while boosting containerized trade.



From L to R: **Rajan Sharma**, General Secretary Nepal India Chambers of Commerce and Industry, **Capt Sudeep Banerjee**, Senior Vice President & Terminal Head Visakh Container Terminal, **Mohan Kumar**, Chief Executive Officer Sical Multimodal And Rail Transport Ltd, **Anita Barik**, IRTS Cluster Head Container Corporation of India, **Ashish Gajurel**, Executive Director Nepal Intermodal Transport Development Board, **Nareish Kumar Aggarwal**, Sr Vice President Nepal Freight Forwarders Association, **Ted Muttiah**, Chief Commercial Officer South Asia Gateway Terminals (Pvt) Ltd, **N Krishna Kumar**, Senior Vice President - South Region MSC Agency (India) Pvt Ltd

A parallel session titled **“Cargo Movement across Borders: India, Nepal, Sri Lanka”** brought together senior representatives from government, industry, and trade to deliberate on regional connectivity and trade facilitation. The session examined cargo movement challenges across South Asia, particularly along the India–Nepal and India–Sri Lanka corridors, while also exploring future opportunities. Speakers identified bottlenecks in

customs processes, restrictive policies, and gaps in multimodal connectivity as major hurdles to seamless cargo flows. The discussion underscored the pressing need for harmonized regulations, infrastructure development, and enhanced bilateral and multilateral cooperation to improve efficiency, lower logistics costs, and unlock South Asia's trade potential.



From L to R: **Ramprasad Ravi**, Editor & Publisher, Maritime Gateway, **Praveen Adithya C.V.**, IAS, CEO, AP Maritime Board, **Akash Singla**, IRS, Joint Commissioner, Customs House of Visakhapatnam, **Dr G Sambasiva Rao**, Managing Director, Sravan Shipping Services Pvt Ltd, **Capt Alpesh Abhay Sharma**, COO | Container Business J M Baxi Ports & Logistics, **G Gayatri**, IRTS, Area Head - Southern Region Container Corporation of India, **Durgesh Kumar Dubey**, IRTS, Vice Chairman, Visakhapatnam Port Authority, **Amit Mallik**, CEO Adani Gangavaram Port Ltd, **Ravikanth Yamarthy**, CEO, Logistics Sector Skill Council of India,

The panel discussion titled **“Andhra Pradesh Special Session — Global Logistics Hub”** highlighted efforts to strengthen the East Coast logistics ecosystem by driving efficiency, enhancing connectivity, aligning policies, and building skilled manpower. Ports in Andhra Pradesh are modernizing operations with technology and automation, while the AP Maritime Board is pushing for integrated port-led infrastructure development.

CONCOR is expanding multimodal capacity, and Customs is advancing digital systems to streamline processes. Shippers stressed the need for cost efficiency, predictability, and availability of empties, with pilot projects proposed. A 90–180-day action agenda includes coastal loops, reliable rail, customs fast lanes, unified platforms, and skilling initiatives.



From L to R: **Samir J Shah**, Director, Jeena & Company, **Amlan Bora**, Chief Representative South Asia, Port of Rotterdam, **Vijoy Kumar Singh**, Director - International Marketing & Operations, Container Corporation of India, **Ketan Kulkarni**, Managing Director & Chief Executive Officer, Allcargo Gati Ltd, **Sunil Vaswani**, Executive Director, Container Shipping Lines Assn, **Lalit Bohra**, IRTS, Divisional Railway Manager, Waltair Division, Indian Railways, **Capt Vivek Anand**, President, Seabird Marine Services Pvt Ltd

The plenary session **“Transforming Coastline into Global Trade Lifeline”** stressed reducing India's logistics cost from 14% of GDP through partnerships and green initiatives. CONCOR outlined CFS, MMLP, and sustainable equipment expansions. Panelists highlighted

inland inefficiencies over port numbers, urging a national strategy. MSC India emphasized leveraging the 7,000 km coastline with hub-and-spoke models, connectivity, and low-carbon logistics.



