



Notice No: SMP/KDS/LND/
MMLP- EOI/41-2022

Date: 01.11.2022

NOTICE INVITING EXPRESSION OF INTEREST (EOI)

Proposals are invited for “**Development of Multimodal Logistic Park within Kolkata**” in conformity with the Terms & Conditions of the EOI document in from intending applicants. Please refer to Website www.smpportkolkata.shipping.gov.in for complete details and downloading the Document. The Last date & time of submission of proposal is **22.12.2022 till 5 P.M**

For any queries, please contact moumita.gt@kolkataporttrust.gov.in

By Order,

**Sd/-
Estate Manager (I/C)
Syama Prasad Mookerjee Port, Kolkata**



SYAMA PRASAD MOOKERJE PORT, KOLKATA
(Erstwhile KOLKATA PORT TRUST)
(AN AUTONOMOUS BODY UNDER THE MINISTRY OF PORTS, SHIPPING AND WATERWAYS
GOVERNMENT OF INDIA)
KOLKATA DOCK SYSTEM

EXPRESSION OF INTEREST

FOR

**DEVELOPMENT OF A MULTI MODAL LOGISTIC PARK WITHIN
KOLKATA CITY**

Issued by

ESTATE MANAGER(I/C)
SYAMA PRASAD MOOKERJEE PORT, KOLKATA
Estate Division, GAD
6, STRAND ROAD, FAIRLIE WAREHOUSE, 2nd Floor, KOLKATA 700001

Schedule of EOI Process

a.	EOI No.	SMP/KDS/LND/MMLP-EOI/41-2022 dated 01.11.2022
b.	EOI available for parties to view & download in website: www.smpportkolkata.shipping.gov.in	From 02.11.2022 to 22.12.2022
c.	Last date for submission of query by e-mail and request for site inspection moumita.gt@kolkataporttrust.gov.in	Till 5 P.M. on 18.11.2022
d.	Pre-bid meeting through Zoom Conference	At 12:30 P.M. on 22.11.2022 Bidders intending to participate in Pre-Bid Zoom Meeting are requested to send their queries and mobile number to the e-mail id moumita.gt@kolkataporttrust.gov.in so that the link to the Zoom meeting could be sent to the said mobile number and reply to the query can be given in the Zoom meeting.
e.	Last date and time of submission of EOI through e-mail moumita.gt@kolkataporttrust.gov.in	Till 5 P.M. on 22.12.2022

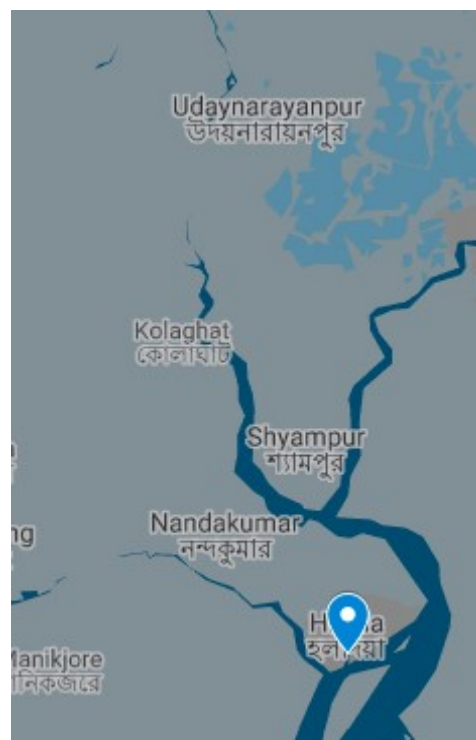
Contact person (SMP, Kolkata) :

Name: Moumita Guha Thakurta (Urban Planner)
Estate Division, SMP, Kolkata. 6, Fairlie Palace, Strand Road- 700001
Contact No.
+91-9830936339 (Within office hours on working days)
E-mail id:
moumita.gt@kolkataporttrust.gov.in

1. BACKGROUND

Syama Prasad Mookerjee Port, Kolkata (erstwhile Kolkata Port Trust) is the oldest operating port in India in the state of West Bengal. SMP has two Dock complexes namely Kolkata Dock System (KDS) and Haldia Dock Complex (HDC). SMP enjoys vast unchallenged hinterland consisting of states of Northeast India, Uttar Pradesh, Bihar, West Bengal, Jharkhand and Chhattisgarh. The hinterland of SMP also extends across international borders to Nepal, Bhutan and Bangladesh. Thus it is rightly called as the “Gateway to Eastern India”.

