

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 310
ANSWERED ON 21.07.2026

**OWNERSHIP AND OPERATING MODEL OF VIZHINJAM INTERNATIONAL
PORT**

310. SHRI SANDOSH KUMAR P:

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

- (a) the details of the ownership, concession and operational model of the Vizhinjam International Deepwater Multipurpose Seaport, including the respective roles and responsibilities of the Central Government, Government of Kerala and the private concessionaire;
- (b) the period of concession agreement, the revenue-sharing mechanism and the obligations of each stakeholder under the agreement;
- (c) the total investment made by the Central Government, Government of Kerala and the private concessionaire;
- (d) the projected cargo handling capacity, expected revenue and employment generation from the port; and
- (e) the measures taken by Government to ensure transparency, regulatory oversight and protection of public interest in the operation of the port?

ANSWER

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

(a) to (e) As per the information provided by the Government of Kerala, Vizhinjam International Deepwater Multipurpose Seaport is a non-major port under the administrative jurisdiction of Government of Kerala and has been developed under a Public Private Partnership (PPP) model through a Concession Agreement with Adani Vizhinjam Port Private Limited (AVPPL).

The Concession Agreement, executed on 17 August 2015, originally provided for a Concession Period of 40 years, extendable by a further 20 years upon undertaking the prescribed capacity augmentation within the stipulated timelines. Subsequently, through the Supplementary Concession Agreement (SCA) executed on 28 November 2024, the Concession Period was conditionally extended to 45 years.

The Government of Kerala is responsible for administering and monitoring the concession, while the concessionaire is responsible for the development, operation and maintenance of the port in accordance with the provisions of the Concession Agreement.

The Government of India has provided ₹817.80 crore as Viability Gap Funding. The Government of Kerala has incurred expenditure of ₹3,764.55 crore towards the project.

Phase-I of the port has an operational capacity of approximately 1.6 million TEUs per annum, with the ultimate planned capacity of 5.7 million TEUs per annum. Since commencement of trial operations in July 2024, the port has generated over ₹700 crore in revenue and around 800 personnel are directly employed in port operations and maintenance.

The Government of Kerala, as the Concessioneing Authority, monitors the Concessionaire's compliance with the provisions of the Concession Agreement and is empowered to enforce its contractual obligations. The Agreement provides for maintenance and audit of accounts, verification of project revenues, operation of an Escrow Account and monitoring of prescribed performance standards. Specifically, an Independent Engineer appointed by the State Government maintains supervision of port construction and maintenance.
