

Mundra or Nhava Sheva: Which Port Should Your Supplier Ship From?

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Mundra is the closer port for every north Indian cluster we mapped, but closer is not always faster. In the schedules we read, Mundra was quicker to the US East Coast, Nhava Sheva was quicker to the UAE, New Zealand and slightly quicker to Europe, and for Australia the two are close.

Key takeaways

- Mundra is closer than Nhava Sheva for every cluster we mapped in the north, by 87 km for Agra up to 337 km for Srinagar in a straight line.
- The Western Dedicated Freight Corridor now reaches Nhava Sheva, but only about 11.7% of JNPA containers arrived by rail in August 2026.
- Pick the port by sailing time to your own country, not by road distance.
- Avoid Pipavav for Australia, where it was the slowest Indian gateway we read.
- Name the port in your purchase order, such as FOB Mundra, not FOB India.

If your supplier is in north India, Mundra is the closer port, but closer isn't always faster. Pick by your own country: Mundra was quicker to the US East Coast in the schedules we read, Nhava Sheva was quicker to the UAE, New Zealand and slightly quicker to Europe, and for Australia the two are close. The one Gujarat port to avoid for Australia is Pipavav.



Every buyer of carpets, brass or bed linen from the Delhi region has seen both names on quotes, and most AI answers just say "use the nearest port". I'd like to give you something better than that. Below is how the two ports compare on distance, on the new freight railway, and on actual sailings to your country, from our own cluster-to-port map and carrier schedules read on 23 September 2026, with the Australia and New Zealand lanes re-checked on 13 October 2026 where the carrier's site allowed it. Caveat as always: transit figures are carrier estimates, graded Indicative.

SourcingFrom Intelligence

powered by Kirnova – the intelligence company

01 Mundra is closer than Nhava Sheva for every cluster we mapped in Punjab, Haryana, the Delhi region, western UP, Rajasthan and Kashmir, by 87 km for Agra up to 337 km for Srinagar in a straight line. *(Our great-circle calculation from 57 mapped clusters · Computed)*

02 Since 31 March 2026 Nhava Sheva also sits at the end of a completed freight corridor, and JNPA ran its first long-haul double-stack train on it on 21 August 2026. *(DFCCIL, JNPA, Aug 2026)*

03 Yet only about 11.7% of JNPA's containers arrived by rail in August 2026, 97,602 of 831,956 TEU. Most still come by road. *(Our calculation from JNPA performance data · Computed from Verified)*

What we don't know yet

□ Rail transit times from the northern depots to either port. No official source publishes them.

Which Port Is Closer to North India?

Mundra, every time. On our map of 57 export clusters, Mundra beats Nhava Sheva in a straight line for every one we mapped in the north. Ludhiana is about 1,093 km from Mundra and 1,360 from Nhava Sheva. Panipat is 1,036 against 1,230. Moradabad 1,133 against 1,248. Jaipur 770 against 932. These are our straight-line calculations, so the road or rail run is always longer, but the gap points the same way.



For heavy, bulky goods that gap shows up in the shipping records. On the [Mundra port](#) page you'll see that tiles and wooden furniture load there on more than half of US-bound bills. Distance does matter when the box is heavy and the margin is thin.

Why Doesn't the Nearest Port Always Win?

Three reasons. The first is the railway. The Western Dedicated Freight Corridor was completed with trials on its last section into Nhava Sheva on 31 March 2026 ([DFCCIL](#)), so a box railed from a depot near Delhi can now run on a dedicated freight line all the way to Nhava Sheva. We found no official source on the feeder lines into Mundra, or on rail times to either port, so we can't tell you which is faster on the rails. Check this with your forwarder.

The second is that most boxes aren't on the railway anyway. At JNPA only about one in nine containers came by rail in August 2026, by our count from

the port's own figures. So for most suppliers the comparison is still a truck journey, and the truck journey favours Mundra.

The third, and the one that matters most to you, is the sailing. A port a day closer by road is no use if the ship from it takes two weeks longer to reach you.

Which Port Is Fastest to My Country?

From one carrier's public schedule, departures from 24 September 2026, median days port to port:

Your port	From Mundra	From Nhava Sheva	Pick
New York / New Jersey	30	33	Mundra
Savannah	36	39	Mundra
Los Angeles / Long Beach	49	45	Nhava Sheva, both transship
Rotterdam	38	33	Nhava Sheva
London Gateway	46	41	Nhava Sheva
Sydney	35	31	Close
Melbourne	32	26	Close
Fremantle	31	44	Mundra
Auckland	79	30 on a Port Klang relay	Nhava Sheva
UAE (Jebel Ali bookings)	26	11	Nhava Sheva



Source: [the carrier's public schedule](#), read 23 September 2026, plus the [published New Zealand relay](#) for Auckland, re-read 13 October 2026. Our medians, Indicative. The main carrier's site answered with a security check on 13 October 2026, so its rows are still the September figures. A second carrier, read 13 October 2026, showed Mundra to Fremantle at 22 days and Melbourne at 34, against 25 and 35 from Nhava Sheva.

The UAE row deserves a word. With the Strait of Hormuz effectively shut to routine traffic in September 2026, Jebel Ali bookings were being landed outside the Gulf and trucked in. Nhava Sheva was the only Indian port with short single-service calls at Khor Fakkan, Fujairah and Sohar. Mundra had none listed to Khor Fakkan. That may change when Hormuz reopens, so it's the row to recheck first.

What About Pipavav?

Pipavav is the other Gujarat port you'll hear about, and for some lanes it's the slow one. For Australia it was the slowest Indian gateway we read, a median of 48 days to Sydney, because its Australian cargo relays through Cochin, Colombo or Mundra before the long leg. It had no US sailing listed on the carrier we read. If a supplier quotes "Gujarat port" for Australia, ask which one.

How Do I Put the Port in My Order?

1. **Name it.** "FOB Mundra" or "FOB Nhava Sheva" in the purchase order, not "FOB India" (FOB).
2. **If your supplier is inland and ships full containers from a depot, consider FCA at that depot instead**, so the long inland leg isn't buried in the price (FCA). Why FOB India quotes and invoices differ shows what goes wrong when it is.
3. **Ask the supplier for a recent bill of lading**, price blacked out if they like. It shows which port they really use, on which service, and whether their promised transit is one they've actually had.



If the port your supplier always uses doesn't suit your lane, say so before the quote is final. Changing it after the goods are packed is where the extra trucking bill comes from. [Choosing a freight forwarder](#) covers who books it, and [sea freight routes](#) the lanes beyond the port. [SourcingSync](#) can brief the supplier and book the freight from the gateway that suits you.

FAQ

Is Mundra or Nhava Sheva better for exports from Delhi? ^

Mundra is closer. Nhava Sheva had faster sailings to Europe, the UAE and New Zealand in our read. For the US East Coast, Mundra was faster.

Are Nhava Sheva, JNPT and JNPA the same port? v

Does the new freight corridor make Nhava Sheva faster from the north?



Which port is fastest to Australia from north India?