ECMLS 2025 Day 2: Air Cargo, Digital Transformation, and Global Trends in Ports & Terminals



From L to R: **Tummalapalli Ravi Kumar**, Managing Director, Envirotainer, **Satish Lakkaraju**, CEO, NEXGEN Logistics, **Burra VR Vijay Bhaskar**, Director, SCM Pfizer Healthcare India Limited, **Avinash Razdan**, CEO, Delhi Cargo Service Center Pvt Ltd **Sanjiv Edward**, CEO - Cargo and Logistics GMR Group, **Sushil Dugar**, COO, [Logistics Services] Balmer Lawrie & Co. Limited

The second day of ECMLS opened with a panel discussion titled **"Air Cargo; Cold Chain; Pharma Logistics"**, which examined India's potential to emerge as a leading global cargo hub by addressing infrastructure gaps, policy hurdles, and digitalization needs. Panelists compared India's trajectory with global benchmarks such as Singapore and Dubai, stressing the urgency of building certified pharma and cold chain hubs and developing seamless multimodal corridors connecting airports, seaports, ICDs, and CFSs to enhance efficiency and global competitiveness. The discussion emphasized that pharma and perishable logistics require highly specialized solutions, including minimizing handling points, ensuring cost-effective and innovative packaging, developing runway-adjacent warehousing for quick transfers, and facilitating night-time exports to maximize global reach. Digital visibility was underscored as a game changer,

with calls for real-time tracking, IoT-enabled monitoring, and a nationwide Cargo Community System to strengthen transparency, reliability, and customer confidence. Despite the promise, significant policy bottlenecks remain. Panelists highlighted disparities in GST, high power tariffs, inadequate industry recognition, and restricted access to credit as barriers that must be addressed through urgent reforms, targeted incentives, and a unified tax framework. In addition, geopolitical disruptions have opened opportunities for India to serve as a neutral and reliable hub, provided reforms are implemented. Expanding the Open Sky Policy, promoting tier-2 and tier-3 airport development, and ensuring robust cold chain investments were seen as vital next steps. The session concluded that government-industry-technology collaboration and bold reforms are essential to secure resilient supply chains and elevate India's role in global logistics.



From L to R: **Sridhar Seshadri**, Director, Global Foresight & Innovation, GFST, **Vinay Koka**, Head of Sales & Partnership ISC, ODeX Global, **Surendra Linga Reddy**, Founder & CEO, Volteo Maritime, **Abhishek Baheti**, Co Founder & CBO MatchLog Solutions

The second panel discussion, **"Smart Logistics – How AI and IoT are Transforming Logistics"**, brought together eminent speakers to explore how technology and policy can reshape supply chain efficiency and resilience. The session emphasized bridging gaps between academia, startups, and industry to accelerate the adoption of digital innovations. MatchLog Solutions showcased its platform that cuts empty container runs by matching import containers with export demand, reducing both costs and emissions. Already handling over 5,000 containers monthly, the platform is powered by AI-based surveys and a repository of more than 35 million images. Volteo Maritime highlighted the digitization of port operations through computer vision, OCR, and AI tools to reduce paperwork, enhance compliance, and shorten vessel turnaround times, supported by advances in ship connectivity and computing power. ODEX Global presented its digital documentation and payment

platform, which processes ₹60–70 crore daily, and unveiled an AI-driven email-reading tool to automate filing processes for greater speed and accuracy. Panelists stressed the need for driver-first design, transparency, and trust-based standards to minimize repetitive documentation. They pointed to digital twins, smart lockers, and electronic bills of lading (e-BLs) as transformative solutions for global trade. Audience interactions revealed massive inefficiencies—nearly \$90 bn wasted annually on empty container repositioning—while also raising concerns over AI adoption, Red Sea disruptions, and digital security. Policy recommendations included standardized digital infrastructure, validate-once-reuse systems, R&D incentives, and structured stakeholder engagement. The session concluded that collaborative innovation and proactive government support are essential for scaling digital transformation.



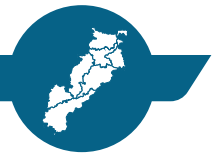
The third and final panel discussion of Day 2, titled **"Global Trends in Ports and Terminal Management"**,

brought together distinguished industry leaders to share insights on evolving practices shaping the

maritime and port ecosystem. The session featured **Chantharan Ramasamy**, Country Manager – Singapore, CAVOTEC, who provided perspectives on advanced technologies and automation driving smarter, greener port operations. **Avinash Kalse**, Head of HSSE (Health, Safety, Security & Environment), APM Terminals, emphasized the growing importance of safety, sustainability,

and resilient terminal operations in a rapidly changing global trade environment. **Ravikanth Yamarthy**, Chief Executive Officer, Logistics Sector Skill Council of India, highlighted the urgent need to build a skilled workforce aligned with future-ready port and logistics requirements. Collectively, the panel examined global best practices and their relevance to India's ports sector.





