

Infrastructure Capacity for Best Cargo Throughputs

Deendayal Port Authority (Kandla Port)

Strategic & High-Impact Fertilizer Handling Hub for India



Executive Summary :

Deendayal Port Authority (DPA), Kandla has established itself as a key gateway for fertilizer imports in India, supported by robust infrastructure, strong industry participation, and efficient logistics systems. The port has achieved more than 30% growth in fertilizer cargo handling over FY 2024–25 without any operational delays, demonstrating its ability to scale efficiently and handle increased volumes seamlessly.

With integrated marine facilities, mechanized cargo handling systems, extensive storage infrastructure, and efficient evacuation mechanisms, Kandla Port is strategically positioned to support national fertilizer supply chains reliably and efficiently.

Industry Presence & Major Stakeholders :

Kandla Port is actively utilized by leading fertilizer companies including IFFCO, Indian Potash Limited (IPL), Narmada Bio-Chem, Chambal Fertilisers, HURL, and Yara Fertilisers among others. The presence of these major stakeholders reflects strong industry confidence and consistent cargo throughput at the port.

The sustained engagement of such reputed organizations highlights Kandla's importance as a preferred import gateway for fertilizers in India.

Vessel Operations & Discharge Efficiency :

The port is equipped to handle both bulk and bagged fertilizer cargo through efficient vessel discharge systems. Mechanized unloading using grab cranes and mobile harbour cranes ensures faster turnaround times and minimal vessel waiting.

Operational coordination and infrastructure availability have enabled handling of increased cargo volumes without congestion or delays.

Commodities of Fertilizer & FRM handled at DPA :

1. Calcium Nitrate Bulk
2. DAP
3. DPH
4. MOP
5. NPK
6. NPS
7. Polysulphate Standard
8. TSSP
9. Urea
10. GSSP

Raw Material for Fertilizer :

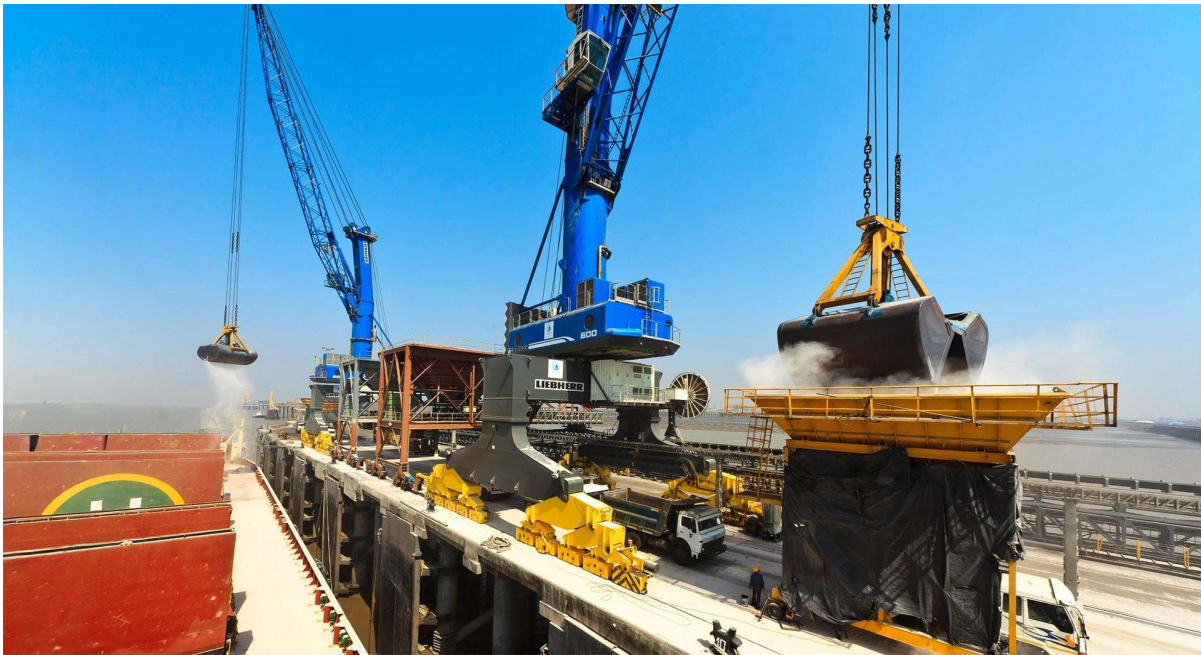
1. Rock Phosphate
2. Sulphur



Cargo Handling Equipment (HMCs) :

