

Global Dredging & Waterway Delivery Monitor: July 2026

Global delivery monitor | IMWO-REP-2026-07-DREDGING | Version 3.7
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Twenty-four current dredging and navigable-waterway records cover open and closed tenders, post-bid evaluation, procurement resets, owner-defined campaigns, awards, concession transfers, active works and one completed capital-deepening project across Africa, the Americas, Europe, Asia Pacific and the Middle East.

24	187	24	5
tracked projects	source citations	Confirmed records	world regions

DATA CUTOFF 20 July 2026

COVERAGE	Twenty-four public IMWO project records in Africa, the Americas, Europe, Asia Pacific and the Middle East span port access, energy-terminal access, capital deepening, recurring maintenance dredging, post-bid evaluation, procurement resets, offshore reclamation, terminal-basin formation, breakwater and revetment delivery, lifecycle channel concessions, sediment research, channel resilience, climate adaptation, multimodal canal delivery and completed deep-draft access works.
AUDIENCE	Port and waterway owners, dredging contractors, consultants, equipment and survey specialists, environmental teams, lenders, and institutions comparing current delivery signals across international markets.
ACCESS	Open web report: https://imwo.org/reports/report-global-dredging-waterway-monitor.html

EXECUTIVE VIEW

Findings from the fixed evidence set

The twenty-four dredging and waterway records run from owner-defined campaigns, post-bid evaluation, tender resets and awards through active delivery, signed concessions and a completed capital-deepening contract.

FINDING 01

A procurement reset can coexist with active dredging at the same port

Progreso now has three delivery clocks: an initial state-financed dredging phase recorded complete, a separate SSA Marine Mexico berth stage announced active, and a federal 40 ha north-platform construction-dredging tender declared void. The void tender's channel, basin, rock, material-transport, platform and sediment-control scope defines a possible future package, not a current contractor or mobilisation. The federal package can advance only through a replacement route, revised estimate, bidder list, award and notice to proceed. The macro MXN 7.225 billion programme estimate and MXN 948 million private-stage investment are not substitute values for a future federal contract.

FINDING 02

Kamarajar has a completion date, but not a public acceptance file

Kamarajar's procurement trail begins with a 13.23 million cubic metre, INR 5.492 billion feasibility estimate. The February 2024 tender carried an INR 3.8 billion value and 540-day period; the October award was INR 4.407 billion excluding GST; and the December foundation release described an INR 5.45 billion investment. These are different source-stage baselines, not a final cost series. The July 2026 government release records the work complete, with 23.0-metre and 22.0-metre channel depths and an 18.0-metre operating draft, but final quantity, material route, accepted survey, completion certificate, final account and first fully laden Capesize call remain unpublished.

FINDING 03

Award and signature do not equal physical mobilisation

Six records remain at award, while Argentina's VNT and Brazil's Paranaguá have advanced through signed concessions without evidencing their scheduled August physical mobilisation or operating transfer. Paranaguá also shows why transfer is not deepening: the current PPCC portal publishes a 13.3-metre operating draft against a 15.5-metre target, and the separate pre-handover Vox Amalia campaign cannot be carried into concession performance. Georgetown makes the same timing boundary explicit for a works award. Procurement, signature, and transfer milestones are comparable, but fleet needs, tariff exposure, environmental controls, survey baselines, acceptance gates, and revenue structures are not.

FINDING 04

Dredged-material reuse does not collapse the civil-to-terminal handover

Valencia adds a construction-stage terminal-basin case with about 25 million cubic metres of dredged material identified for reuse where feasible. The Port Authority's main-works contract covers quay, ancillary-quay, deepening, reclamation and demolition interfaces, while TIL's separate concession carries terminal systems and operations. The 2022 design estimate, 2023 procurement ceiling, 2024 award, Q4 physical start, 50-year concession, dredging output, accepted platform, automation and first commercial service are therefore separate records. The 137-hectare EIB reclamation definition and 126-hectare ACCIONA paved-area definition also measure different scope boundaries.

FINDING 05**Tender scope must not be promoted into an offshore award**

Vadhvan adds a distinct procurement-stage case. The nearshore reclamation EPC package is awarded, while the current owner tender page lists the offshore dredging, reclamation and protection-bund HAM package closing on 17 July 2026 and the Daman investigation closing on 15 July. The reviewed official record contains no AOC for either package or for the breakwater. Proposed depths, areas, deadlines and the 3-plus-2-plus-10-year commercial structure are tender requirements, not contractor, mobilisation or accepted-output evidence.

FINDING 06**One three-year tender still creates three annual acceptance records**

Mumbai's INR 281.70 crore E.47/2026 estimate covers three campaigns, each with a 24-week completion clock and 45-day TSHD mobilisation requirement. The INR 65 crore 2026-27 budget line is an annual accounting provision, while the INR 216.40 crore E.47/2023 award and earlier Van Oord packages are history. Assured-depth lump sums, measured in-situ work, supplementary near-wall plant, non-exclusive DS1 access, VTS controls, and post-dredge surveys must therefore be read cycle by cycle rather than collapsed into one value or completion claim.

FINDING 07**A low bid still leaves the placement route open**

Donjon's USD 51.424 million preliminary total leads Jay Cashman by USD 3.0072 million and Posillico by USD 17.074 million. MFP-364.003 still depends on engineer-issued work orders across four terminal systems, while the contractor must select the upland placement facility and satisfy receiving-state criteria. Bid rank, award, executed value, sediment route, measured quantity and accepted work therefore remain separate records.

FINDING 08**Delivery models diverge as much as geography**

Tunisia moved from a second single-lot open tender to a signed main-works contract and a separate supervision procurement, but execution still divides into three different material systems. Argentina uses a lifecycle concession. Luleå reached a signed seasonal capital-works package only after preparatory dredging, an over-budget tender and redesign, while Gothenburg divides fairway and port-side responsibilities. Port Hedland and Ramayapatnam use more discrete capital-dredging packages, with Ramayapatnam's package arriving inside a greenfield port that had already been under construction for almost four years. Package history and structure are therefore primary analytical variables.

FINDING 09**Whole-port progress is not dredging-package progress**

Ramayapatnam demonstrates the denominator problem. The 4 April 2025 government record placed the INR 4,929.39 crore whole port at 52.95% and the 13 February 2026 record still classified it under construction. DEME's basin, turning-circle, berth-pocket and reclamation package was awarded on 16 June 2026. The earlier percentage cannot measure a later contract, and the award cannot prove breakwater completion, cutter-suction mobilisation, dredged quantity, accepted reclamation, hydrographic clearance, navigation aids, VTMS, rail access, berth handover or first vessel service.

