

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2704
ANSWERED ON 11.08.2026

**IMPLEMENTATION ROADMAP FOR THE CHENNAI-KAMARAJAR-
CUDDALORE PORT CLUSTER**

2704. SHRI KAMAL HAASAN:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) the major infrastructure projects identified for the Chennai - Kamarajar - Cuddalore Port Cluster under the Maritime Amrit Kaal Vision, 2047;
- (b) the project-wise investment, year-wise implementation timeline, capacity addition envisaged and performance benchmarks, including cargo throughput, turnaround time, logistics cost reduction, private investment mobilisation and export competitiveness; and
- (c) the measures taken to integrate the cluster with industrial corridors, multimodal logistics infrastructure and export-oriented manufacturing, along with the expected increase in cargo handling capacity and employment generation?

ANSWER

MINISTER OF PORTS, SHIPPING AND WATERWAYS
(SHRI SARBANANDA SONOWAL)

(a) to (c) Major Ports are under the administrative control of the Central Government whereas Ports other than Major Ports, also known as non-major or minor ports, are under the administrative control of the respective State Governments and their development falls within the State's jurisdiction and responsibility. Chennai Port Authority (ChPA) and Kamarajar Port Limited (KPL) are major ports, while Cuddalore Port is a non-major port under the administrative control of Government of Tamil Nadu.

Maritime India Vision 2030 envisions Chennai-Kamarajar-Cuddalore cluster to become Mega Port in the eastern coast by 2047. This cluster is targeted to achieve a cargo handling capacity of over 300 million tonnes per annum by the year 2047.

The key initiative of Government includes modernisation of ChPA and KPL, and investment in infrastructure connectivity such as rail and road linkages. In respect of ChPA, the major initiatives contributing towards capacity and connectivity enhancement include Chennai Port-Maduravoyal Elevated Road Connectivity Project and the Multimodal Logistics Park at Mappedu. The details of capacity augmentation and infrastructure

development projects undertaken by KPL to enhance port capacity and improve logistics efficiency are at **Annexure**.

Tamil Nadu Maritime Board has informed that the role of Cuddalore Port in the cluster is limited and at present, no proposal is under consideration with the Government of Tamil Nadu for development of the Chennai-Kamarajar-Cuddalore cluster.

Annexure

The detail of capacity augmentation and infrastructure development projects undertaken by Kamarajar Port Limited are as under:

SL. NO.	PROJECT	CAPACITY ADDITION (MTPA)	COST (₹ CRORE)	TIMELINE
1.	CAPITAL DREDGING PHASE VI	NA	513.83	COMPLETED
2.	COAL BERTH-3	9	261.05	COMPLETED
3.	IOCL CAPTIVE JETTY	3	921	2026
4.	CONTAINER TERMINAL PHASE-I STAGE-II	11.58	558	2026
5.	COAL BERTH-4	9	292.21	2027
6.	SECOND CONTAINER TERMINAL (DBFOT)	38.60	4500	2029
