Government Approves Redevelopment of Berth No. 9 at New Mangalore Port to Boost Liquid Bulk Capacity and Maritime Efficiency

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In a major step towards augmenting India's port infrastructure and strengthening maritime logistics, the Hon'ble Minister of Ports, Shipping and Waterways has approved the proposal of New Mangalore Port Authority (NMPA) for the redevelopment of Berth No. 9 for handling liquid bulk cargo on a Public-Private Partnership (PPP) basis under the DBFOT model. The approval for implementation has been conveyed on 25th March 2026.

The project envisages the dismantling of legacy infrastructure and comprehensive redevelopment of Berth No. 9 to handle liquid bulk cargo such as crude oil, petroleum products (POL), and LPG. As part of the modernization, the berth draft will be enhanced from the existing 10.5 metres to 14 metres, with a future-ready design provision up to 19.8 metres, enabling the port to accommodate vessels up to 2,00,000 DWT, including Very Large Gas Carriers (VLGCs).

Highlighting the significance of the project, Union Minister of Ports, Shipping and Waterways Shri Sarbananda Sonowal said,"This transformative project is a reflection of the visionary leadership of Prime Minister Narendra Modi ji, under whom India's maritime infrastructure is being modernised at an unprecedented pace. By replacing ageing facilities with world-class marine infrastructure, enhancing cargo handling capacity to 10.90 MTPA, and enabling the handling of larger vessels including VLGCs, we are positioning our ports to meet future energy and trade demands while strengthening India's role as a global maritime leader."

With an estimated project cost of ₹438.29 crore, the redevelopment will be undertaken by a private concessionaire selected through an open competitive bidding process (single-stage, two-envelope system). The project will have a capacity of 10.90 MTPA, and the concessionaire will commit to a Minimum Guaranteed Cargo (MGC) of 7.63 MTPA by the 5th year of operations. The construction period is 2 years, with a concession period of 30 years, inclusive of construction.

The project is expected to deliver significant strategic and operational benefits. It will replace nearly 50-year-old structures with modern marine infrastructure designed for a 50-year structural life, ensuring long-term sustainability and resilience. The enhanced capacity will strengthen the port's ability to meet the growing regional demand for liquid bulk cargo, particularly energy commodities.

By enabling the handling of larger vessels and VLGCs, the project will improve economies of scale, reduce logistics costs, and enhance overall port competitiveness. Operational efficiency will be significantly improved through mechanisation, including the installation of high-capacity Marine Unloading Arms (MULAs) and automated mooring systems.

The project also incorporates advanced safety and compliance systems, including modern firefighting infrastructure, nitrogen generation skids, and integrated control systems to ensure safe handling of hazardous liquid cargo.

From a financial standpoint, the project will ensure stable and sustained revenue streams for the Port Authority through fixed royalty payments linked to cargo volumes, along with mandatory MGC commitments.

Strategically, the redevelopment will further reinforce New Mangalore Port's position as a key maritime gateway for the Karnataka and Kerala hinterlands, facilitating trade, supporting industrial growth, and enhancing energy supply chain resilience.

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