



KOLKATA PORT TRUST ADMINISTRATIVE REPORT FOR THE YEAR 2012-2013

CHAPTER - I

SPECIAL FEATURES FOR THE YEAR 2012-2013

1.1 Cargo Traffic :

- 1.1.1** Kolkata Port handled 39.928 million tonnes of traffic in 2012-2013 against the traffic of 43.248 million tonnes handled in 2011-2012.
- 1.1.2** Kolkata Dock System (KDS) handled a traffic of 11.844 million tonnes in 2012-2013 as against 12.233 million tonnes in 2011-2012.
- 1.1.3** At Haldia Dock Complex (HDC), 28.084 million tonnes of traffic was handled in 2012-2013 as against 31.015 million tonnes in 2011-2012.

1.2 Comparative Performance :

Comparative performance of Kolkata Port in 2012-2013 in respect of the following deserves special mention: -

- Kolkata Port ranked 3rd amongst all Indian Major Ports in terms of Container Traffic handling.
- Kolkata Port registered highest growth in Container Traffic amongst the Major Ports of India.
- Number of vessels handled at Kolkata Port during 2012-2013 was the **highest** amongst all Indian Major Ports. KoPT handled 16.4% of the total number of vessels, which worked at Indian Major Ports in 2012-2013. During the year 2012-2013, 3180 vessels called at KoPT.
- Average Pre-Berthing Detention on Port Account at Kolkata Dock System of Kolkata Port was lowest amongst Indian Major Ports.

1.3 Container Traffic :

- 1.3.1** Container traffic at Kolkata Port crossed the 6 lakh TEU mark during 2012-2013. Kolkata Port ranked 3rd in 2012-2013 amongst Indian Major Container handling Ports in terms of Container traffic. The number of Containers handled at Kolkata Port during 2012-2013 increased to 6,00,426 TEUs from 5,52,241 TEUs in 2011-2012 registering a growth of 9%, which was the highest among Indian Major Ports. Containerised Cargo at Kolkata Port increased to 98,28,212 tonnes in 2012-2013 from 94,36,971 tonnes in 2011-2012 i.e. an increase of 4.2%.
- 1.3.2** At KDS, there was an increase of 12.31% in respect of TEUs handled while containerised tonnage increased by 2.07%, At HDC, containerised tonnage increased by 9.54% while number of TEUs decreased marginally by 1.86% as compared to that in 2011-2012.



1.4 Vessel Traffic :

In 2012-2013, the total number of merchant vessels, which left KDS and HDC, was 3155 with a gross registered tonnage of 518 lakh tonnes, as against 3184 vessels with gross registered tonnage of 559 lakh tonnes during 2011-2012. At KDS, 1234 vessels were handled in 2012-2013 against 1222 vessels in 2011-2012. At HDC, 1921 vessels were handled in 2012-2013 against 1962 vessels in 2011-2012.

1.5 Performance :

During 2012-2013, KDS excelled in all efficiency parameters as compared to the previous year, such as, reduction in average Turn-Round Time (4.49 days in 2012-2013 from 4.95 days in 2011-2012), average Pre-Berthing Detention (0.59 day from 0.69 day) and Percentage of Idle Time of ships (31.03% from 32.79%) and above all, increase in average Ship Berth-day Output (2988 tonnes from 2786 tonnes), etc. At HDC also there was improvement in 2012-2013 vis-à-vis 2011-2012 in respect of average PBD (2.32 days from 2.57 days in 2011-2012), Percentage of Idle Time of ships (37.08% from 45.54%), etc.

1.6 Labour Situation :

Industrial Relations at Kolkata Port continued to be cordial and peaceful during the year 2012-2013. No mandays were lost at the port during the year on account of strike / stoppage of work by KoPT labourers.