FINDING 10**Two maintenance windows still require two execution records**

Cleveland's USD 11.7 million award sets approximately 250,000 cubic yards and two 2026 windows, but the first calendar window is not itself completion evidence. The delivery record must show plant mobilisation, measured upper-river production, the actual split among upland processing and confined disposal, post-dredge hydrography, and the October return. That campaign also sits inside a constrained sediment system: the Port awarded an SPMF bridge through 2029, USACE is assessing short-term placement alternatives, and CHEERS remains in design, permitting and funding rather than current operating capacity.

FINDING 11**Dredged-material routing is part of project definition**

New Haven, Richmond, Tunisia, Mumbai, Cleveland, St. Joseph, and Georgetown show that containment, beneficial use, research placement, environmental review, and disposal pathways can shape programme sequence and stakeholder exposure as directly as dredging volume or design depth. New Haven separates fine material between two borrow pits and open water, sends sand to shellfish habitat and rock to a reef site, but its bid close does not prove that any route is ready or receiving material. Richmond's RFP links 14 reaches to suitable material placed at Montezuma Wetlands, but DMMO suitability and a tender route do not prove accepted receipts. Georgetown shows how an 18-year maintenance gap can convert recurring operations into navigation recovery: the selected action limits the current method to cutterhead dredging and existing upland placement areas, excludes ocean disposal, and keeps the 390,000-cubic-yard base plus 170,000-cubic-yard option separate from future maintenance quantities. Tunisia shows in parallel why a procurement portal marked complete cannot prove containment, dredging, placement, or acceptance. Mumbai adds a different control stack: DS1 is designated but non-exclusive, vessel movements require VTS coordination, the general SOP expects digital tracking and 15-day reporting, and project-specific permission still has to be evidenced.

FINDING 12**One port can carry several delivery clocks**

Bujumbura shows why portfolio status, field targets, package handover, and resilience planning cannot be collapsed into one date or percentage. The active AfDB/EU package still requires dated post-March-2025 evidence for the protective dike, dredging, quays, marine dock, roads, and equipment. The October 2024 JICA ceremony closes only its separate grant package. The March 2026 UNDP study establishes a resilience investment track rather than built assets. The end-2026 infrastructure target and MapAfrica's 31 December 2027 programme date remain different schedule boundaries.

FINDING 13**The approval-to-delivery gap remains visible**

Madagascar now has a signed IDA agreement and a first package map, but not one marine contract. The final appraisal allocates US\$30 million to Majunga, US\$32 million to Tulear and US\$29.94 million to Pangalanes within a US\$102.24 million component. The 26 May plan records Majunga works as pending, canal maintenance and dredging equipment as under review, a canal landing-stage package as cancelled, and canal supervision as pending; it does not list active main Tulear or canal-dredging works packages. Port rehabilitation contains no port dredging, while canal dredging remains subject to site-specific safeguards and a Dredging Management Plan.

FINDING 14**Active plant still needs an acceptance record**

Port Mansfield and Ruwais LNG both have named plant or field-operation evidence without a published acceptance file. Port Mansfield's dredges and pipeline routes do not supply measured quantity, accepted depth, post-dredge survey, material receipt or final completion. Ruwais LNG's 15 million cubic metre award and 24-hour marine notice establish channel execution and disposal controls, but not final hydrography, quantity reconciliation, disposal close-out, permanent navigation aids, jetty handover or marine operating approval.

FINDING 15

A whole-project percentage does not measure marine acceptance

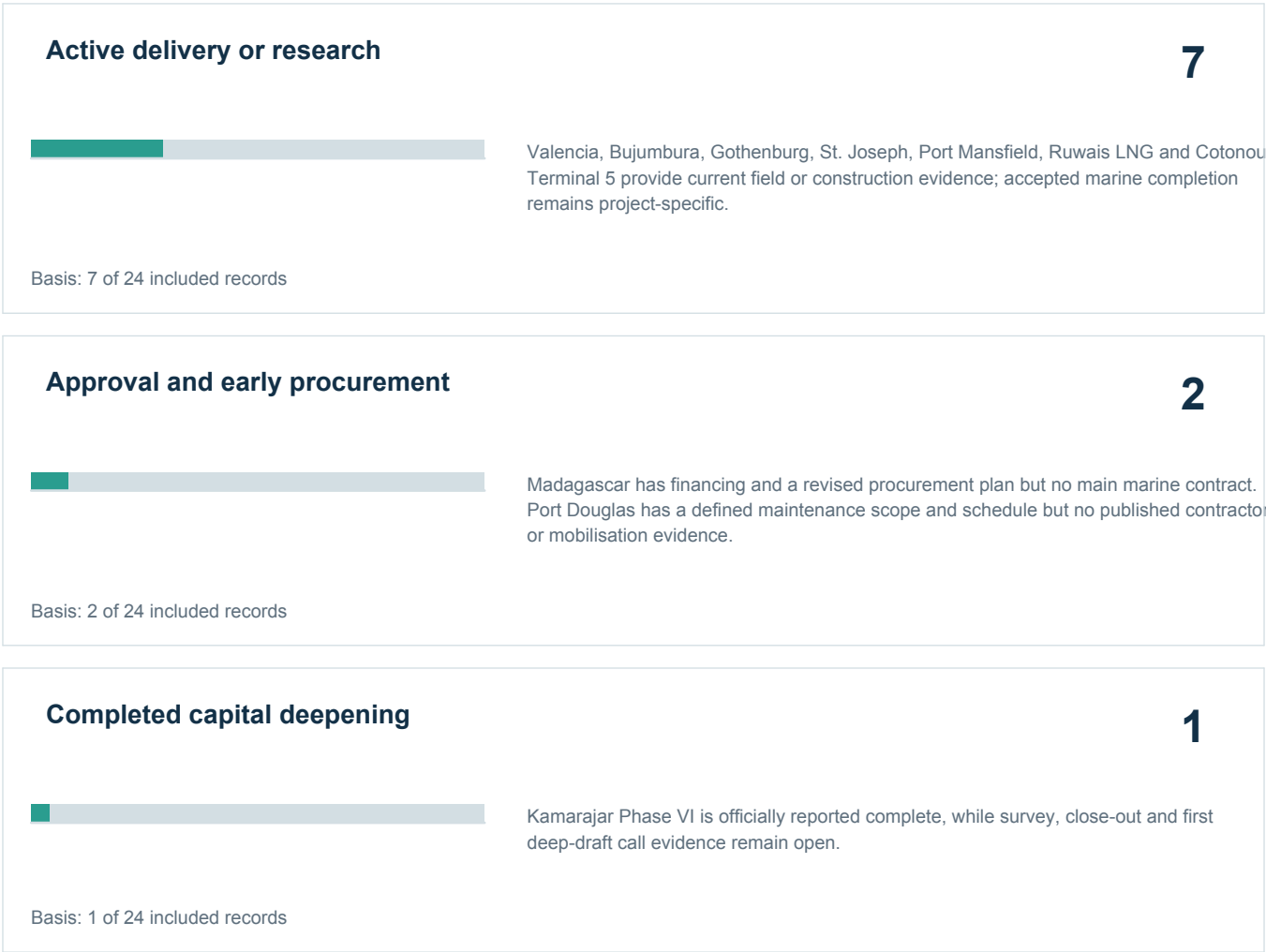
Cotonou publishes 69% physical progress and 72% overall progress on a Terminal 5 page that still lists 2021-2024. Concrete Layer Innovations separately identifies CHEC's 350-metre breakwater extension, 891-metre revetment and about 22,000 cubic metres of ACCROPODE II units. Together the sources establish active construction, not a current programme or a dredging percentage. Basin and access-channel quantities, material routing, accepted hydrography, reclamation handover, berth readiness and opening remain unpublished.

