

Jawaharlal Nehru Port Authority

September 30, 2025

Facilities/Instruments	Amount (₹ crore)	Rating ¹	Rating Action
Long-term bank facilities	616.00	CARE AAA; Stable	Assigned

Details of instruments/facilities in Annexure-1.

Rationale and key rating drivers

The rating assigned to bank facilities of Jawaharlal Nehru Port Authority (JNPA) derives strength from its strong market position as the largest container port operator among the 12 major ports in India, handling ~54% of container traffic among major ports and ~30% of the country's total container traffic in FY25 (FY refers to April 01 to March 31). The port benefits from its strategic location near Mumbai, robust infrastructure, and landlord port model, which ensures stable and assured revenue through long-term build-operate-transfer (BOT) agreements with private terminal operators. Operationalisation of additional capacity through Bharat Mumbai Container Terminal (BMCT) in FY25 has further enhanced its cargo handling capability.

The rating further factor in JNPA's strong financial profile, marked by a debt-free capital structure, robust liquidity, and healthy profitability margins. With a net worth of ₹16,655 crore and free cash and bank balances of ₹5,889 crore as on March 31, 2025, the port has adequate financial flexibility to meet operational and discretionary capital expenditure requirements. JNPA's total operating income (TOI) grew at a healthy compounded annual growth rate (CAGR) of 14% over the last three years, reaching ₹3,262 crore in FY25, supported by growing container throughput and rising indexed royalty income from private terminal operators. Going forward, container volume growth at JNPA is expected to be driven by the upcoming connectivity of the Western Dedicated Freight Corridor in FY26, which will significantly reduce transit time. Ratings also consider JNPA's status as a government-owned entity under the administrative control of the Ministry of Ports, Shipping and Waterways (MoPSW), and its strategic importance to India's trade and economic infrastructure. The presence of government nominees on JNPA's board add to its credit strength.

However, ratings are constrained by execution risk associated with JNPA's large-scale greenfield port development project under its special purpose vehicle (SPV), Vadhran Port Project Limited (VPPL), which has a total project cost of ₹76,220 crore. The sheer size and complexity of the project including capital dredging, shore protection, breakwater construction, and terminal development expose the project to cost overruns, delays, and other implementation risks. Nevertheless, debt raised by VPPL shall be without any recourse to JNPA. Going forward, more than envisaged support to subsidiaries impacting its leverage position shall be key rating sensitivity. JNPA also faces competition from other west coast ports such as Mundra, Kandla, Pipavav, and Hazira, which also offer deep draft, direct berthing, and modern facilities. Moreover, Container volumes are susceptible to global trade cycles and macroeconomic factors. However, these risks are partly mitigated by JNPA's experienced management, landlord port model, minimum guaranteed tonnage (MGT) clauses, and favourable long-term demand outlook for containerised cargo. Increasing containerisation and prospects of transshipment volumes also partly mitigate the impact of different geopolitical headwinds.

Rating sensitivities: Factors likely to lead to rating actions

Positive factors

- Not applicable

Negative factors

- Weakening in the financial, strategic, and managerial linkages with Government of India (GoI).
- Any Significant large debt-funded capex weakening the financial risk profile.
- Deterioration in operational performance on a sustained basis.
- Higher-than-envisaged support to subsidiaries/associates thereby moderating its financial risk profile.

Analytical approach: Standalone factoring, its pending equity commitments in its under construction SPVs, and support, if any, required in construction and operational phase. CARE Ratings Limited (CareEdge Ratings) has applied government notch up framework, given its strategic importance to India's port infrastructure.

Outlook: Stable

The Stable outlook reflects the JNPA's strong market position in the container cargo segment over the medium term, supported by robust financial risk profile with healthy cash flows, and superior liquidity.

¹Complete definition of ratings assigned are available at www.careratings.com and other CARE Ratings Limited's publications.