DPA Kandla is equipped with 9 Harbour Mobile Cranes (HMCs), including globally recognized makes such as Liebherr and Italgro. These cranes provide high discharge rates, operational flexibility, and efficient handling of bulk cargo.

The deployment of advanced mechanized equipment ensures reduced vessel turnaround time and enhances overall port productivity.



Warehousing & Storage Infrastructure :

The port has covered storage capacity of approximately 3,70,000 MT within port premises, capable of handling multiple grades of fertilizers. In addition, there is extended storage capacity of more than 4,00,000 MT available outside port limits.

This extensive storage ecosystem enables smooth handling during peak periods, ensures proper cargo segregation, and minimizes congestion within port areas.



Rail Evacuation & Logistics :

Efficient rail evacuation is a key strength of Kandla Port, with the capability to handle 4 rakes per day during peak operations (2 inside port and 2 outside).

This ensures timely movement of cargo to hinterland locations, reduces dwell time, and enhances overall supply chain efficiency.



Additional Capacity – Tuna Terminal :

The Tuna Terminal provides additional handling capacity of 0.5–0.75 lakh MT along with dedicated storage capacity of approximately 40,000 MT within the terminal.

This supplementary infrastructure enhances operational flexibility, allows load balancing, and supports handling of additional cargo volumes during peak demand periods.

Commodity wise Fertilizer & FRM handled at DPA during the year 2025-26

Sr No.	Commodities	Tonnage	Category
1	Calcium Nitrate	3,003	Fertilizer
2	DPA	13,15,398	Fertilizer
3	DPH	97,633	Fertilizer
4	MOP	13,02,687	Fertilizer
5	NPK	3,99,696	Fertilizer
6	NPS	28,400	Fertilizer
7	POLYSULPHATE STANDARD	31,529	Fertilizer
8	TSSP	2,22,671	Fertilizer
9	UREA	18,92,340	Fertilizer
	Total	52,93,357	
10	Rock phosphate	5,09,150	FRM
11	Sulphur	1,52,285	FRM
	Total	6,61,435	
	GRAND TOTAL	59,54,792	

Fertilizer Handling Capacity :

Total Storage Capacity as on March 2026 (in Million tonnes) : **0.25 MMT** (Which can be increased as per demand).

Measures provided for Fertilizers Vessels:

Priority berthing on arrival to 2 fertilizer vessels.

Precaution Taken for handling of Sulphur:

- Leak Proof Dumpers
- All Dumpers are covered with tarpaulins
- Sprinkling of water to avoid dust pollution
- Discharge of cargo from the Grab from a lesser height
- Storage area at the stock yard will be covered with tarpaulins

Key Strategic Advantages :

- More than 30% growth in fertilizer cargo handling with zero delays
- Strong presence of leading fertilizer companies
- High level of mechanization with 9 HMCs
- Integrated storage ecosystem exceeding 7 lakh MT
- Efficient rail evacuation ensuring minimal dwell time
- Additional capacity through Tuna Terminal
- Capability to handle large vessels up to 13.5m draft

Conclusion & Strategic Positioning :

With proven operational efficiency, scalable infrastructure, and strong industry participation, Deendayal Port Authority (Kandla) is fully equipped to handle increased fertilizer imports.

The port's ability to manage higher volumes without delays, supported by mechanization and logistics integration, positions it as a strategic hub for fertilizer imports in India. Enhanced allocation of fertilizer cargo to Kandla Port will further optimize national logistics efficiency and ensure timely availability across regions.