CALCULATED SNAPSHOT

What the included records show

Every count uses the same twenty-four-record denominator at the stated data cutoff. Bars describe the composition of the included evidence set, not global market share, forecast demand, or contractor capacity.





EVIDENCE TABLE

24 included project records

Twenty-four Confirmed public records form the denominator for this edition. Open each record to inspect its phase, scope, current status, image, and complete project source trail.

Project names link to the full public record, including scope, watchpoints, image credit, update history, and structured sources.

#	Project	Market	Phase / confidence	Current evidence state
1	Vadhvan Greenfield Deep-draft Port	India Asia Pacific	tender Confirmed	The approximately 200-hectare nearshore reclamation and shore-protection EPC package is awarded; as of 15 July 2026, the owner tender page lists the offshore dredging, reclamation and protection-bund HAM package closing on 17 July and the Daman marine-sand investigation closing on 15 July, while no award or AOC is published for either package or for the 10.14-kilometre offshore breakwater
2	Tunisia three-port access and dredged-material programme	Tunisia Africa	award Confirmed	Dredging contract signed; enabling and supervision sequence forming
3	Argentina Vía Navegable Troncal dredging and signaling concession	Argentina Americas	mobilisation Confirmed	Concession signed; operating transfer complete and August maintenance mobilisation remains to be evidenced
4	St. Joseph Harbor 2026 dredging and sediment-placement research	United States Americas	construction Confirmed	Outer harbor dredging and ERDC placement monitoring active
5	Port of Luleå Malmporten fairway and deepwater port works	Sweden Europe	award Confirmed	Dredging contract signed for 2027 start

#	Project	Market	Phase / confidence	Current evidence state
6	Port Hedland Zone 5 Bypass Channel	Australia Asia Pacific	award Confirmed	A\$50 million dredging contract awarded; federal sea-dumping application remains an open evidence gate before September mobilisation
7	Madagascar Majunga, Tulear and Pangalanes transport resilience programme	Madagascar Africa	approval Confirmed	IDA financing signed; marine packages are planned, under review, pending, cancelled, or absent from the reviewed plan
8	Cleveland Harbor 2026 maintenance dredging	United States Americas	award Confirmed	USD 11.7 million award confirmed; no 2026 field execution is documented
9	Skandia Gateway fairway and quay deepening	Sweden Europe	construction Confirmed	Quay construction active; port-side dredging awarded; optimized national fairway package in procurement for 2027-2028 delivery
10	Valencia North Terminal quay and automated terminal works	Spain Europe	construction Confirmed	Main quay works under construction after the Q4 2024 start
11	Georgetown Harbor maintenance dredging	United States Americas	award Confirmed	USD 3.587 million award; July 2026 start expected but mobilisation remains unconfirmed
12	Ramayapatnam Port capital deepening works	India Asia Pacific	award Confirmed	Greenfield port under construction; capital-deepening package awarded, mobilisation unconfirmed
13	Bujumbura Port Lake Tanganyika corridor rehabilitation	Burundi Africa	construction Confirmed	Ongoing at programme level; March 2025 remains the latest quantitative Phase I physical-progress baseline
14	Mumbai Port 2026-29 maintenance dredging programme	India Asia Pacific	tender Confirmed	Tender E.47/2026 remains open; bids due 23 July 2026 after one corrigendum
15	Paranaguá access channel dredging concession	Brazil Americas	mobilisation Confirmed	Concession signed; 1 August operating transition remains scheduled, with the 13.3-metre baseline still controlling
16	Port of Progreso expansion dredging and north-platform procurement	Mexico Americas	tender Confirmed	Initial state dredging phase completed and a separate private berth stage is active; the federal 40 ha north-platform construction-dredging tender was declared void on 8 July 2026, with no rebid confirmed
17	Kamarajar Port Capital Dredging Phase VI	India Asia Pacific	completed Confirmed	The Government of India reports Phase VI complete and Kamarajar operating at 18.0 metres draft; the post-dredge survey sheet and a first fully laden Capesize call are not published
18	Port Douglas Boat Harbour 2026 maintenance dredging	Australia Asia Pacific	approval Confirmed	Owner-defined cutter-suction campaign scheduled from July to October 2026; contractor and mobilisation remain unconfirmed
19	Richmond Inner Harbor FY26 maintenance dredging	United States Americas	tender Confirmed	Updated full-and-open RFP issued 15 July 2026; proposals due 14 August 2026; no award or mobilisation recorded
20	New Haven Harbor improvement dredging	United States Americas	tender Confirmed	IFB amendment 0007 posted 16 July 2026; bids closed 17 July; no award or notice to proceed posted
21	Port Mansfield Channel 2026 maintenance dredging	United States Americas	construction Confirmed	Callan Marine dredging has reached the Gulf Intracoastal Waterway junction; the Navigation District says the next work front is the harbor and turning basin
22	New York and New Jersey marine terminals maintenance dredging	United States Americas	evaluation Confirmed	Three preliminary bids opened for MFP-364.003; evaluation and award remain pending
23	Ruwais LNG marine access and export terminal	UAE Middle East	construction Confirmed	Ruwais LNG remains under development for 2028 commercial operations; a February 2025 port notice placed the access-channel dredging in phased 24-hour execution, but no final marine acceptance record has been published
24	Port of Cotonou Terminal 5 bulk terminal	Benin Africa	construction Confirmed	The port authority reports 69% physical progress and 72% overall progress, while its published 2021-2024 delivery period is no longer current

METHOD AND BOUNDARIES

How this edition was assembled

Twenty-four public records met four tests at the 20 July 2026 cutoff: a named asset or programme, a defined marine scope, Confirmed evidence from an accountable party and a structured project page. Each project is counted once at its latest evidenced phase. New York and New Jersey marine terminals are at evaluation because three preliminary totals are public but award and the first work order are not. New Haven, Richmond, Mumbai and Vadhvan remain at tender; Progreso is a tender-stage reset after the federal package was declared void. Port Douglas remains at approval because the scope and delivery window are defined without a contractor or mobilisation record. Six projects are at award. Paranaguá is at mobilisation because its concession is signed but operating transfer and accepted deepening remain open. Valencia, Bujumbura, Gothenburg, St. Joseph, Port Mansfield, Ruwais LNG and Cotonou Terminal 5 have current field or construction evidence. Kamarajar Phase VI is complete on the government record, with close-out evidence still to follow. The denominator is this fixed 24-project set, not the global dredging market.