Detailed description of key rating drivers:**Key strengths****Strong business risk profile supported by dominant market position in container cargo**

JNPA maintains a strong business risk profile, supported by its dominant position as the largest container port operator in India among the 12 major ports. It handled ~54% of container traffic among major ports and ~30% of India's total container traffic in FY25. The port registered a healthy CAGR of 12% in container volumes over the four-year period ending FY25, with year-on-year (y-o-y) growth of 14% in FY25, reaching 7.3 million twenty-foot equivalent units (MTEUs). JNPA's leadership is supported by a strategically advantageous location and an effective landlord port model, which involves long-term BOT agreements with private terminal operators. Following completion of Phase 2 expansion by BMCT, total container handling capacity at JNPA increased from 7.7 MTEUs in FY24 to 10.1 MTEUs in FY25, further strengthening its market position.

Established infrastructure with strong hinterland connectivity

JNPA is strategically located on the western coast of India in Navi Mumbai, Maharashtra, ~40 km from Mumbai. This location offers logistical advantages and access to a broad hinterland. The port is well integrated with national road and rail infrastructure, including national highways NH-4B, NH-4, NH-17, NH-3, NH-8, state highway 54, and a dedicated lead rail line connecting the port to Jasai station on the Indian Railways network. To augment road connectivity, JNPA, in collaboration with National Highway Authority of India (NHAI; CARE AAA: Stable) and City and Industrial Development Corporation (CIDCO), established Mumbai-JNPT Port Road Company Limited (MJPRCL; CARE AA: Stable). This venture is tasked with developing 6/8-lane highways linking the port to major urban centres. JNPA continues to invest in infrastructure development, including flyovers, road widening, enhanced railway networks, western dedicated freight corridor, dry ports, multimodal logistics parks, and tank farms in its hinterland, which are expected to yield operational synergies over the near-to-medium-term. Going forward, container volume growth at JNPA is expected to be driven by the upcoming connectivity of the Western Dedicated Freight Corridor in FY26, which will significantly reduce transit time.

Strategic importance and strong linkages with government

JNPA was formed under the Major Port Trusts Act, 1963 (now replaced by Major Port Authorities Act, 2021) and commenced operations on May 26, 1989. Its credit profile is uplifted by sovereign ownership of GoI through direct administrative control from MoPSW. Its board includes representatives from MoPSW, Department of Customs, Central Railways, and Indian Navy, reflecting institutional oversight and strategic alignment with national priorities. JNPA's strategic importance as one of India's leading container ports contributes to the likelihood of continued government support. Historically, its borrowings have either been directly from the government or on the strength of its ownership, which enhances financial flexibility.

Healthy scale of operations with robust profitability

JNPA registered a CAGR of 14% in its TOI over the three years ending FY25, supported by increased container cargo traffic and rising indexed royalty income from BOT operators. In FY25, it reported TOI of ₹3,262 crore, registering y-o-y growth of 20% over FY24. Profit before interest, lease rentals, depreciation, and taxation (PBILDT) margins improved significantly from 43% in FY22 to ~69% in FY25, driven by higher operational efficiencies, privatisation of one of the last container terminals, and better realisation of port-related charges.

Robust financial profile

JNPA continues to maintain a robust financial profile, supported by healthy operational scale, strong profitability, and absence of significant debt-funded capital expenditure in recent years. As on March 31, 2025, JNPA reported net worth of ₹16,655 crore and maintained a debt-free status since FY24. Liquidity remained strong, with free cash and bank balances of ₹5,889 crore (FY24: ₹5,614 crore). Proposed borrowing is earmarked for Shore Power System development at the port. JNPA does not have large capital expenditure plans apart from regular maintenance and its equity commitment towards VPPL, estimated at ₹8,653 crore (Phase 1: ₹6,850 crore), which will be funded entirely through internal accruals and cash balances. CareEdge Ratings also notes that JNPA has historically provided need-based support to its subsidiaries and associate companies. Accordingly, material deviation from the planned level of support that adversely impacts JNPA's financial risk profile will remain a key credit monitorable.