The Kolkata Dock system is riverine in nature and located on the river Hooghly in the State of West Bengal. The traffic at SMP has been showing steady growth over last five years with a CAGR of 8.75%. Kolkata Port handled 63.98 million tonnes (MT) of traffic in 2019-20 creating an all-time record in the history of the port surpassing the previous highest of 63.76 MT in 2018-19. SMPK handled 58.17 Million Tonnes of cargo in FY 2021-22.



2. NEED OF THE PROJECT

Prime Minister had launched PM Gati Shakti, a National Master Plan for Multi-modal Connectivity, essentially a digital platform to bring 16 Ministries including Railways and Roadways together for integrated planning and coordinated implementation of infrastructure connectivity projects. The multi-modal connectivity will provide integrated and seamless connectivity for movement of people, goods and services from one mode of transport to another. It will facilitate the last mile connectivity of infrastructure and also reduce travel time for people. This will facilitate reduction of Logistics costs in the country and raise all-round efficiency of the sector.

Syamaprasad Mookerjee Port (SMP) (Erstwhile Kolkata Port Trust) is at the forefront of supporting Industries and Logistic sector through its Port Infrastructure and the judicious use of its Port Land. With a legacy of 150 years as modern India's oldest Port, it has utilized its unique features to add value to customers and stakeholders in both the logistics space as well as the industrial space. In the scenario emerging post the Covid-19 crisis, SMP is stepping up to provide the global as well as domestic industrial and logistics organizations opportunities for investment. This is particularly relevant in an era when geographical diversification will be the name of the game for Industries, and India is being increasingly looked at as a destination for global manufacturing firms.



SMP has deep access to the Eastern and North Eastern Hinterland of the country, through the 232 km long navigational channel which is the longest in the country. This is valuable not just to the trade and commerce hub which is Kolkata, but also to the Steel Belt of India. The industrial belt of the eastern zone relies on the import of coal, POL, limestone, chemicals, cement, fertilizer, etc. On the other hand, the food processing industry at or near Kolkata relies on the import and **export of valuable commodities such as tea, spices, pulses, rice, vegetable oil, etc. Containerized cargo also forms a major part of the mix and caters to the needs of the wholesale and retail markets of the city of Kolkata.**

Along with the Eastern and North Eastern States, SMP is committed to serving the neighboring land-locked countries Nepal and Bhutan, through the dense network of roads, railways as well as waterways, some of which go through Bangladesh. This makes SMP an important hub for logistics companies who look to service customers across the Eastern and North Eastern Landscape of the Indian Subcontinent. No wonder then, it is rightly called the Gateway to Eastern India.

CONNECTIVITY

The functioning of such a busy Port would not have been possible without access to the dense network of National Highways, State Highways and Railway Network to any part of the country. Syamaprasad Mookerjee Port is also the caretaker of the National Waterways-1 (NW-1) and strategically connected to National Waterway-2 (NW-2), which also gives it ability to ship cargo through waterways to North and North East India. The nearest Highway to Kolkata Dock System is NH 112 which is at a distance of 1.5 Km to the east of KDS.

NATIONAL HIGHWAY	DESTINATION
NH 122	BANGLADESH
NH 16	CHENNAI
NH17	GUWAHATI, NORTH EAST AND BHUTAN
NH19	DELHI
NH 53 - NH 49 - NH16	SURAT
NH 48 - NH 53 - NH16	MUMBAI
NH 12	UTTAR PRADESH

Kolkata Dock System is connected to Indian Railways Network at Majherhat railway station of Eastern Zone of Indian Railways. In FY 18, 27.6 million tonnes of rail cargo was handled at SMPK and more than 11,500 trains were received and dispatched from the port. SMPK handled 30.2 Million Tonnes of Rail traffic and received/dispatched 13,840 trains in 2021-22.

Central Inland Water Transport Corporation (CIWTC) operates 1620 km long National Waterway-1 along the Ganga, Bhagirathi and Hoogly river system. The water way has 18 floating terminals and 2 Fixed RCC terminals along the course. The NW-1 has least navigable draft of 1.5 m at stretches upstream of Gazhipur and gradually increases to 3m near Farakka. SMPK is strategically connected to NW-1 and NW-2 and therefore has potential to attract cargo from Inland Waterways.