Confidence rule

Only Confirmed project records are included; Reported and Watching signals are excluded from every calculation.

Limitations

This evidence set cannot measure global expenditure, fleet demand, tender volume or contractor backlog. A tender is not an award; an award or calendar window is not mobilisation; a budget is not contract value; and named plant is not accepted production. The three MFP-364.003 totals rank preliminary bids only. They do not establish evaluated responsiveness, award, executed value, work-order quantity, selected upland facility or accepted delivery. New Haven and Richmond publish programme or tender quantities, not final contract quantities or material receipts. Port Mansfield's field update and mariner notice do not provide measured output, accepted depth or contractual completion. Ruwais LNG's award and marine notice establish scope and field execution but not final channel depth, accepted hydrography, reconciled quantity, disposal close-out, commissioned navigation aids or berth readiness. Cotonou's 69% physical and 72% overall figures are undated page snapshots; they do not measure dredging progress or prove revised completion, accepted nautical access or terminal opening. Progreso's completed state phase, active private berth works, void federal package and any replacement tender remain separate. Valencia's civil works and terminal concession have separate handover clocks. Paranaguá's signed concession, planned transfer, current 13.3-metre draft and 15.5-metre target cannot be collapsed into one delivery claim. Kamarajar's completion record does not publish its final survey, quantity or account. Project pages retain the full source-specific limitations behind these boundaries.

EDITION RECORD

Publication and revision trail

Edition identifier: IMWO-REP-2026-07-DREDGING

Current revision: Version 3.7. Cotonou Terminal 5 adds a West African bulk-terminal case where current progress percentages sit beside an expired programme. The revised web, PDF and CSV editions cover 24 projects and align 187 project-source citations.

Review cycle: Monthly evidence review; material corrections or project-stage changes can trigger an interim dated revision.

Suggested citation: [International Marine Work Organization \(2026\). Global Dredging & Waterway Delivery Monitor: July 2026 \(Version 3.7, IMWO-REP-2026-07-DREDGING; data cutoff 20 July 2026\).](#)
<https://imwo.org/reports/report-global-dredging-waterway-monitor.html>

Evidence access

The fixed project-level evidence table is available as CSV:

<https://imwo.org/global-dredging-waterway-delivery-monitor-july-2026.csv>. The linked project pages carry the full source trail used for project-level verification.

REPORT-LEVEL SOURCE REGISTER

Sources used to establish the edition boundary

1. Current Vadhan Port tender listing / Vadhan Port Project Limited / Current listing reviewed 15 July 2026. [Open source](#)
Owner-listed opening and current closing dates for the offshore HAM and Daman marine-sand investigation procurements.
2. Status of Work - Vadhan Port Project Limited / Vadhan Port Project Limited / Current owner-posted file reviewed 14 July 2026. [Open source](#)
Owner-side package values and reviewed award or evaluation state for the nearshore, breakwater, and offshore HAM packages.
3. Tender status for offshore dredging, reclamation and protection bund on HAM / Central Public Procurement Portal, Government of India / Current status reviewed 14 July 2026. [Open source](#)
Official procurement-stage boundary for Vadhan's offshore dredging, reclamation and protection-bund HAM package.
4. DEME secures dredging contract to enhance access to strategic Tunisian ports / DEME Group / 3 June 2026. [Open source](#)
Award, three-port scope, sequence, plant, and differentiated dredged-material routes.
5. Second open tender for dredging works at the three port complexes / Tunisia High Authority for Public Procurement / OMMP / 12 June 2025. [Open source](#)
Official second-call, single-lot, budget-funded maritime-works procurement record; its Complet status is bounded from physical completion.
6. OMMP reports the three-port dredging contract signed / Tunis Afrique Presse / 7 May 2026. [Open source](#)
National-agency evidence that the approximately TND 125 million three-port contract had been signed, without proof of physical mobilisation.
7. Notice of Tender No. 25/2026 for dredging guidance, monitoring, and technical assistance / Office de la Marine Marchande et des Ports / 18 May 2026. [Open source](#)
Owner notice establishing the separate supervision and technical-assistance procurement for all three port complexes.
8. Environmental-management hearing for the Via Navegable Troncal / Argentina.gob.ar / ANPYN / 3 November 2025. [Open source](#)
Early environmental-management participation record, bounded from later project-specific campaign approvals and physical delivery.
9. National and international call for the VNT concession / Argentina.gob.ar / ANPYN / 18 December 2025. [Open source](#)
Official tender and document route for the toll-backed VNT concession.
10. VNT concession pre-award recommendation / Argentina.gob.ar / ANPYN / 4 June 2026. [Open source](#)
Pre-award recommendation after the three-stage evaluation, kept separate from formal award and signature.
11. Resolución 36/2026 awarding the Via Navegable Troncal concession / Boletín Oficial de la República Argentina / 19 June 2026. [Open source](#)
Official award basis for the VNT concession record.
12. Government contract-signing update for the Via Navegable Troncal / Argentina.gob.ar / ANPYN / 7 July 2026. [Open source](#)
Contract signature, concession-company formation, asset and worker transfer, toll change and controlling authority boundary.
13. Corps of Engineers begins dredging and research operations in St. Joseph Harbor / U.S. Army Corps of Engineers, Detroit District / 1 July 2026. [Open source](#)
Current fieldwork and sediment-placement research basis for St. Joseph Harbor.
14. Sweden's largest dredging project to start in 2027 / Swedish Maritime Administration / 2 July 2026. [Open source](#)
Signed remaining-works contract, planned start, value, fairway length, and completion frame for Malmporten.
15. Malmporten project status and procurement background / Swedish Maritime Administration / 31 March 2026. [Open source](#)
Preparatory-work completion, over-budget tender stop, quay-procurement stop, fairway optimization, retender and planned 2027 start.
16. Malmporten market-dialogue scope baseline / Swedish Maritime Administration / 24 March 2022. [Open source](#)
Historical whole-program quantity, material, parallel-works and seasonality assumptions, kept separate from the current remaining-works contract.
17. Contract awarded for Port Hedland Zone 5 Bypass Channel / Pilbara Ports / 22 June 2026. [Open source](#)
Port-owner award and channel-resilience scope for Port Hedland.
18. Port Hedland Zone 5 Bypass Channel Environmental Review Document / Pilbara Ports / EPA Western Australia / 7 April 2026. [Open source](#)
Controlled design depth, dredging envelope, disturbance footprint, plant options, SG7C placement and monitoring basis for the Port Hedland resilience package.
19. Sea-dumping application and permit register / Australian Department of Climate Change, Energy, the Environment and Water / Current register reviewed 15 July 2026. [Open source](#)
Federal application SD2026-4091 and the open permit boundary for loading and dumping up to 800,000 cubic metres.
20. Madagascar Multimodal Transport and Logistics Project Appraisal Document / World Bank / 13 April 2026. [Open source](#)
Final US\$102.24 million port-and-waterway component, eight-subcomponent structure, component allocations and 200-kilometre Pangalanes scope.
21. Appraisal Environmental and Social Review Summary - P512330 / World Bank / 27 February 2026. [Open source](#)
No-port-dredging boundary for Majunga and Tulear, canal turbidity and dredged-material risks, and site-specific safeguards required before related procurement or works.
22. Madagascar transport infrastructure gets a major boost with World Bank Group support / World Bank / 28 April 2026. [Open source](#)
Public approval announcement and programme-level description of the two ports and 200-kilometre canal corridor.
23. P512330 Procurement Plan / World Bank / 26 May 2026. [Open source](#)
Package values, planned procurement dates and pending, under-review or cancelled states; planned dates are bounded from issued notices and awards.
24. Financing Agreement for credits 8005-MG and 8004-MG / World Bank / 9 June 2026. [Open source](#)
Signed US\$200 million IDA framework, total US\$305 million project structure, co-financing condition and 30 September 2031 closing date.
25. Madagascar Multimodal Transport and Logistics Project / Asian Infrastructure Investment Bank / 26 June 2026. [Open source](#)
Proposed US\$100 million AIIB co-financing and Category A environmental framing, kept separate from approval or effectiveness.
26. AfDB, EU, and government inspect Bujumbura Port rehabilitation works / African Development Bank Group / 17 March 2025. [Open source](#)
Latest reviewed quantitative Phase I field baseline: 45% on the 545-metre protective dike, follow-on quay and marine-dock scope, 11.7 kilometres of access roads, funding split, and end-2026 infrastructure target.