1.7 A Profile of Major Modernisation Programmes

The journey of the first major as well as the only riverine port of the country continues through the tortuous process of ebb and tide, expectancy and challenges, intricately woven with the varying draft/siltation of the river Hooghly which cradles it, as it continues to adapt and re-engineer itself in newer locales and diversifying functions. The port of Kolkata has made investment decision both for KDS and HDC, keeping in mind the river morphology and traffic that can best be handled in these two locations, harnessing the respective potentials of the two dock systems. A major challenge for a riverine major port like Kolkata has been its inadequate draft preventing vessels of higher dimensions/parcel size to visit the port. Simultaneously, being a riverine Port and strategically connected to the NW-1 and NW-2, Kolkata Port has huge potential in respect of movement of cargo through Inland Water Transport (IWT) mode.

A well diversified investment programme, costing around Rs.1400 crore, aimed at improvement of infrastructure / capacity augmentation to be funded through internal resources of the Port / Grant-in-Aid by Government of India, has been embarked upon in the 11th / 12th Five Year Plan, encompassing, inter-alia, construction of riverine terminals with improvement of back-end facilities; integrated development of infrastructure including road / rail connectivity, improved storage / yard logistics, induction of state-of-the-art equipment, viz. Stacker-cum-Reclaimer, new VTM System alongwith AIS with interfacing / integration etc, augmentation of IT infrastructure, River Regulatory Measures for improvement of draft at Hooghly estuary, etc.

Apart from the above, various PPP / allied projects with an investment commitment of around Rs.12000 crore have been/are being taken up, the details of which are given below :-



A. PPP Projects included in 2012-2013 for placement of award, spilling over to 2013-2014

➤ **Development of berth facilities at Haldia Dock II (Salukkhali)**

There is a need for expansion of Haldia Dock Complex at an alternative location on the west bank of river Hooghly to cater to a higher volume of traffic, primarily coal, coking coal and iron ore. Development of Haldia Dock-II has been envisaged in the west bank at Salukkhali / Rupnarayanchak, 15 kms north east on the same bank from the existing HDC, where the land connectivity is conducive to cargo handling operation. Increased cargo throughput at the new site at a reduced overall logistic cost would be possible because of availability of relatively better draft and low turn round time of the vessels by way of avoiding the existing Lock system.

Fresh RFQ was issued in April 2012 for Haldia Dock-II (North) (cost Rs. 822 crore) and Haldia Dock-II (South) (cost Rs. 888 crore), each having one mechanized / one multipurpose jetty with 23.4 million tonnes (each 11.7 million tonnes) per annum capacity. 15 applications have been received and 8 applicants have qualified. PPPAC meeting was held on 21.11.2012.

RFP alongwith Draft Concession Agreement /Feasibility Report was issued to provisionally qualified applicants on 18.12.2012. The last date for receipt of RFP offers have been extended on quite a few occasions. One bid has been received for development of berth facilities at Haldia Dock II (North) which has been opened and negotiations are in progress, while for the berth facilities at Haldia Dock II (South), the last date has been extended till 11.9.2013.

Project has been accorded Cabinet clearance in March 2013.

➤ **Transloading facilities at Sandheads & its vicinity for midstream handling of Dry Bulk cargo**

In order to overcome the river draft problems faced by the port, Kolkata Port has already taken a string of initiatives aimed at setting up of new port facilities at deep-drafted locations. Priority has been assigned to the creation of transloading facilities at Sandhead and its vicinity in an integrated manner with construction of a riverine terminal (Outer Terminal -1) outside the lock gate at Haldia Dock. The transloading facility would avoid two-port call by the mother vessels, which are now visiting Haldia Dock with much reduced parcel load due to draft constraints. PPPAC meeting already held in July 2012.

Activation of the project was, however, subject to the outcome of the SLPs filed by KoPT, MoS, GoWB in the Hon'ble Supreme Court of India against the order passed by the Hon'ble Odisha High Court regarding territorial jurisdiction of KoPT. During a recent hearing, the Hon'ble Supreme Court directed the parties concerned to have the matter amicably settled and action taken accordingly. Government approval has been obtained and as per observation of the Hon'ble Supreme Court, the locations for Transloading Operations have been identified with the neighbouring ports of Odisha. Further discussions are underway at the Ministerial level with concerned stakeholders to operationalise the scheme.

