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logistics & trade news

March 24, 2026



The container ship *MSC Alexandra* was involved in an incident at the Indian port of Mundra after strong winds broke its mooring at the CT-3 terminal.

An episode of severe weather altered the operation in one of India's main port hubs. On **March 21**, the *MSC Alexandra* lost its moorings while docked at the **CT-3 Terminal** of Mundra, in the state of Gujarat, after strong winds and a sudden rebound of bad weather raised the tension on its mooring lines. India Today reported that the ship drifted out of control inside the port, in a scene that later began to circulate widely on video.



The most consistent version between local and specialized media coincides in the core of the fact: the ship was docked, the moorings gave way due to the weather conditions and the container ship began to move within the port area. India Shipping News added that the gusts also overturned containers in the yard and led the port administration to restrict the movement of vehicles and order personnel to go to safe areas.



The meteorological context helps to explain the magnitude of the incident. The Times of India reported that **non-seasonal thunderstorms, strong winds and dust** affected large areas of **Saurashtra and Kutch** on the same day, with infrastructure damage, power outages and

agricultural disruption. That combination turned a routine port stopover into a high-risk maneuver for a large ship.



In the last few hours, international maritime coverage raised the level of the incident to a little more. **The Maritime Executive** published that, according to local media and witness videos, the *MSC Alexandra* not only let go of its moorings, but also hit **The bow against a pier or pier under construction** inside the port. The media itself attributes that detail to local images and reports, and pointed out that the ship was still **anchored outside Mundra** on Monday.



From an operational point of view, the case once again focuses on the vulnerability of large container ships to sudden meteorological events in exposed terminals. It is not only about the risk to the ship, but also about the pressure that extreme gusts can exert on mooring, cranes, yards and internal circulation in ports of high logistical density. In Mundra, that combination was in sight in a matter of minutes.