27. Lake Tanganyika Transport Corridor Phase I current project record / African Development Bank Group MapAfrica / Current lender record reviewed 16 July 2026. [Open source](#)
Current ongoing status, five-component programme boundary, UA35.732 million commitment, approval and signature dates, and 31 December 2027 planned completion date.
28. Bujumbura Port climate-resilience engineering study results / United Nations Development Programme Burundi / 26 March 2026. [Open source](#)
2024 high-water damage context and the March 2026 engineering-study boundary for phased reinforcement, drainage, and resilient expansion planning.
29. USACE awards contract to dredge Cleveland Harbor in 2026 / U.S. Army Corps of Engineers, Buffalo District / 14 April 2026. [Open source](#)
9 April award, contractor, value, planned quantity, two windows, intended material routes, and the boundary between those plans and unreported 2026 execution.
30. Cleveland Harbor preliminary-assessment addendum for dredged-material placement / U.S. Army Corps of Engineers, Buffalo District / 16 January 2026. [Open source](#)
Short-term placement alternatives, annual upper-river sediment baseline and capacity constraints; the scoping document is bounded from route selection or authorization.
31. Cleveland Harbor project requirements factsheet / U.S. Army Corps of Engineers, Buffalo District / October 2025. [Open source](#)
Authorized channel geometry, approximately 225,000-cubic-yard annual dredging requirement, DMMP status and navigation-economy baseline.
32. USACE to start the separate 2025 Cleveland Harbor dredging campaign / U.S. Army Corps of Engineers, Buffalo District / 30 April 2025. [Open source](#)
Separate prior-year DMYLES contract, lower-river scope, planned quantity and CDF route, retained as history rather than 2026 evidence.
33. Port board approves project to extend the current dredge repository through 2029 / Port of Cleveland / 10 July 2025. [Open source](#)
USD 4 million SPMF extension award and through-2029 bridge; award is bounded from completed construction and operating capacity.
34. Seasonal dredging and material routing at Cleveland Harbor / Port of Cleveland / 8 June 2024. [Open source](#)
Observed split between SPMF processing and silt-basin storage, with the separate Cleveland-Cliffs dock quantity excluded from the federal-channel total.
35. Cleveland Harbor dredged material management plan and environmental impact statement / U.S. Army Corps of Engineers, Buffalo District / 11 January 2024. [Open source](#)
DMMP and EIS review framework, retained as planning evidence rather than a final selected solution.
36. SPMF 2024-2025 mechanical-berm construction safety and phasing plan / Port of Cleveland / March 2023. [Open source](#)
SPMF operating and berm-raising plan, annual placement assumptions and capacity intervention; planned work is bounded from completion.
37. Cleveland Harbor dredging and sediment management / Port of Cleveland / Current page reviewed 16 July 2026. [Open source](#)
Port-side description of the Cuyahoga shipping channel, CDF management, sediment harvesting and beneficial-use system.
38. Cleveland Harbor Eastern Embayment Resilience Strategy / Port of Cleveland / Current programme page reviewed 16 July 2026. [Open source](#)
Long-term 3.85-million-cubic-yard beneficial-use concept, design, permitting and funding status; not current placement capacity.
39. Port of Gothenburg signs dredging contract for Skandia Gateway / Port of Gothenburg / 20 April 2026. [Open source](#)
Port-side contract and interface basis for Skandia Gateway.
40. USACE, Georgetown County and City of Georgetown to host public meeting on harbor dredging / U.S. Army Corps of Engineers, Charleston District / 24 June 2026. [Open source](#)
USD 3.587 million award, current base and option quantities, July start expectation, less-than-three-month window, target depth, and stakeholder-safety briefing for Georgetown Harbor.
41. Georgetown Harbor Supplemental Environmental Assessment / U.S. Army Corps of Engineers, Charleston District / February 2026. [Open source](#)
Annual dredging through 2008, subsequent shoaling history, industrial-navigation context, selected cutterhead method, upland placement areas, no-ocean-disposal route, and broader future operations-and-maintenance envelope.
42. Georgetown Harbor Finding of No Significant Impact / U.S. Army Corps of Engineers, Charleston District / February 2026. [Open source](#)
Approximately 560,000-cubic-yard selected-action boundary, existing upland placement, mainstem Sampit exclusion, draft public review, and 10 November 2025 Section 401 certification.
43. DEME to execute capital deepening works for Ramayapatnam Port in India / DEME Group / 16 June 2026. [Open source](#)
Award, scope, plant, and delivery-window basis for Ramayapatnam.
44. Environmental and CRZ clearance for Ramayapatnam Port Phase I / Ministry of Environment, Forest and Climate Change, Government of India / 17 February 2022. [Open source](#)
Clearance boundary and conditions for the wider Phase I port before construction initiation.
45. Initiation of Greenfield Ramayapatnam Port / SPSR Nellore District, Government of Andhra Pradesh / 20 July 2022. [Open source](#)
Government event record establishing initiation of the wider port programme, distinct from the later dredging package.
46. Ramayapatnam Port breakwater works / Xbloc / Holcim Coastal / Project page reviewed 16 July 2026. [Open source](#)
Breakwater lengths, armour-unit quantities, casting start and placement start for the wider port works.
47. CWPRS Annual Report 2024-25 / Central Water and Power Research Station, Government of India / 2024-25. [Open source](#)
Government research record for the additional breakwater wave-flume studies and hydraulic-stability boundary.
48. Sagarmala project proposals for Andhra Pradesh / Lok Sabha / Ministry of Ports, Shipping and Waterways / 26 July 2024. [Open source](#)
Proposed north-breakwater, navigation-aid and VTMS funding items, explicitly bounded from approvals, awards and completion.
49. Rail connectivity to Ramayapatnam Port / Rajya Sabha / Ministry of Railways / 27 March 2026. [Open source](#)
Official record that RPDCL was developing the approximately 5.5-kilometre Tettu connection under Gati-Shakti policy and that work on the serving-station yard was at an advanced stage.
50. PM Gati Shakti National Master Plan project status / Lok Sabha / Ministry of Ports, Shipping and Waterways / 4 April 2025. [Open source](#)
INR 4,929.39 crore whole-port cost, 52.95% physical-progress baseline, under-implementation status and 34.04 MMTPA Phase I capacity.
51. Development of ports in Andhra Pradesh / Press Information Bureau / Ministry of Ports, Shipping and Waterways / 13 February 2026. [Open source](#)
Current government classification of Ramayapatnam as under construction before the DEME award.