B. Non-PPP Projects included in 2012-2013 for which Letter of Award has been placed

- LOI placed on 27.12.2012 for supply, operation and maintenance of 2 Mobile Harbour Cranes (MHCs) alongwith Grabs and Payloaders as well as for undertaking all required on-board operations, for handling Dry Bulk cargo, at Berth 4B of HDC, with projected investment of around Rs. 60 crore, with capacity of 3 MTPA. MHCs have been commissioned on and from 14.7.2013.



- LOA has also been issued in February 2012-2013 for setting up of Captive Barge facilities to a user for their cargo manufacturing unit at HDC for handling imported raw sugar (capacity of 0.8 million tonnes and projected investment Rs. 98 crore).
- In terms of the decision taken by the Board of Trustees of KoPT, the earlier tender related to mechanization of 5-NSD container berth (against which conditional LOI was placed on 30.11.2012) has been discharged and fresh composite tender is in the process of issue for integrated ship-to-shore services including back-up operations at berths No.4, 5 & 8 NSD at KDS. LOI has been placed on 19.6.2013 for appointment of Project Management Consultant (PMC) at a cost of Rs. 12 lakhs for finalization of main tender/contract leading to placement of award. The detailed terms of contract/estimates/including finalization of pre-qualification conditions etc are being firmed up for placement for approval of the Board of Trustees, following which, tenders will be floated.

C. PPP Projects included in 2013-2014 for placement of award

➤ Diamond Harbour Container Terminal

Development of a dedicated Container Terminal at Diamond Harbour, in the east bank of river Hooghly, was recommended by a High-powered Committee set up by the Ministry. The project site, around 50 km south of KoPT by road, is envisaged at an indicative cost of around Rs. 1433 crore. The first phase of the project will comprise a contiguous quay length of 900 mtrs. (designed capacity : 1.2 million TEUs) comprising three jetties capable of handling three container vessels of parcel load of 1200 TEUs barges. Projected container traffic is 1.2 million TEUs i.e, 100% rise in container handling has been envisaged with the setting up of this Container Terminal, expected within four years from the date of award of contract.

Five bidders have responded to the revised RFQ issued in October 2012 and the process of short listing of bidders has since been completed. Meanwhile, security clearance has been sought from the Ministry for the shortlisted bidder, which is awaited. The Consultant has submitted the Technical Feasibility Report (TFR) which is awaiting approval of the Board of Trustees of KoPT, prior to issuance of RFP to the shortlisted bidders. All efforts are being made for award of LOA by the end of 3rd quarter of 2013-2014.

D. Non-PPP Projects included in 2013-2014 for placement of award

- A contract for setting up of Captive Barge Jetty for a cargo manufacturing unit at HDC for handling imported Coking Coal (capacity of 1 million tonnes with projected investment of Rs. 30 crore) is slated to be awarded in 2013-2014. The party, who has applied against EOI issued by KoPT, has taken requisite clearances from their Administrative Ministry and since submitted the DPR. The matter has been taken to the KoPT Board and Ministry has been approached for approval. Award of LOA is expected by September, 2013.

E. Projects Aimed at Opening of Secondary Channel / Improved Connectivity

➤ Opening of Eden Channel

Eden channel had been opened on 10.12.2011 on trial basis with inward bound coal carrier M.V. P.F.S. Narayana and outward bound container ship, M.V. Meratus Makassar cruising through the channel on 22.12.2011 on its way to Singapore. The existing system of pilotage through Eden channel has commenced from 1.12.2012. With opening of the channel, ships enter Jellingham



via Eden Channel, while bypassing the present Auckland Channel. So far 56 (21 outward and 35 inward) ships moved through the channel. Plans are afoot for increasing number of vessels (around 300) to avail of the channel from the fair weather season of 2013-2014.

