



E-Serve No.: 159 of 2025 | Date: September 19, 2025

Sub: Assessment of Export Volumes – Yarn Exports to Bangladesh via Kolkata–Chittagong Route

Dear Member,

The Council has been actively pursuing viable alternatives for the export of yarn to Bangladesh, following the restrictions imposed on imports through the Petrapole–Benapole land corridor. As part of these efforts, the Council held a meeting with Mr. R.S. Rajhans, Traffic Manager, Syama Prasad Mookerjee Port, Kolkata on 9th September 2025, to explore the Kolkata–Chittagong river-sea route as a sustainable channel for yarn exports.

Key points from the meeting with the Port authorities:

- Priority berthing is being extended to vessels from Bangladesh, with a maximum turnaround time (TOT) of 48 hours.
- Three shipping companies – CJ-DARCL, Sea Lloyd and MBK – currently operate on the Kolkata–Chittagong route.
- Each vessel has a capacity of 80 containers; hence, capacity is not a constraint.

The main challenge is the scheduling of regular sailings, which depends on ensuring a steady flow of cargo. With sufficient volumes, shipping lines can provide a scheduled service every 10 days.

In order to establish a viable route with regular sailings to Chittagong from Kolkata, it is essential that we first capture the logistics costs and transit times through the current routes being followed by member mills. We therefore request you to kindly provide the following information based on your location:

- For mills based in Gujarat & Maharashtra – Total cost of logistics (road from factory to JNPT/Mundra + sea freight) and total time taken from factory to buyer.
- For mills based in Orissa, Andhra Pradesh & Tamil Nadu – Total cost of logistics (factory to Tuticorin/Chennai/Vishakhapatnam/Mundra/JNPT + sea freight) and total time taken from factory to buyer.
- For mills based in Karnataka – Total cost of logistics (factory to port + sea freight) and total time taken.

- For mills based in North India – Earlier cost and time of transport via Petrapole–Benapole land route vis-à-vis the current cost and time of transporting cargo by road/rail from factory to JNPT/Mundra + sea freight and total time taken

[Attached herewith](#) is a format to enable you to provide the inputs suitably.

Your inputs will enable the Council to compare current costs with the proposed Kolkata–Chittagong river-sea route, and accordingly take up the matter with Port Authorities and Shipping Lines for regular scheduling of vessels.

Additionally, the Council also seeks

- An assessment of likely monthly export volumes of yarn to Bangladesh via the Kolkata–Chittagong route from member exporters.
- This data will help the Council evaluate feasibility and coordinate with Port authorities and shipping lines to streamline vessel schedules.

We request you to kindly share both the details by 25th September 2025 to Mr. Murali Balkrishna, Joint Director on murali@texprocil.org.

Your feedback will play a crucial role in enabling the Council to facilitate an effective alternative route for sustaining and enhancing yarn exports to Bangladesh.

Regards,

Dr. Siddhartha Rajagopal
Executive Director

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