Haldia dock complex achieves historic milestone



Haldia Dock Complex (HDC) marked a landmark achievement with the successful berthing of MV SITC ZHI at its container terminal during the morning tide. The vessel, with a draft of 9.20 metres and a Length Overall

(LOA) of 171.90 metres, is the deepest-draft container ship ever handled at HDC since its inception. This milestone underscores HDC's enhanced marine capabilities and operational efficiency, enabling the port to accommodate larger

container vessels and reinforcing its role as a vital gateway for global trade. The successful handling of MV SITC ZHI stands as a testament to the skill and dedication of HDC's Marine Department and operational teams, whose expertise made the achievement possible. HDC continues to invest in upgrading its infrastructure and services to meet the growing demands of international maritime trade, further strengthening its position as a key hub in India's logistics and supply chain network.

AMTOI-ERC hosts annual logistics seminar in Kolkata

The Association of Multimodal Transport Operators of India (AMTOI) held its managing committee meeting at Kolkata, hosted by the Eastern Region Chapter (ERC), followed by its Annual Seminar on Logistics on Wednesday, 03-September-2025, at the heritage Tolly Club, Kolkata. The Annual Seminar saw a quality record-breaking gathering from the trade wherein Convenor Brij Lakhota welcomed all present. Brij Lakhota, convenor of the ERC, welcoming all present, said the eastern region of India holds a place of great strategic importance in our nation's logistics and supply chain landscape. With its unique geographical position, rich natural resources, vibrant trade routes, and access to both domestic hinterlands and international markets through



ports like Kolkata, Haldia, Paradip, and Vizag, the East is emerging as a logistics hub of the future. AMTOI President Arun Kumar spoke on the good work that AMTOI has been doing for the past 26 years in tandem with its extended board of 18 trade bodies. He informed that Amtoi remains in touch with the policymakers, and on matters relating to multimodalism, it forwards its suggestions to them in a timely

manner. He informed us that AMTOI is the only Pan-India association on multimodalism, and its various councils, such as the NVOCC Council, the Liquid Logistics Council, and the women's wing, are doing a wonderful job. President Arun Kumar in his speech, emphasized multimodalism and informed that AMTOI is the only body that caters to the benefits of MTO and promotes Indian flagship.

Board level appointment in Balmer Lawrie & Co. Ltd.

Balmer Lawrie & Co. Ltd., a Mini Ratna Category-I PSE under the Ministry of Petroleum & Natural Gas, GOI, has announced an important leadership change at the Board level. Romon Sebastian Louis has taken over as Director [Service Businesses] with effect from 22nd August 2025. Louis will be overseeing the logistics (Infrastructure, Services & Cold Chain) and Travel & Vacations

businesses of the Company. Prior to assuming charge as Director [Service Businesses], Louis served as the Executive Director [Logistics Infrastructure & Cold Chain] in the Company. Romon Sebastian Louis has been associated with Balmer Lawrie & Co. Ltd. for nearly three decades, having joined the organisation in 1998 at Chennai. He holds a Postgraduate degree in

Marketing & Sales Management and a Bachelor's degree in Commerce. Over the course of his distinguished 30-year career, Louis has consistently delivered outstanding performance across various roles. He has gained deep expertise and comprehensive industry knowledge in the logistics solutions sector, with a strong emphasis on logistics infrastructure.

Kolkata Port assures uninterrupted cargo movement for Nepal amid crisis

Shyama Prasad Mookerjee (SMP) Port, Kolkata, has pledged full support to ensure the smooth movement of Nepal's cargo despite the ongoing political turmoil in the neighbouring country. The assurance comes after Nepalese Prime Minister K. P. Sharma Oli resigned following massive anti-government protests, during which demonstrators vandalized the parliament building and attacked the residences of several top leaders, including President Ramchandra Paudel. SMP Port Deputy Chairman Samrat Rahi noted that Nepal is a significant user of Kolkata's port facilities for third-country trade, with most shipments transported by rail.

Green Energy Resources invests in two electric Liebherr LHM 550

Two LHM 550 mobile harbour cranes with four-rope configuration, 124-tonne SWL, electric drive and overpressure units are being delivered fully assembled for immediate deployment at berth EQ1A in Visakhapatnam, India. Strategic lifting capacity meets India's east coast logistics growth. The LHM 550s selected for this project are tailored for high-intensity bulk operations, combining a four-rope grab system with a 124-tonne safe working load to ensure optimal material flow and reduced cycle times.



Kandla port is set to become a bunkering hub

Kandla port is set to become a bunkering hub. The Deendayal Port Authority (DPA) in Kandla, Gujarat, has given the green signal to a ₹3,500 crore project to create e-methanol, a synthetic fuel. This step is taken to make Kandla a key bunkering hub for ships traveling between the Port of Rotterdam and Singapore in mind. According to DPA Chairman Sushil Kumar Singh, the port intends to supply e-methanol as bunker fuel for ships on this important international route. The reports predict that roughly 200 ships are expected to operate on that route by 2030, and they will need e-methanol as bunker fuel.