Stable outlook for container cargo

Overall cargo throughput at Indian ports stood at ~1,590 million metric tonne (MMT) for the financial year ended March 31, 2025, representing y-o-y growth of ~3% (FY24: 7%). Moderation in growth was due to decline in coal and iron ore volumes, offset by healthy growth in container and other dry bulk cargo. India's container cargo achieved robust 11% growth in FY25, reaching 351 MMT, surpassing earlier estimates. The sector's CAGR over FY23-FY25 stood at 8%, supported by buoyant export-import (EXIM) trade, inventory rebuilding, and increased containerisation. Despite disruptions in major sea routes, momentum remained strong. Growth enablers include new container capacity expansion of 2.4 MTEUs at JNPA and 1 MTEUs at Vizhinjam Port. Rising

transshipment volumes will enhance port throughput. However, challenges persist. Increased insurance premiums, volatile shipping rates, and extended transit times are exerting pressure on margins and growth. Container volume growth in FY26 is estimated to remain resilient on account of capacity additions and increased transshipment activity.

Key weaknesses

Project execution risk associated with large-sized greenfield project in its SPV

In collaboration with Maharashtra Maritime Board (MMB), JNPA is undertaking a large-sized greenfield port development project through its subsidiary, VPPL. The project entails significant execution risk inherent to greenfield infrastructure developments. The total estimated project cost stands at ₹76,220 crore, comprising critical components such as capital dredging, land reclamation, shore protection, breakwater construction, terminal development, and associated infrastructure facilities. All cargo-handling infrastructure will be developed and operated by private concessionaires under a public-private partnership (PPP) framework, with VPPL functioning as the project authority. Phase I of the project includes core infrastructure development at a cost of ₹30,855 crore. Equity commitment of JNPA for phase I is ₹6,850 crore (₹962 crore already infused till FY25) which can be comfortably met from surplus liquidity of ₹5,889 crore as on March 31, 2025, and healthy annual cash accruals. Moreover, debt raised by VPPL shall be without any recourse to JNPA. Going forward, more than envisaged support to subsidiaries impacting its leverage position shall be key rating sensitivity.

Competition from nearby ports and volume susceptibility

Major competitors of JNPA include large private ports with direct berthing, round-the-year operational facilities, deeper draft, and large traffic volume on the western coast. In terms of container cargo, ports such as Mundra, Pipavav, and Hazira exert large competitive influence over JNPA's market segment. For bulk and liquid cargo, competition exists from ports such as Mumbai Port, Hazira, Mundra, and Kandla. Furthermore, the upcoming Vadhvan Port—Despite being promoted by JNPA—may emerge as a potential competitor in the long term.

Performance of the port sector depends on cargo traffic, which is linked to macroeconomics and trade imbalance. Hence, JNPA's cargo volumes remain exposed to risks arising from macroeconomic headwinds and variations in export-import (EXIM) trade, which may impact its overall revenue profile and profitability. While these risks persist, they are partially mitigated by JNPA's landlord port model, which limits operational exposure, and presence of MGT clauses in its concession agreements, ensuring a degree of revenue visibility from private terminal operators. The medium-to-long-term outlook for containerised trade remains favourable, providing additional support to traffic volumes at the port.

Liquidity: Strong

JNPA's financial flexibility also derives comfort through its large, unencumbered cash and cash equivalents of ~₹5,889 crore as on March 31, 2025, apart from expected annual generation of gross cash accrual (GCA) of over ₹2000 crore with nil debt obligations. It will continue to benefit from its strong government linkages and need-based support from GoI.