➤ **Vessel Traffic Management System**

Kolkata Port installed Vessel Traffic Management System (VTMS) with surveillance Radar Stations at Sagar, Frasergunj and Haldia in 1996. At present, KoPT is having Radar Stations, AIS Station at Frasergunj (S-Band Radar), Sagar (X-Band Radar) and Haldia (X-Band Radar) interfaced through microwave link. The VTM System is working satisfactorily since 1996 for providing effective navigational aid to the plying vessels in the Zone of VTM Radar coverage area. To arrange bare minimum necessary surveillance through instrumentation, installation of AIS Base Station at Dadanpatra and introduction of microwave link between Dadanpatra and Sagar has been done in the 1st phase to make surveillance of the vessels passing through Eden channel and its surroundings. A Tender for design / development / installation / commissioning, etc. of VTMS on a turnkey basis at a cost of Rs 33.5 crore, over a period of ten years, inclusive of 7 years' CAMC, was since issued which involves replacement of the entire system (Haldia, Sagar & Frasergunj) by the latest state-of-the-art technology. All the four Radar Stations (Dadanpatra, Sagar, Frasergunj, Haldia) will be equipped with X-Band Radar, dual transceiver etc through microwave link, networking etc. The proposal has been approved by the Board of Trustees and work order has been issued.

➤ **IT Initiatives**

With customer as its focus, on-going developments on IT and ITeS are in full swing, aimed at increased customer satisfaction alongwith improved efficiency in port management by introducing web-based applications and interchanges, thus ensuring wide coverage, minimized cost on transactions and port operations with gradual evolution towards paperless offices. In this respect, implementation of POMS (Port Operations Management System), PCS (Port Community System-an implementation of Electronic Data Interchange (EDI) among the port community), entire Estate Management through GIS and provision for catering to online queries from port users on the Port's website deserve special mention. In addition, KoPT has already taken necessary initiatives for implementation of ERP (Enterprise Resource Planning) as one of the key business solutions. As a part of the ERP project, KoPT had earlier engaged Indian Institute of Technology, Kharagpur, as the Technical Adviser for identification of Roadmap and finalisation of 'Key Performance Indicators (KPIs)', which has since been completed. Necessary work for BPR (Business Process Reengineering), prior to ERP implementation, is underway.



CHAPTER - II
REVIEW OF TRAFFIC

2.1 The volume of cargo handled by Kolkata Port during the year 2012-2013 was 399.28 lakh tonnes compared to 432.48 lakh tonnes handled during the previous year. The import traffic of the Port was 270.17 lakh tonnes and the export traffic was 129.11 lakh tonnes during the year under review against the corresponding import and export figures of 279.68 lakh tonnes and 152.80 lakh tonnes, respectively, handled in the previous year. Table 2.1 shows the comparative figures of traffic handled by Kolkata Port during the last five years.

TABLE - 2.1
Traffic Handled at Kolkata Port During Last Five Years *

(In lakh tonnes)

Year	Import	Export	Total
2008-2009	364.73	177.47	542.20
2009-2010	298.50	165.73	464.23
2010-2011	305.15	170.30	475.45
2011-2012	279.68	152.80	432.48
2012-2013	270.17	129.11	399.28

* **N.B:** Includes “Coastal (Unloading)” and “Coastal (Loading)” traffic, respectively, as well as transshipment mode, in all cases hereinafter, unless specifically mentioned to the contrary.

2.2 During 2012-2013, the traffic handled at Kolkata Dock System (KDS) was 118.44 lakh tonnes against 122.33 lakh tonnes in 2011-2012 i.e. a decrease of 3.89 lakh tonnes (3.18%). At Haldia Dock Complex (HDC), 280.84 lakh tonnes of traffic was handled in 2012-2013 as compared to 310.15 lakh tonnes in 2011-2012 registering a decrease of 29.31 lakh tonnes (9.45%). Table 2.2 shows the comparative figures of traffic handling for the last five years for KDS and HDC.