Container train operations begin from Rafaleshwar, Morbi

In a major boost to the logistics and ceramic industry, G-RIDE flagged off the first-ever container train from its newly developed Gati Shakti Cargo Terminal (GCT) at Rafaleshwar (GRGM), Morbi. The inaugural train was ceremoniously flagged off by the Container Corporation of India Ltd (CONCOR). Spread over 27 hectares, the Rafaleshwar terminal is strategically located in Morbi, widely regarded as India's ceramic capital. The facility is designed to provide cost-effective and efficient logistics support to both large and small-scale industries, enhancing export competitiveness and reducing turnaround times.

MSC Ivana sets draft record at JNPA's PSA Mumbai terminal



Jawaharlal Nehru Port Authority (JNPA) has set a new benchmark with the successful berthing of MSC Ivana, a container vessel carrying a draft of 16.35 meters, at PSA Mumbai's Bharat Mumbai Container Terminals (BMCT). This is the deepest-draft vessel

ever handled at JNPort, underscoring the port's growing ability to accommodate ultra-large container vessels (ULCVs). The berthing operation, led by Capt. Sudanshu Shekhar, showcased seamless coordination between JNPA's marine team and PSA

Mumbai. Officials said the achievement reflects JNPA's commitment to boosting operational efficiency, strengthening EXIM trade, and positioning India as a global maritime hub. With BMCT—the port's largest container terminal—continuously upgrading infrastructure and technology, JNPA is steadily attracting mainline services and reducing vessel turnaround times. Industry experts note that the milestone brings JNPA into the league of select Indian ports equipped to handle deep-draft, high-capacity ships, aligning with India's push to expand maritime logistics and enhance competitiveness in global trade.

CONCOR signs MoU with BPIPL to operate container terminal at Bhavnagar port

Container Corporation of India Ltd. (CONCOR) has signed a Memorandum of Understanding (MoU) with Bhavnagar Port Infrastructure Pvt. Ltd. (BPIPL) on 4th September, 2025 at New Delhi, to operate and maintain the upcoming Container Terminal at the northside of Bhavnagar Port in Gujarat. BPIPL has already executed an agreement with the Gujarat Maritime Board (GMB) in September 2024 for the development of this port infrastructure. Under the agreement, 235 hectares of land has been allotted to BPIPL on a 30-year lease, with a provision for future expansion



by an additional 250 hectares. This port facility is expected to play a crucial role in catering to the logistics needs of Central Gujarat, the Dholera Industrial Belt, and even extend services to customers in the National Capital Region (NCR). Under the terms of the MoU, CONCOR will act as the Container Terminal Operator. It will be

responsible for the operation, management, and marketing of the container terminal. This marks a significant strategic move for CONCOR as it ventures into port operations, aligning with its vision of forward integration. The detailed terms & conditions for the agreement are being finalised.

Mormugao port to deepen channel, redevelop berth 9 for Capesize vessels

With environmental clearances in place, Mormugao Port Authority (MPA) is set to launch a major dredging and redevelopment project to enhance the port's capacity and versatility. The four-year initiative will deepen the port's approach channel from 14.4 metres to nearly 20 metres, enabling it to accommodate Capesize vessels. "We plan to dredge our approach channel to 19.5 metres to allow Capesize vessels. The Centre is keen on developing deep-draft berths at major ports," said

MPA Vice-Chairman Vinayaka Rao. A consultant will soon be appointed to prepare a detailed project report, with government support being sought to accelerate progress. In parallel, MPA has secured approval to redevelop Berth 9, previously home to a mechanical ore handling plant, into a modern multi-cargo facility. A consultant has been engaged to design the berth with a "vision for the next 50 years," Rao added. Berth 9 is the last unmonetised berth at MPA. Earlier attempts to redevelop it along with three

barge jetties via the PPP route, at an estimated cost of ₹842 crore, were stalled due to uncertainties around the resumption of iron ore mining in Goa. Plans with Goa Shipyard Limited for a ship repair and refit facility also did not materialise. The port is now offering 200–250 metres of waterfront at Berth 9, previously used for iron ore handling for three decades. "We will seek approvals from the Government of India in September and expect all approvals by December-January", he said.