52. Ramayapatnam Port / Navayuga Engineering Company Limited / Project page reviewed 16 July 2026. [Open source](#)
Current contractor-side two-phase capacity, draft and cargo-system context, bounded from delivery acceptance.
53. Mumbai Port current tenders: CE.T.47/2026 / Mumbai Port Authority / 18 June 2026; current deadline 23 July 2026. [Open source](#)
Owner-listed scope, publication date, corrigendum count, current bid deadline, and CPPP tender identifier for E.47/2026.
54. Tender E.47/2026 technical bid / Mumbai Port Authority / June 2026. [Open source](#)
Three annual cycles, contract estimate, bid security, plant thresholds, payment models, DS1 route, monitoring, and acceptance requirements.
55. Tender E.47/2026 financial bid / Mumbai Port Authority / June 2026. [Open source](#)
Priced-work boundary confirming dredging, transport, dumping, mobilisation, and demobilisation within the tender package.
56. CPPP tender-status record for 2026_MBPT_913633_1 / Central Public Procurement Portal, Government of India / Current status reviewed 16 July 2026. [Open source](#)
Current procurement-stage boundary; reviewed without evidence of completed technical evaluation, financial opening, or award.
57. Mumbai Port budget estimates 2026-27 / Mumbai Port Authority / 2026-27 budget; file created 30 December 2025. [Open source](#)
Annual maintenance-dredging accounting line for actual 2024-25, revised 2025-26, and budget 2026-27; not contract value or physical quantity.
58. SOP for dredging and dumping permission / Mumbai Port Authority / Approved 9 January 2024. [Open source](#)
General one-month permission, vessel, VTS, AIS, logbook, reporting, and authorized-dumping controls; not project-specific permission.
59. Contracts under integrity pact as at 1 October 2024 / Mumbai Port Authority / 1 October 2024. [Open source](#)
Preceding E.47/2023 contractor, value, scheduled dates, and work-in-progress status as at October 2024; historical context only.
60. Historical contract register covering T.47A/2017 and E.47/2020 / Mumbai Port Authority / Historical register reviewed 16 July 2026. [Open source](#)
Earlier multi-cycle maintenance awards and recurring package structure; historic values and contractors are not carried into 2026.
61. CCGD wins the Paranaguá access-channel auction / Brazilian Ministry of Ports and Airports / 22 October 2025. [Open source](#)
Auction winner, 20 live bids, tariff discount, grant fee, first-five-year investment, and target-draft basis for the Paranaguá concession.
62. Paranaguá access-channel auction result homologated / Brazilian Ministry of Ports and Airports / 4 December 2025. [Open source](#)
Homologation boundary confirming the selected consortium while leaving signature, transfer, mobilisation, and delivery for later evidence.
63. Paranaguá access-channel concession project / National Waterway Transportation Agency (ANTAQ) / Updated 5 May 2026. [Open source](#)
Term, CAPEX, contract value, concession boundary, phase programme, dredging, survey, rock-removal, berth, VTS, navigation-aid, and Antonina transition basis.
64. Paranaguá access-channel concession contract: R\$1.23 billion / Brazilian Ministry of Ports and Airports / 12 March 2026. [Open source](#)
Federal contract-signature and investment evidence, bounded from later operating transfer or accepted deepening.
65. DEME concludes the Paranaguá access-channel concession contract / DEME Group / 13 March 2026. [Open source](#)
Contractor-side 12 March signature date, 25-year term, PPCC operating vehicle, and mobilisation boundary.
66. Port tariff table and expected concession start / Portos do Paraná / Current page reviewed 16 July 2026. [Open source](#)
Expected 1 August 2026 operating and tariff transfer; the notice is not evidence that transfer or tariff collection occurred.
67. Paranaguá 2026 maintenance-dredging campaign / Portos do Paraná / 18 May 2026. [Open source](#)
Separate pre-handover Vox Amalia campaign and end-June target, kept apart from concession fleet, completion, and performance.
68. Paranaguá Port Channel Company operating portal / Paranaguá Port Channel Company / Current portal reviewed 16 July 2026. [Open source](#)
Current 13.3-metre operating draft, 15.5-metre target, March 2026 bathymetry, VTS status, PDO charge, concession area, and reporting baseline.
69. North Terminal Valencia Port / European Investment Bank / Project record reviewed 16 July 2026. [Open source](#)
Current lender definition of the main quay, ancillary quays, 137-hectare reclamation, basin deepening, dismantling interfaces, Q4 2024 physical start, and contractor consortium.
70. Valenciaport publishes the North Terminal construction project / Valenciaport / 21 April 2022. [Open source](#)
Pre-tender design, estimated budget, 58-month planning period, caisson and consolidation prescriptions, dredged-material characterization, and operability requirements; explicitly non-final at publication.
71. Port Authority receives four North Terminal bids / Valenciaport / 5 April 2024. [Open source](#)
Tender-close evidence and terminal design context, bounded from contractor selection or physical works.
72. Port Authority awards the North Terminal main works / Valenciaport / 1 July 2024. [Open source](#)
Owner award to the ACCIONA-Jan De Nul-Grupo Bertolin joint venture, separate from the later concession and physical start.
73. ACCIONA awarded Valencia Port expansion works / ACCIONA / 1 July 2024. [Open source](#)
EUR 489 million contractor-side award, primary and auxiliary quays, 126-hectare paved-terminal definition, and planned reuse of dredged material from Valencia and Sagunto.
74. TIL receives the North Terminal concession / Valenciaport / 26 September 2024. [Open source](#)
Separate 50-year construction-and-operation concession and EUR 1.098237 billion private-investment proposal, bounded from civil acceptance and operating readiness.
75. Jan De Nul builds the new Valencia container quay / Jan De Nul / 9 October 2024. [Open source](#)
Contractor scope, about 25 million cubic metres of dredged material, and reuse intent where feasible; quantity and reuse plan are not accepted output.
76. Port Authority of Valencia 2024 annual accounts / Valencia Port Authority / 30 June 2025. [Open source](#)
Signed owner record for the December 2023 procedure, EUR 489.18 million excluding VAT award, Q4 2024 physical start, and execution boundary.
77. Construction dredging and formation of the north platform at Progreso / Proyectos Mexico / Revised 10 July 2026. [Open source](#)
Void-status and federal package-scope boundary for the 40 ha north platform; no bidder, award, mobilisation or rebid is inferred.
78. Port of Progreso expansion programme / Proyectos Mexico / Current project page reviewed 16 July 2026. [Open source](#)
Macro geometry, 12.9 million m3 baseline, two-platform programme and initial state-phase completion entry; not a replacement federal contract.