**TABLE - 2.2****Break-up of Traffic Handled at KDS and HDC During Last Five Years**

(In lakh tonnes)

Year	Import	Export	Total
A. KOLKATA DOCK SYSTEM (KDS)			
2008-2009	86.00	38.28	124.28
2009-2010	82.69	47.76	130.45
2010-2011	72.58	52.82	125.40
2011-2012	70.03	52.30	122.33
2012-2013	64.71	53.73	118.44
B. HALDIA DOCK COMPLEX (HDC)			
2008-2009	278.73	139.19	417.92
2009-2010	215.81	117.97	333.78
2010-2011	232.57	117.48	350.05
2011-2012	209.65	100.50	310.15
2012-2013	205.46	75.38	280.84

2.3 In 2012-2013, there was considerable growth in import traffic at Kolkata Port in respect of the following commodities compared to the corresponding traffic handled during the previous year (the figures in brackets show the increase in lakh tonnes over the previous year's figures): -

- a) Metallurgical Coke (6.67)
- b) Limestone (6.02)
- c) Sugar (3.95)
- d) Vegetable Oil (3.05)
- e) Scrap (2.82)
- f) General Cargo (2.42)
- g) Cement Clinker (1.58)
- h) Iron & Steel (1.50)
- i) Manganese Ore (1.20)
- j) Other Liquid Cargo (0.87)
- k) Iron Ore (0.84)
- l) Manganese Slag (0.71)
- m) Other Ore (0.53)
- n) Raw Petroleum Coke (0.40)
- o) Ammonium Nitrate (0.13)
- p) Rice (0.11)
- q) Coal Tar Pitch (0.11)
- r) Bitumen (0.08)
- s) Soda Ash (0.04)
- t) IVW Traffic (0.03)



- 2.4** Import traffic at KoPT however, decreased during 2012-2013 primarily due to shortfall in imports of the following commodities as compared to the corresponding traffic for 2011-2012 (decrease in lakh tonnes is shown within brackets) :-
- a) Other Cargo (16.47)
 - b) Non-Coking Coal (10.19)
 - c) Pulses/Peas (5.50)
 - d) Coking Coal (3.99)
 - e) Machinery (1.61)
 - f) Project Cargo (1.48)
 - g) Rock Phosphate (0.78)
 - h) Newsprint / Paper (0.61)
 - i) Magnesium Silicate (0.57)
 - j) Timber (0.36)
 - k) Fertiliser (0.22)
 - l) Metal & Metal Products (0.21)
 - m) Gypsum (0.17)
 - n) Dolomite (0.14)
 - o) Sulphur (0.08)
 - p) Ro Ro / Car (0.08)
 - q) Carbon Black (0.07)
 - r) Maize (0.04)
- 2.5** In 2012-2013, export traffic at Kolkata Port increased considerably in respect of the following commodities in the current year vis-a-vis 2011-2012 (the figures in brackets show the increase in lakh tonnes over previous year's figures): -
- a) Rice (2.60)
 - b) IVW Traffic (2.44)
 - c) Iron & Steel (2.01)
 - d) Wheat (0.90)
 - e) Other Liquid Cargo (0.64)
 - f) Metal & Metal Products (0.45)
 - g) Maize (0.45)
 - h) Silicon (0.22)
 - i) Ferrochrome (0.21)
 - j) Vegetable Oil (0.08)
- 2.6** The export traffic, however, decreased in 2012-2013 primarily owing to decrease in respect of the following commodities as compared to 2011-2012 (decrease in lakh tonnes is shown in brackets):-
- a) Iron Ore (26.36)
 - b) Thermal Coal (3.70)
 - c) General Cargo (1.17)
 - d) Jute & Jute Products (0.65)
 - e) Other Cargo (0.38)
 - f) Fly Ash (0.38)
 - g) Tea (0.21)
 - h) C.I. Goods (0.19)
 - i) Mica (0.19)
 - j) Mill Scale (0.15)
 - k) Machinery (0.12)
 - l) Coal Tar Pitch (0.09)
 - m) Carbon Black (0.03)
 - n) Calcined Petroleum Coke (0.03)
 - o) Shellac (0.03)
 - p) Pig Iron (0.01)



2.7 Table 2.3 shows the break-up of import and export traffic handled by Kolkata Port (KDS and HDC) in terms of principal commodities handled during 2012-2013 and 2011-2012.

