



Port situation in India and Pakistan

After an initial spike in tensions between the two nations that disrupted trade, port operations have cautiously resumed, albeit under certain restrictions.

Published 20 May 2025

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.

Our local correspondents in India and Pakistan have provided the following updates on the current situation.

India

Port situation: Currently, all ports in India, including the ports close to the border with Pakistan, remain operational.

Impact on air traffic: All airports have resumed normal services.

Trade restrictions: Prohibition issued on the 2 May 2025, [India's Ministry of Commerce & Industry](#) and as amended on the 3 May 2025 “*Direct or indirect import or transit of all goods originating in or exported from Pakistan, whether or not freely importable or otherwise permitted, shall be prohibited with immediate effect, until further orders,*” remains active.

The [DGS Order 5 of 2025](#) prohibiting Pakistani-flagged vessels from calling at Indian ports and Indian-flagged vessels from calling at Pakistani ports remains active as well. Furthermore, in late April, the DG Shipping also issued circular [DGS Circular 15 of 2025](#) advising Indian seafarers on vessels calling at Pakistani ports to exercise caution.

Although all ports have reverted to MARSEC level I in accordance with DGS advisory issued on the 15 May 2025, ports have been advised to operate a heightened security measures if their threat assessment suggests so.

Vessels with transit cargoes from/to Pakistani Ports continue to be scrutinized by Indian Customs and accepted only on a ‘case by case basis.’

Pakistan

Port situation: All Pakistani ports are functioning normally, with ships berthing and sailing without disruption, according to our local correspondent.

Trade restrictions: Pakistan's Ministry of Maritime Affairs had [banned Indian-flagged vessels from docking at its ports and reciprocally barred Pakistani ships from calling at Indian ports](#) . Additionally, on 4 May 2025, Pakistan's Ministry of Commerce had issued SRO 750(I)/2025, imposing further trade restrictions prohibiting:

- the transit through Pakistan of goods of Indian origin, imported by third countries (via sea, land, and air),

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.

- goods imported from India** by third countries (via sea and air), and
- the exports from third countries to India (via sea, land, and air).

We have been advised that the above-mentioned prohibitions may not apply to imports/exports for which a bill of lading and LC were issued or established prior to the issuance of the above order, i.e. prior to 4 May 2025.

**A recently issued ROB (retained onboard) clarification circular eliminates any doubt on acceptance of vessels arriving in Pakistan with remnant cargo onboard after discharging (or in ballast condition) from an Indian port.

There are a few recent reports on vessel diversions. Correspondents advise consideration of neutral transshipment hub in lieu of embargoed corridors.

Impact on crew change

While India has prohibited crew change and shore leave for Pakistani seafarers, no such reciprocal restrictions have been imposed by Pakistani authorities for Indian seafarers serving on foreign flagged vessels.

Key recommendations

We advise ship operators and masters trading in these waters to assess the risks associated with all port calls, and suggest obtaining inputs from war risk underwriters if necessary.

Continuous and careful monitoring of the evolving situation is strongly recommended. Masters should obtain the most current information from their local agents, local authorities, and Gard's correspondents.

All advice received from flag administrations and port authorities regarding the applicable safety and security measures should be strictly followed.

Vigilant VHF watch and enhanced communication with the port authorities are encouraged.

Given the intricate nature of the agreements and the specific circumstances of each voyage, navigating contractual disputes will require careful legal consideration. Members are encouraged to seek guidance from their Defence lawyers at Gard.

We are grateful to GAC Shipping (India) Private Limited, and Indemnity Marine (Pvt) Ltd. for assisting with the above information.

The information provided in this article is intended for general information only. While every effort has been made to ensure the accuracy of the information at the time of publication, no warranty or representation is made regarding its completeness or timeliness. The content in this article does not constitute professional advice, and any reliance on such information is strictly at your own risk. Gard AS, including its affiliated companies, agents and employees, shall not be held liable for any loss, expense, or damage of any kind whatsoever arising from reliance on the information provided, irrespective of whether it is sourced from Gard AS, its shareholders, correspondents, or other contributors.