79. Weekly project updates: 6-12 July 2026 / Proyectos Mexico / 12 July 2026. [Open source](#)
Official weekly change record moving the north-platform package from proposal review to void.
80. ASIPONA Progreso national public works tender notice / Diario Oficial de la Federacion / 2 June 2026. [Open source](#)
Original national tender route and calendar; its 24 June proposal-opening date is preserved separately from Proyectos Mexico's 26 June date.
81. Conclusion of first dredging stage and start of private second stage / Government of Yucatan / 19 June 2026. [Open source](#)
Boundary between the completed state phase and separate SSA Marine Mexico berth stage; neither proves execution of the void federal platform package.
82. Progreso dredging reaches 90 percent / Government of Yucatan / 20 February 2026. [Open source](#)
Earlier state-phase rock quantity, depth, width and length progress, with exact Progreso cutter-head imagery.
83. Fernão de Magalhães arrives at Port of Progreso / Government of Yucatan / 29 July 2025. [Open source](#)
Project-specific vessel arrival and exact port-context imagery for the initial state phase.
84. Fernão de Magalhães cutter suction dredger specifications / Jan De Nul / Vessel sheet reviewed 16 July 2026. [Open source](#)
Technical context for the photographed vessel only; it does not establish contractual responsibility for the void package.
85. Kamarajar Port becomes India's second major port with 18-metre draft capability / Press Information Bureau, Government of India / 7 July 2026. [Open source](#)
Government completion status, channel-depth changes, 18.0-metre operating draft and stated 170,000 DWT capability.
86. Kamarajar Port Limited Twenty Fifth Annual Report 2024-25 / Kamarajar Port Limited / Submitted 4 September 2025. [Open source](#)
Owner record for Van Oord, the 24 October 2024 award, INR 4.407 billion contract value and June 2026 expected completion.
87. Kamarajar Port marks Silver Jubilee with major expansion projects / Press Information Bureau, Government of India / 7 December 2024. [Open source](#)
Foundation-event record describing the Phase VI capital-dredging investment as INR 5.45 billion; not a final account.
88. Capital Dredging Phase VI to provide deep draft at Kamarajar Port / Government of India eProcurement System / Published 16 February 2024. [Open source](#)
Tender-stage record for the INR 3.8 billion value, 540-day period and initial bid-opening date.
89. Kamarajar Port Limited Twenty Third Annual Report 2022-23 / Kamarajar Port Limited / 22 September 2023. [Open source](#)
Owner planning record for the 13.23 million cubic metre draft-feasibility basis and INR 5.492 billion estimate.
90. Kamarajar Port Survey and Dredging / Kamarajar Port Limited / Current page reviewed 18 July 2026. [Open source](#)
Current owner-side hydrographic, declared-depth and maintenance responsibility; not the unpublished Phase VI acceptance survey.
91. Port Douglas Boat Harbour entrance channel maintenance dredging / Maritime Safety Queensland / Updated 14 July 2026. [Open source](#)
Controlling 2026 owner record for quantity, cutter-suction method, temporary pipeline, Killaloe route, water-quality monitoring and delivery window.
92. Replenishment project to restore Douglas Shire beaches / Queensland Department of Transport and Main Roads / 23 September 2025. [Open source](#)
Historical evidence that clean sand from an earlier campaign was removed from Killaloe before the next dredging; not a 2026 material-reuse commitment.
93. Port Douglas boat harbour dredging / Hall Contracting / Historical project page reviewed 19 July 2026. [Open source](#)
Exact-location historical contractor and image context, kept separate from the unidentified 2026 delivery party and scope.
94. Richmond Inner Harbor FY26 maintenance dredging solicitation W912P726RA020 / SAM.gov / U.S. Army Corps of Engineers / Updated 15 July 2026. [Open source](#)
Current deadline, cost range, evaluation route, depth, 14-reach scope and Montezuma destination.
95. Richmond Inner Harbor FY26 maintenance dredging presolicitation / SAM.gov / U.S. Army Corps of Engineers / 9 June 2026. [Open source](#)
Earlier procurement notice retained for change history; its anticipated dates do not control the updated RFP.
96. FY2026 San Francisco District navigation acquisition schedule / U.S. Army Corps of Engineers, San Francisco District / March 2026. [Open source](#)
Historical 350,000-cubic-yard planning quantity, lower cost range and target dates, kept separate from current solicitation terms.
97. Richmond Harbor hydrographic survey index / U.S. Army Corps of Engineers, San Francisco District / Current page reviewed 19 July 2026. [Open source](#)
Monitoring route for condition and post-dredge survey evidence; not a current accepted quantity or result.
98. Richmond Harbor federal navigation project ten-year EA/EIR / U.S. Army Corps of Engineers, San Francisco District / Programme document reviewed 19 July 2026. [Open source](#)
Authorized and funding-limited depth context, kept separate from the current -37-foot contract requirement.
99. New Haven Harbor Improvement Dredging IFB W912WJ26BA012 / PIEE / U.S. Department of Defense / Update 0007 posted 16 July 2026. [Open source](#)
Controlling procurement record for amendment history and the 17 July bid close; no public award, notice to proceed or mobilisation is carried from the closed solicitation.
100. USACE and Connecticut Port Authority launch New Haven Harbor Improvement Project / U.S. Army Corps of Engineers, New England District / 22 April 2026. [Open source](#)
Owner and sponsor record for the 40-foot channel programme, nearly 4.5 million-cubic-yard scale and planned fall 2026 to spring 2028 construction window.
101. New Haven Harbor Improvement Project Industry Day and supplemental data package / U.S. Army Corps of Engineers, New England District / Current page reviewed 19 July 2026. [Open source](#)
Planning quantities and the five material destinations; estimates remain subject to post-maintenance surveys and do not prove awarded quantities or accepted receipts.
102. New Haven Harbor Navigation Project / U.S. Army Corps of Engineers, New England District / Current page reviewed 19 July 2026. [Open source](#)
Federal navigation-project geometry and operating context for the entrance channel, inner harbor and turning basin.
103. New Haven Harbor Navigation Improvement Project final feasibility report and EIS / U.S. Army Corps of Engineers, New England District / February 2020. [Open source](#)
Authorized design and environmental baseline for channel widening, deepening, material classification and placement; retained as programme basis rather than current production evidence.
104. Digging Deep for the Future: Port Mansfield Channel dredging progress / Willacy County Navigation District / Port of Port Mansfield / Site build last published 18 July 2026. [Open source](#)
Owner-side field update for the GIWW-junction milestone, next harbor and turning-basin sequence, contract value, funding, delivery deadline and safety characterization.