TABLE 2.3
Import and Export Traffic Handled
in terms of Principal Commodities at Kolkata Port *

(In '000 tonnes)

Sl. No.	Commodity	2011-2012	2012-2013
Import :			
1	Fertiliser (Finished)	196	174
2	Rock Phosphate	339	261
3	Sulphur	60	52
4	Rice	7	18
5	Sugar	20	415
6	Maize	4	-
7	Newsprint / Paper	216	155
8	Coking Coal	4947	4548
9	Metallurgical Coke	211	878
10	Raw Petroleum Coke	90	130
11	Non-Coking Coal	3266	2247
12	Limestone	625	1227
13	Iron & Steel	216	366
14	Machinery	400	239
15	Metal & Metal Products	310	289
16	Scrap	215	497
17	Timber	708	672
18	Pulses / Peas	966	416
19	Soda Ash	50	54
20	Gypsum	17	-
21	Manganese Ore	1129	1249
22	Manganese Slag	-	71
23	Iron Ore	-	84
24	Other Ore	17	70
25	Ammonium Nitrate	-	13
26	Magnesium Silicate	57	-
27	Dolomite	14	-
28	Bitumen	6	14
29	Coal Tar Pitch	24	35
30	Carbon Black	9	2
31	Cement Clinker	-	158
32	Ro-Ro	11	3
33	Project Cargo	161	13
34	Vegetable Oil	1863	2168
35	Other Liquid Cargo	1442	1529
36	Other Cargo	6546	4899
37	General Cargo	3804	4046
38	Inland Vessels Wharves (IVW) Traffic	22	25
Total Imports :		27968	27017



TABLE - 2.3

**Import and Export Traffic Handled
in terms of Principal Commodities at Kolkata Port ***

(In '000 tonnes)

Sl. No.	Commodity	2011-2012	2012-2013
Export:			
1	Thermal Coal	2346	1976
2	Jute & Jute Products	293	228
3	Tea	143	122
4	Iron Ore	4446	1810
5	Iron & Steel	785	986
6	Machinery	52	40
7	C.I. Goods	216	197
8	Pig Iron	4	3
9	Mica	104	85
10	Shellac	6	3
11	Metal & Metal Products	402	447
12	Mill Scale	115	100
13	Rice	65	325
14	Wheat	-	90
15	Maize	45	90
16	Fly Ash	1111	1073
17	Ferrochrome	108	129
18	Silicon	430	452
19	Calcined Petroleum Coke	3	-
20	Coal Tar Pitch	23	14
21	Carbon Black	42	39
22	Vegetable Oil	7	15
23	Other Liquid Cargo	162	226
24	Other Cargo	2042	2004
25	General Cargo	1999	1882
26	Inland Vessels Wharves (IVW) Traffic	331	575
	Total Exports:	15280	12911
	Grand Total of Import & Export:	43248	39928

* Includes transshipment traffic (Import - 572 thousand tonnes and Export - 161 thousand tonnes in 2012-2013 and Import - 653 thousand tonnes and Export - 459 thousand tonnes in 2011-2012) distributed against appropriate commodities.



2.8 The following table shows import and export break-up of principal commodities handled at KDS and HDC separately, in 2012-2013 and 2011-2012 :

TABLE - 2.4
Import and Export Traffic Handled in terms of
Principal Commodities at KDS & HDC

A.KOLKATA DOCK SYSTEM (KDS)*:

(In '000 tonnes)

Sl. No.	Commodity	2011-2012	2012-2013
	Import:		
1	Fertiliser (Finished)	14	65
2	Rock Phosphate	55	29
3	Rice	6	18
4	Sugar	-	54
5	Maize	4	-
6	Newsprint / Paper	94	10
7	Coking Coal	8	45
8	Metallurgical Coke	-	2
9	Raw Petroleum Coke	28	80
10	Iron & Steel	88	59
11	Machinery	274	60
12	Metal & Metal Products	52	12
13	Scrap	8	1
14	Timber	708	672
15	Pulses / Peas	966	416
16	Soda Ash	1	-
17	Manganese Ore	30	68
18	Bitumen	3	2
19	Coal Tar Pitch	3	-
20	Carbon Black	8	1
21	Ro-Ro	7	3
22	Vegetable Oil	678	645
23	Other Liquid Cargo	122	147
24	Other Cargo	566	562
25	General Cargo	3258	3495
26	IVW Traffic	22	25
	Total Imports:	7003	6471



