



Ports and
Logistics

Ref No: APSEZL/SECT/2023-24/76

November 5, 2023

BSE Limited

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Scrip Code: 532921

National Stock Exchange of India Limited

Exchange Plaza,
Bandra Kurla Complex,
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Scrip Code: ADANIPOINTS

Sub: Media Release

Dear Sir/Madam,

Please find attach herewith Media Release regarding “Mundra is India’s first port to handle cargo volumes of 16 MMT in a month.”

Kindly take the same on your record.

Thanking you,

Yours faithfully,

For **Adani Ports and Special Economic Zone Limited**

Kamlesh Bhagia

Company Secretary

Encl.: As above

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Media Release

Mundra is India's first port to handle cargo volumes of 16 MMT in a month

Editor's Synopsis

- 27% Y-o-Y growth in cargo volumes during October 2023
- In less than 7 months of FY24, Mundra crossed 100 MMT of cargo
- With 4.2 million TEUs of container cargo on YTD basis, port headed towards another benchmark
- Targeting 200 MMT milestone in cargo volumes during FY25

Ahmedabad, 5 November 2023: Mundra Port, the flagship of APSEZ, has set another record by handling 16.1 MMT of cargo in October, the highest-ever volume by any port in India. It is the largest port in the country with 102 MMT of cargo handled on year to date (YTD) basis, a good 9% Y-o-Y growth. The port crossed the 100 MMT mark in 210 days, surpassing the record of 231 days last year.

Mundra witnessed double-digit growth on a Y-o-Y basis for containers (+10%) and liquids and gas (+14%). It achieved another milestone of handling 4.2 million TEUs of containers in just 203 days, a feat achieved in 225 days in the previous financial year. It added new cargo types such as Hydrolysis Pi Gas (HPG) to its portfolio. On YTD basis, it docked over 2,480 ships and serviced over 11,500 rakes.

Due to its strategic location, Mundra offers some of the best facilities. Given its capability to maintain deep draft, it is well-equipped to handle large vessels. In July'23, it berthed one of the largest ships ever – MV MSC Hamburg, 399 m long and 54 m wide, with a carrying capacity of 15,908 TEUs and a current reported draught of 12 m. In 2021, it berthed the 13,892 TEU APL Raffles, the largest container vessel to call at any Indian port. The Singapore-registered vessel is 397.88 m long and 51 m broad.

Mundra Port enjoys a strong connectivity with the hinterland, particularly to the Western Dedicated Freight Corridor (WDFC). All the major rail lines and ICDs connecting Mundra port are now capable of handling double stack container trains. Over the past years, the port has experienced a material improvement in the double stack co-efficient. During the period under consideration, Mundra received the first train from Garhi Harsaru ICD on the newly electrified route as also double-stack services from ICD Dadri through WDFC. These ICDs are in addition to the already existing ICD Patli.

Given the cargo volume growth rate, Mundra Port is targeting 200 MMT in FY25. With 90% of India's trade by volume conducted via the maritime route, its improved infrastructure means better logistics performance and higher seaborne trade and economic growth, which is key to India becoming a \$5 trillion economy.

About Adani Ports & Special Economic Zone Limited

Adani Ports and Special Economic Zone Limited (APSEZ) is a part of the diversified Adani Group, one of India's leading business houses. It has evolved from a port company to an integrated transport utility, providing end-to-end solutions from the port gate to the customer's gate. It is India's largest port developer and operator with six strategically located ports and terminals on the west coast of India (Mundra, Dahej, Tuna and Hazira in Gujarat, Mormugao in Goa and Dighi in Maharashtra) and five ports and terminals on the east coast (Dhamra in Odisha, Gangavaram and Krishnapatnam in Andhra Pradesh, and Kattupalli and Ennore in Tamil Nadu). APSEZ has the capability to handle vast amounts of cargo from both coastal areas and the hinterland, and accounts for 24% of the country's port volumes. The company is also developing transshipment ports at Vizhinjam in Kerala and Colombo in neighboring Sri Lanka. APSEZ's ports-to-logistics platform, comprising port facilities and integrated logistics capabilities, including multimodal logistics parks, Grade A warehouses and industrial economic zones, puts it in an advantageous position as India stands to benefit from an impending overhaul in global supply chains. APSEZ aims to be the largest ports and logistics platform in the world in the next decade. APSEZ is the first Indian port and the third in the world to sign up for the Science-Based Targets Initiative (SBTi), committing to emission reduction targets to control global warming at 1.5°C above pre-industrial levels with a vision to turn carbon neutral by 2025.

For more information, please visit www.adaniports.com

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Annexure 1

Timeline of Mundra Port

- 1998: Berths 1 and 2 turn operational
- 1999: Berths 3 and 4 join operations
- 2001: Rail connectivity established, making Mundra a key hub on the national railway grid
- 2003: Container Terminal 1 commences operations
- 2005: Operations expand with SPM and Container Terminal 2
- 2007-2013: The addition of T2, an auto terminal, West basin, and T3
- 2019: LNG, LPG operations commence