Assumptions/Covenants: Not applicable

Environment, social, and governance (ESG) risks: Not applicable

Applicable criteria

[Definition of Default](#)

[Factoring Linkages Government Support](#)

[Liquidity Analysis of Non-financial sector entities](#)

[Rating Outlook and Rating Watch](#)

[Port & Port services](#)

[Financial Ratios – Non financial Sector](#)

[Infrastructure Sector Ratings](#)

About the company and industry

Industry classification

Macroeconomic indicator	Sector	Industry	Basic industry
Services	Services	Transport infrastructure	Port and port services

JNPA is formed under the Major Port Trusts Act of 1963 and commenced its operation on May 26, 1989. JNPA manages specialised container terminals and liquid and multi-purpose terminal. Operating on the landlord port model, where the port authority serves as the landlord and private operators manage cargo operations, JNPA's role encompasses the provision of essential infrastructure

facilities to terminal operators. JNPA has transformed from a bulk cargo terminal to the premier container port in the country. JNPA is the largest container cargo port operator in India among the 12 major ports in the country. Currently there are five container terminals, two liquid cargo terminals and one multipurpose terminal. JNPA's container capacity is increased from 7.7 MTEUs to 10.1 MTEUs. JNPA is also undertaking construction and development of greenfield port at Palghar, Maharashtra under the SPV VPPL.

Brief Financials (₹ crore)	March 31, 2024 (A)	March 31, 2025 (P)	Q1FY26 (UA)
Total operating income	2,722	3,262	879
PBILDT	1,877	2,255	606
PAT	1,346	2,053	NA
Overall gearing (times)	0.00	0.00	NA
Interest coverage (times)	26.54	NM	NA

A: Audited; P: Provisional; UA: Unaudited; NM: Not meaningful; NA: Not available; Note: these are latest available financial results

Status of non-cooperation with previous CRA: Not applicable

Any other information: Not applicable

Rating history for last three years: Annexure-2

Detailed explanation of covenants of rated instrument / facility: Annexure-3

Complexity level of instruments rated: Annexure-4

Lender details: Annexure-5

Annexure-1: Details of instruments/facilities

Name of the Instrument	ISIN	Date of Issuance (DD-MM-YYYY)	Coupon Rate (%)	Maturity Date (DD-MM-YYYY)	Size of the Issue (₹ crore)	Rating Assigned and Rating Outlook
Fund-based - LT-External Commercial Borrowings	Proposed	Proposed	Proposed	Proposed	616.00	CARE AAA; Stable

Annexure-2: Rating history for last three years

Sr. No.	Name of the Instrument/Bank Facilities	Current Ratings			Rating History			
		Type	Amount Outstanding (₹ crore)	Rating	Date(s) and Rating(s) assigned in 2025-2026	Date(s) and Rating(s) assigned in 2024-2025	Date(s) and Rating(s) assigned in 2023-2024	Date(s) and Rating(s) assigned in 2022-2023
1	Fund-based - LT-External Commercial Borrowings	LT	616.00	CARE AAA; Stable				

LT: Long term;

Annexure-3: Detailed explanation of covenants of rated instruments/facilities: Not applicable

Annexure-4: Complexity level of instruments rated

Sr. No.	Name of the Instrument	Complexity Level
1	Fund-based - LT-External Commercial Borrowings	Simple

Annexure-5: Lender details

To view lender-wise details of bank facilities please [click here](#)

Note on complexity levels of rated instruments: CareEdge Ratings has classified instruments rated by it based on complexity. Investors/market intermediaries/regulators or others are welcome to write to care@careedge.in for clarifications.