105. Heartland District Local Notice to Mariners 25/2026 / U.S. Coast Guard Navigation Center / 24 June 2026. [Open source](#)
Mariner notice for General Bradley and General Marshall, Daybeacon 18, floating and submerged pipeline routes, passing coordination and the notice window; the window is not treated as a contract extension.
106. SWG-2023-00289 Port Mansfield dredging and beneficial use public notice / U.S. Army Corps of Engineers, Galveston District / 27 March 2024. [Open source](#)
Earlier permit-stage beneficial-use proposal and environmental review context, kept separate from current measured production and acceptance.
107. SWG-2023-00289 Port Mansfield dredging and beneficial use project plans / U.S. Army Corps of Engineers, Galveston District / Permit drawings published 27 March 2024. [Open source](#)
Design-stage drawing context for the approximate two-million-cubic-yard proposal, 206-acre beach-fill area and 10,770-foot placement range; not a current output record.
108. Padre Island National Seashore beach nourishment project / Texas General Land Office / Current project page reviewed 19 July 2026. [Open source](#)
State programme context for surveys, design and agency coordination supporting beneficial-use placement planning.
109. Port Mansfield Dredging and Beneficial Use Phase II work order E611 / Texas General Land Office / Executed 23 July 2024. [Open source](#)
Executed planning and coordination work order for surveys, design, USACE coordination and National Park Service review; not a construction acceptance record.
110. Mansfield Channel / U.S. National Park Service / Updated 7 January 2024. [Open source](#)
Federal place record for channel setting and a 14-by-125-foot geometry description, retained alongside the owner's 15-by-125-foot target pending a controlling survey and datum.
111. Contract MFP-364.003 advertisement / Port Authority of New York and New Jersey / Bids due 30 June 2026. [Open source](#)
Official work-order scope across Port Newark, Elizabeth-Port Authority Marine Terminal, Port Jersey-Port Authority Marine Terminal and Howland Hook, with the advertised USD 50 million to USD 60 million estimate range.
112. Preliminary bid results for Contract MFP-364.003 / Port Authority of New York and New Jersey / Bid date 30 June 2026. [Open source](#)
Official preliminary table listing Donjon Marine at USD 51.424 million, Jay Cashman at USD 54.4312 million and Posillico Civil at USD 68.498 million without establishing award.
113. Addendum No. 1 to Contract MFP-364.003 / Port Authority of New York and New Jersey / 16 June 2026. [Open source](#)
Official addendum incorporating terminal-specific sediment reports and supporting data into the procurement record.
114. Bidder Questions Log 3 for Contract MFP-364.003 / Port Authority of New York and New Jersey / Updated 24 June 2026. [Open source](#)
Final clarification assigning upland-facility selection to the contractor and retaining receiving-state acceptance as a material-routing condition.
115. Construction opportunities and preliminary-results route / Port Authority of New York and New Jersey / Current listing reviewed 19 July 2026. [Open source](#)
Owner route for current construction advertisements and preliminary bid-result records used to monitor evaluated result and award.
116. NMDC Group awarded Ruwais LNG marine dredging contract / NMDC Group / 22 August 2024. [Open source](#)
Official marine award defining approximately 15 million cubic metres over a 5-kilometre, 245-metre-wide access channel plus navigation aids.
117. Ruwais LNG Growth Project dredging operations marine notice JDR/MN/014/2025 / ADNOC Petroleum Ports Authority / 22 February 2025. [Open source](#)
Official operational notice defining phased 24-hour dredging, the access-channel work area, two offshore disposal sites, environmental buoys and a silt curtain.
118. ADNOC signs 15-year Ruwais LNG agreement with INPEX / ADNOC / 7 July 2026. [Open source](#)
Latest owner status confirming the project remains under development for 2028 commercial operations and has 90% of planned capacity committed.
119. Terminal 5 construction project page / Port Autonome de Cotonou / Current page reviewed 20 July 2026. [Open source](#)
Owner page for the 20-hectare bulk terminal, CFAF 98.3 billion excluding-tax project cost and undated 69% physical and 72% overall progress figures; its 2021-2024 period is not treated as a current completion date.
120. Terminal 5 ACCROPODE II project record / Concrete Layer Innovations / Current page reviewed 20 July 2026. [Open source](#)
Project-specific evidence for CHEC's 350-metre breakwater extension, 891-metre revetment, underwater placement and about 22,000 cubic metres of armour units.
121. Port of Cotonou environmental report 2023-2024 / Port Autonome de Cotonou / Published August 2025. [Open source](#)
Owner report defining Terminal 5 and improved nautical access separately from the north-quay and basin-expansion project; the latter's quay and dredging quantities are not assigned to Terminal 5.
122. Definitive award for continuity of the Terminal 5 owner-representative mission / Port Autonome de Cotonou / 17 October 2025. [Open source](#)
Definitive award to Inros Lackner for continuing owner representation; it supports active oversight without establishing completion or accepted marine quantities.
123. AfDB and PAC sign the Port of Cotonou modernisation financing / African Development Bank / 12 February 2025. [Open source](#)
Financing evidence for Terminal 5 and the separate Zongo access project, including basin dredging, channel widening and sea-wall work; EUR 80 million is not presented as the CHEC contract value.
124. Rehabilitation and Expansion of Port Autonome de Cotonou project record / African Development Bank MapAfrica / Current record reviewed 20 July 2026. [Open source](#)
Current financier record showing Ongoing status and a planned completion date of 12 February 2028; it does not replace the owner's missing revised construction programme.

This report is a dated research snapshot, not an investment forecast, procurement recommendation, legal opinion, endorsement, or delivery commitment. Verify current project and tender evidence before acting.