TABLE - 2.4

**Import and Export Traffic Handled in terms of
Principal Commodities at KDS & HDC**

A. KOLKATA DOCK SYSTEM (KDS)* :

(In '000 tonnes)

Sl. No.	Commodity	2011-2012	2012-2013
	Export :		
1	Jute & Jute Products	289	227
2	Tea	141	122
3	Iron Ore	450	158
4	Iron & Steel	463	523
5	Machinery	50	38
6	C.I. Goods	216	197
7	Pig Iron	4	3
8	Mica	104	85
9	Shellac	6	3
10	Metal & Metal Products	68	81
11	Rice	62	325
12	Wheat	-	90
13	Maize	45	90
14	Fly Ash	1111	1073
15	Ferrochrome	81	103
16	Silicon	430	452
17	Coal Tar Pitch	21	14
18	Carbon Black	42	39
19	Other Cargo	116	146
20	General Cargo	1465	1374
21	IVW Traffic	66	230
	Total Exports :	5230	5373
	Grand Total Import & Export:	12233	11844

* Includes transshipment traffic (Import - 572 thousand tonnes and Export - 161 thousand tonnes in 2012-2013 and Import - 653 thousand tonnes and Export - 459 thousand tonnes in 2011-2012) distributed against appropriate commodities.



TABLE - 2.4

**Import and Export Traffic Handled in terms of
Principal Commodities at KDS & HDC**

B. HALDIA DOCK COMPLEX (HDC) :

(In '000 tonnes)

Sl. No.	Commodity	2011-2012	2012-2013
	Import		
1	Fertiliser (Finished)	182	109
2	Rock Phosphate	284	232
3	Sulphur	60	52
4	Rice	1	-
5	Sugar	20	361
6	Newsprint / Paper	122	145
7	Coking Coal	4939	4503
8	Metallurgical Coke	211	876
9	Raw Petroleum Coke	62	50
10	Non-Coking Coal	3266	2247
11	Limestone	625	1227
12	Iron & Steel	128	307
13	Machinery	126	179
14	Metal & Metal Products	258	277
15	Scrap	207	496
16	Soda Ash	49	54
17	Gypsum	17	-
18	Manganese Ore	1099	1181
19	Manganese Slag	-	71
20	Iron Ore	-	84
21	Other Ore	17	70
22	Ammonium Nitrate	-	13
23	Magnesium Silicate	57	-
24	Dolomite	14	-
25	Bitumen	3	12
26	Coal Tar Pitch	21	35
27	Carbon Black	1	1
28	Cement Clinker	-	158
29	Ro Ro	4	-
30	Project Cargo	161	13
31	Vegetable Oil	1185	1523
32	Other Liquid Cargo	1320	1382
33	Other Cargo	5980	4337
34	General Cargo	546	551
	Total Imports:	20965	20546



TABLE - 2.4

**Import and Export Traffic Handled in terms of
Principal Commodities at KDS & HDC**

B. HALDIA DOCK COMPLEX (HDC)

(In '000 tonnes)

Sl. No.	Commodity	2011-2012	2012-2013
	Export		
1	Thermal Coal	2346	1976
2	Jute & Jute Products	4	1
3	Tea	2	-
4	Iron Ore	3996	1652
5	Iron & Steel	322	463
6	Machinery	2	2
7	Metal & Metal Products	334	366
8	Mill Scale	115	100
9	Rice	3	-
10	Ferrochrome	27	26
11	Calcined Petroleum Coke	3	-
12	Coal Tar Pitch	2	-
13	Vegetable Oil	7	15
14	Other Liquid Cargo	162	226
15	Other Cargo	1926	1858
16	General Cargo	534	508
17	IVW / IWAI Traffic	265	345
	Total Exports :	10050	7538
	Grand Total Import & Export:	31015	28084

2.9 Intra Port Traffic :

Intra-port traffic between KDS and HDC was mainly liquid cargo. In 2012-2013, 262217 tonnes of POL (Product) and 4127 tonnes of Paraxylene moved from HDC to KDS compared to 181254 tonnes of POL (Product) in 2011-2012. In addition, 9690 tonnes of POL (Product) moved from KDS to HDC in 2012-2013 compared to 8301 tonnes of POL(Product) in 2011-2012.