Contact us

<p>Media Contact</p> <p>Mradul Mishra Director CARE Ratings Limited Phone: +91-22-6754 3596 E-mail: mradul.mishra@careedge.in</p> <p>Relationship Contact</p> <p>Saikat Roy Senior Director CARE Ratings Limited Phone: 912267543404 E-mail: saikat.roy@careedge.in</p>	<p>Analytical Contacts</p> <p>Rajashree Murkute Senior Director CARE Ratings Limited Phone: 022-68374474 E-mail: Rajashree.murkute@careedge.in</p> <p>Maulesh Desai Director CARE Ratings Limited Phone: 079-40265605 E-mail: maulesh.desai@careedge.in</p> <p>Setu Gajjar Associate Director CARE Ratings Limited Phone: 079-40265615 E-mail: setu.gajjar@careedge.in</p>
--	---

About us:

Established in 1993, CareEdge Ratings is one of the leading credit rating agencies in India. Registered under the Securities and Exchange Board of India, it has been acknowledged as an External Credit Assessment Institution by the Reserve Bank of India. With an equitable position in the Indian capital market, CareEdge Ratings provides a wide array of credit rating services that help corporates raise capital and enable investors to make informed decisions. With an established track record of rating companies over almost three decades, CareEdge Ratings follows a robust and transparent rating process that leverages its domain and analytical expertise, backed by the methodologies congruent with the international best practices. CareEdge Ratings has played a pivotal role in developing bank debt and capital market instruments, including commercial papers, corporate bonds and debentures, and structured credit. For more information: www.careratings.com

Disclaimer:

This disclaimer pertains to the ratings issued and content published by CARE Ratings Limited ("CareEdge Ratings"). Ratings are opinions on the likelihood of timely payment of the obligations under the rated instrument and are not recommendations to sanction, renew, disburse, or recall the concerned bank facilities or to buy, sell, or hold any security. Any opinions expressed herein are in good faith and are subject to change without notice. The rating reflects the opinions as on the date of the rating. A rating does not convey suitability or price for the investor. The rating agency does not conduct an audit on the rated entity or an independent verification of any information it receives and/or relies on for the rating exercise. CareEdge Ratings has based its ratings/outlook on the information obtained from reliable and credible sources. CareEdge Ratings does not, however, guarantee the accuracy, adequacy, or completeness of any information and is not responsible for any errors or omissions and the results obtained from the use of such information. The users of the rating should rely on their own judgment and may take professional advice while using the rating in any way. CareEdge Ratings shall not be liable for any losses that user may incur or any financial liability whatsoever to the user of the rating. The use or access of the rating does not create a client relationship between CareEdge Ratings and the user.

CAREEDGE RATINGS DISCLAIMS WARRANTY OF ANY KIND, EXPRESS, IMPLIED OR OTHER WARRANTIES OR CONDITIONS, TO THE EXTENT PERMITTED BY APPLICABLE LAWS, INCLUDING WARRANTIES OF MERCHANTABILITY, ACCURACY, COMPLETENESS, ERROR-FREE, NON-INFRINGEMENT, NON-INTERRUPTION, SATISFACTORY QUALITY, FITNESS FOR A PARTICULAR PURPOSE OR INTENDED USAGE.

Most entities whose bank facilities/instruments are rated by CareEdge Ratings have paid a credit rating fee, based on the amount and type of bank facilities/instruments. CareEdge Ratings or its subsidiaries/associates may also be involved with other commercial transactions with the entity. CareEdge Ratings does not act as a fiduciary by providing the rating. The ratings are intended for use only within the jurisdiction of India. The ratings of CareEdge Ratings do not factor in any rating-related trigger clauses as per the terms of the facilities/instruments, which may involve acceleration of payments in case of rating downgrades. However, if any such clauses are introduced and triggered, the ratings may see volatility and sharp downgrades. CareEdge Ratings has established policies and procedures as required under applicable laws and regulations which are available on its website.

Privacy Policy applies. For Privacy Policy please refer to https://www.careratings.com/privacy_policy

© 2025, CARE Ratings Limited. All Rights Reserved.

This content is being published for the purpose of dissemination of information. Any use or reference to the contents herein on an "as-is" basis is permitted with due acknowledgement to CARE Ratings. Reproduction or retransmission in whole or in part is prohibited except with prior written consent from CARE Ratings.

**For detailed Rating Report and subscription information,
please visit www.careratings.com**