Adani's Kattupalli port handles record 35,000-tonne soda ash shipment



Adani Ports and Special Economic Zone (APSEZ) has achieved a new milestone at its Kattupalli Port near Chennai, discharging a 35,000-metric-tonne soda ash consignment—the largest of its

kind ever handled at an Indian port. The record operation reinforces Kattupalli's position as an emerging bulk cargo hub for South India, backed by mechanised handling systems,

dedicated warehousing and strong multimodal connectivity to industries across Tamil Nadu and neighbouring states. APSEZ said the achievement highlights the port's efficiency in managing high-volume cargo flows. The smooth execution demonstrates Kattupalli's capability to deliver speed and reliability for customers. The facility has become a key node in Adani's broader strategy to scale up India's maritime infrastructure and strengthen its integration into global supply chains.

VOC port sets record by handling longest-ever windmill blades

V.O. Chidambaranar (VOC) Port, Tuticorin, has set a new benchmark by successfully handling windmill blades measuring 89.50 metres — the longest ever received at the port. The blades, imported for Envision Energy India Pvt. Ltd., Pune, arrived onboard MV Bo Run Jiu Zhou from Qingzhou Port, China. The current consignment comprises 45 blades. The complex operation was carried out seamlessly through the coordinated efforts of:

- Parekh Marine Services Pvt. Ltd. – Ship Agent
- Pearl Shipping & Chartering – Stevedore



- NTC Logistics India Pvt. Ltd. – Customs House Agent & Transporter
- Port officials said the achievement highlights VOC Port's growing expertise and infrastructure capabilities in handling mega project cargo, especially in the renewable

energy sector. By successfully executing this landmark operation, VOC Port has reinforced its position as a preferred gateway for large-scale wind energy equipment imports, supporting India's clean energy transition.

SDHI & IMU sign MoU to launch maritime Centres of Excellence

Swan Defence and Heavy Industries Limited (SDHI), India's largest shipbuilding and heavy fabrication company, announced the signing of a Memorandum of Understanding (MoU) with the Indian Maritime University (IMU), the country's premier maritime academic institution. The partnership aims to accelerate maritime education, research, and skill development, and prepare the next generation of professionals for career opportunities across India's growing shipbuilding and heavy fabrication sectors. The MoU was signed by Rajeev

Nayyer, Advisor at SDHI, and Cmde. K. D. Joshi, Controller of Examinations at IMU, in the presence of Rajesh Kumar Sinha, IAS, Special Secretary, Ministry of Ports, Shipping and Waterways (MoPSW), Dr. Malini V. Shankar, IAS (Retd.) Vice-Chancellor of IMU, and other dignitaries. The ceremony took place during a thematic session hosted by IMU at its Chennai campus recently. The session served as a precursor to the mega global event India Maritime Week (IMW) 2025 by the Ministry of Ports, Shipping and Waterways.

Paradip port retains top spot in cargo handling for second year

Paradip Port, Odisha's only major port, has retained its No. 1 position in cargo handling for the second consecutive year, Chairman P.L. Haranadh credited the achievement to the resilience of port employees and strategic efforts in a challenging market. The eastern coast port has emerged as a key driver of India's maritime growth, winning multiple accolades, including the No. 1 Sagar Anklan certificate for bulk cargo handling and the "Major Port of the Year – Non-Containerised Cargo" award.

Vizhinjam port receives customs clearance for cargo operations

Adani Vizhinjam Port Company has secured preliminary approval from the Customs and Central Excise Department under the Union Finance Ministry to handle both export-import (EXIM) cargo and domestic trade at Vizhinjam Port. Final clearance from the Kochi Customs Commissionerate is expected soon, pending procedural formalities. The approval paves the way for Vizhinjam to launch EXIM trade, positioning it as a new gateway for global connectivity. Major customs broking firms active at leading Indian ports are preparing to set up offices at Vizhinjam, while a dedicated customs office has already started functioning in the port's utility building near the harbor.

Kamarajar Port becomes India's first hub for automobile transshipment

Kamarajar Port Limited (KPL) has achieved a milestone by becoming the first port in India to handle automobile transshipment operations. On 27 August 2025, the port managed its maiden consignment when 550 cars belonging to Mitsui O.S.K. Lines, Ltd. (MOL) Group were discharged at the General Cargo Berth from the car carrier m.v. Tourmaline Ace. The vehicles, shipped from Singapore, were placed at the GCB Transit Yard for onward movement.



Organised by



Supported By



Host State



Host Port



Infrastructure
Development
Partner



Strategic
Investment
Partner



Maritime
Development
Partner



Gold Sponsors



Ports and
Logistics

Adani Gangavaram Port



Ports and
Logistics

Adani Krishnapatnam Port

Silver Sponsors



Ports & Terminals
Partners



Bronze Sponsors



Cocktail & Dinner
Sponsor



Supporting Partners