**2.10 Container Traffic:**

Container traffic (ship-face only) at Kolkata Port crossed the 6 lakh TEU mark during 2012-2013. Kolkata Port ranked 3rd in 2012-2013 amongst all Indian Major Ports in terms of handling of Container traffic. The total number of Containers handled at Kolkata Port during 2012-2013 increased to 6,00,426 TEUs from 5,52,241 TEUs in 2011-2012 registering a growth of 9%, which was the highest among Indian Major Ports. The total containerised tonnage at KoPT increased to 98,28,212 tonnes in 2012-2013 from 94,36,971 tonnes in 2011-2012 i.e. an increase of 4.2%.

At KDS, there was an increase of 12.31% in respect of TEUs handled while containerised tonnage increased by 2.07%, At HDC, containerised tonnage increased by 9.54% while number of TEUs handled decreased marginally by 1.86% as compared to that in 2011-2012. Intermodal handling at KDS and HDC during 2012-2013 was 4,61,343 TEUs and 1,37,356 TEUs, respectively, compared to 4,12,898 TEUs and 1,38,374 TEUs handled during the previous year.

2.11 Number of containers (TEUs) and containerised tonnage handled at KDS and HDC during the years 2012-2013 and 2011-2012 are shown in tables 2.5 and 2.6, respectively.

TABLE - 2.5
Number of Containers Handled (Shipface)

(In TEUs)

	2011-2012			2012-2013		
	Kolkata Dock System	Haldia Dock Complex	Total	Kolkata Dock System	Haldia Dock Complex	Total
Import	209326	66744	276070	232406	67796	300202
Export	203099	73072	276171	230806	69418	300224
Total	412425	139816	552241	463212	137214	600426

TABLE - 2.6
Volume of Containerised Cargo *

(In Tonnes)

	2011-2012			2012-2013		
	Kolkata Dock System	Haldia Dock Complex	Total	Kolkata Dock System	Haldia Dock Complex	Total
Import	3563089	1339714	4902803	3454099	1656756	5110855
Export	3255202	1278966	4534168	3505594	1211763	4717357
Total	6818291	2618680	9436971	6959693	2868519	9828212

(* Tare weight included)



2.12 The commodity-wise break-up of containerised cargo handled at Kolkata Port during the years 2012-2013 and 2011-2012 is shown in table 2.7.

TABLE - 2.7
Commodity-wise Break-up of Containerised Cargo

(In Tonnes)

Commodity	2011-2012		2012-2013	
	KDS	HDC	KDS	HDC
Import:				
Chemicals	33780	63646	7633	14490
Metal & Metal Products	51872	258065	11661	277143
Scrap	7644	207261	956	495669
Industrial Raw Materials	24610	111074	2860	69716
Electrical / Electronic Goods	53093	9328	2032	5163
Iron & Steel Products	20647	56532	1340	61069
Machinery & Spares	66412	62079	6006	20386
Paper & Paper Products	93604	121578	9902	145482
Vegetable Oil	49737	-	2187	-
Sugar	357	-	387	-
Soda Ash	1268	49004	-	54058
Peas	14750	-	987	-
Food & Food Stuff	143263	1531	35554	1804
Cotton /Silk/ Textile Goods /	8287	140	229	9615
Polythene Granules / Poly-Plastic Products / PVC Products	22961	118063	5017	130556
P.T Acid	27	15763	501	7067
Bitumen	2906	2907	1773	12113
Coal Tar Pitch / Products	2989	21339	-	31795
Rubber & Rubber Products	5041	33226	616	19696
Refractory & Raw Materials	36388	38084	8413	15780
Wax	1315	20332	302	12186
Wool & Woolen Products	9231	83	3136	72
Other General Cargo	2419308	7403	2857111	123844
Tare Weight of Containers	493599	142276	495496	149052
Total Import:	3563089	1339714	3454099	1656756