

GOVERNMENT OF INDIA  
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

**LOK SABHA**  
**UNSTARRED QUESTION NO. 2320**  
ANSWERED ON 13.02.2026

**DEVELOPMENT OF RAMAYAPATNAM AND MACHILIPATNAM PORTS**

2320. SHRI B K PARTHASARATHI:

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

**पत्तन, पोत परिवहन और जलमार्ग मंत्री**

- (a) the details regarding the progress of development works at Ramayapatnam and Machilipatnam Ports in Andhra Pradesh;
- (b) the current status of implementation of each of these port projects, including the percentage of work completed and major milestones achieved;
- (c) the details regarding the timeline for completion of the said Port projects, including expected commissioning dates and project phases;
- (d) the details regarding the funds sanctioned, released and utilised for the development of these ports, year and project-wise;
- (e) whether any delays, cost escalations or implementation challenges have been encountered in these projects, if so, the reasons therefor and steps taken by the Government to expedite progress; and
- (f) the anticipated economic and logistical benefits of these port developments for the region, particularly with respect to cargo handling capacity, employment generation and supply-chain integration?

**ANSWER**

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

(a) to (b) The Ports other than Major Ports (OTMP), also known as non-major or minor ports, are under the administrative control of the respective State Governments and development of these ports falls within their jurisdiction. As per information furnished by the Government of Andhra Pradesh (GoAP), both Ramayapatnam and Machilipatnam Ports are developed through Andhra Pradesh Maritime Board (APMB) and its Special Purpose Vehicle, Ramayapatnam Port Development Corporation Limited

(RPDCL) and Machilipatnam Port Development Corporation Limited (MPDCL). The project involves implementation of major works such as breakwater construction, dredging and reclamation, berth construction, onshore and external infrastructure works. As of January 2026, the overall physical progress of Phase-I development of Ramayapatnam Port is about 76.40%. The major milestones include the construction of one bulk berth and the approach trestle while the major activities of North Breakwater (1350 m) and South Breakwater (3700 m) was completed behind schedule. As regards the Machilipatnam Port, the overall physical progress of Phase-I development is about 51.20%. The major milestones achieved include the construction of three multipurpose berths and one bulk berth. The major activities of the North Breakwater (250 m) have been completed, while the South Breakwater (2,047 m) is in progress at 85%, dredging 38%, onshore works 35% and external works 15% completed.

(c) As per information furnished by GoAP, the expected scheduled completion date for Phase-I of the Ramayapatnam Port project is November 2026 and commissioning is expected by May 2027. Phase-I development comprises construction of North and South breakwaters, capital dredging and reclamation works, development of four berths (three multipurpose berths and one bulk berth), development of onshore facilities, and development of external connectivity infrastructure. As regards Machilipatnam Port, the expected scheduled completion date for Phase-I of the project is December 2026 and commissioning is expected by June 2027. Phase-I development comprises construction of North and South breakwaters, capital dredging and reclamation works, development of four berths (three multipurpose berths and one bulk berth), development of onshore facilities, and development of external connectivity infrastructure.

(d) As per information furnished by GoAP, the revised administrative sanction cost for Phase-I of the Ramayapatnam Port project is ₹ 4,929.39 crore, out of which an amount of ₹1668.00 crore has been utilized. The Revised Administrative Sanction cost for Phase-I of the Machilipatnam Port project is ₹ 5155.73 crore, out of which an amount of ₹1511.00 crore has been utilized.

(e) As per information furnished by GoAP, Ramayapatnam Port project faced several challenges including delays in securing forest-land clearances, acquiring land for acquisition for Resettlement & Rehabilitation, and force majeure events such as Cyclone Michaung (Dec 2023) and Montha (Oct 2025). In light of these setbacks, GoAP directed the agency to accelerate work progress by mobilising adequate machinery, manpower to mitigate the timelines. Additionally, measure such as closer coordination with the District Administration, continuous monitoring of contractors and resource mobilisation, and regular stakeholder reviews with all stakeholders etc. have also been taken.

(f) As per information furnished by GoAP, Ramayapatnam Port is expected to provide cargo handling capacity of about 34 Million Metric Tonnes Per Annum (MMTPA) in Phase-I, while Machilipatnam Port is expected to provide cargo handling capacity of about 35.12 MMTPA in Phase-I. These ports are expected to generate substantial direct and indirect employment opportunities, foster port-led development, and strengthen supply chain integration across Andhra Pradesh.

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