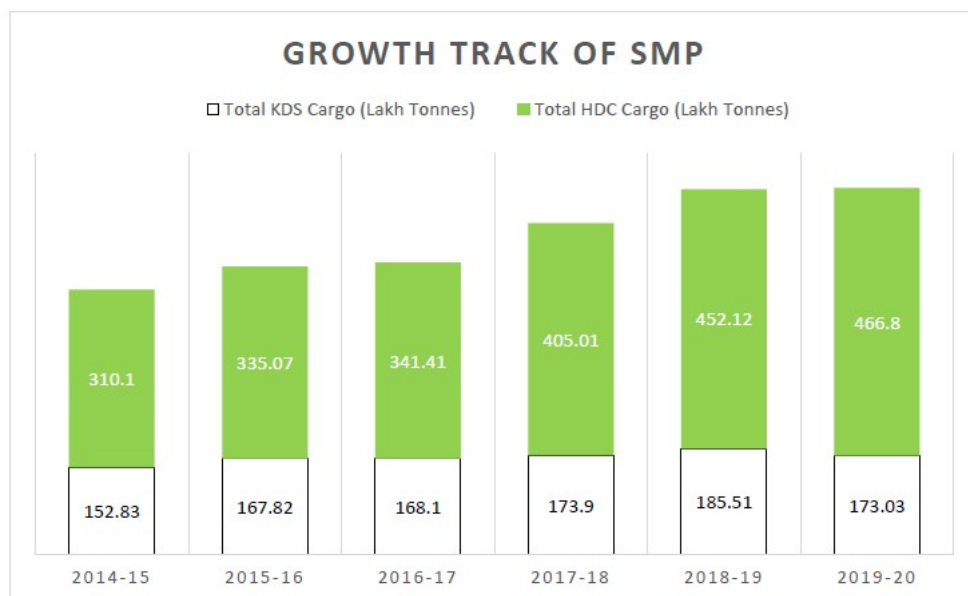
Figure showing Inland water connectivity to SMPK.

EXISTING INDUSTRIAL ECOSYSTEM AND TRADE COMMUNITY

Industry / Logistics / Business cannot thrive without essential infrastructure and a supportive community. Thus, the vibrant community and the modern infrastructure of the Port, businesses find it efficient and cost-effective to conduct their operations. SMP is more than a handler of cargo, it is the creator, and supporter of a community of stakeholders. Therefore, SMP actively promotes and facilitates industry and trade interactions between stakeholders such as CFSSs, CHAs, Freight Forwarders, Container handling agents, the terminal operators, shipping lines, etc. to improve coordination among the various players in the ecosystem. Besides this, SMP has also initiated measures to improve Ease of Doing Business, which includes simplification of documentation and processes, reduction of red tape as well as digital transformations such as GIS mapping to improve speed and transparency. Strategic collaborations with private corporations have also been taken up to improve service levels and bring in competitive expertise.

GROWTH TRAJECTORY

SMP has managed to grow year-on-year on its cargo revenues and tonnage, managing to break its own records every year. With the advent of Sagarmala Programme, this growth is clearly aligned to the goal of increased capacity for cargo handling. At present, it handles bulk cargo such as coking and non-coking coal, steam coal, limestone, iron ore, fly ash, etc at HDC and KPD. Liquid cargo is handled at Budge Budge which includes POL, vegetable oil, etc. Increasing demand for containerized cargo is catered at the Netaji Subhash Docks, and additionally facilities for Ro-ro are also available to cater to the car logistics segment.



3. OBJECTIVE

Syama Prasad Mookerjee Port, Kolkata intends to develop a Multi Modal Logistic Park (MMLP) which is a common user facility equipped with fixed installations and offering services for handling and temporary storage of any kind of goods (including containers) carried under customs and other agencies competent to clear goods for home use, warehousing, temporary admissions, re-export, temporary storage for onward transit and outright export. The MMLP will be a port facility outside the port area and presents a tremendous potential towards value addition and ensuring traffic to a designated port. It allows shippers to undertake consolidation and distribution activities as well as complete export/import procedures at inland locations that are at relatively shorter distances from their farms and factories.

The development of MMLP facilities would play an indispensable role in addressing the trade related issues by

I. Improving trade or product competitiveness

II. Reducing number of days to exports

III. Provide one stop logistics and customs solution

IV. Optimal use of road and gradual modal shift to rail transport

V. Effective utilization of resources

VI. Export facilitation for smaller SME industrial units

VII. Additional benefits like –

a) Importers and exporters may recognize the advantage of greater reliability in the transit routes

b) More reliability on cargo delivery schedules

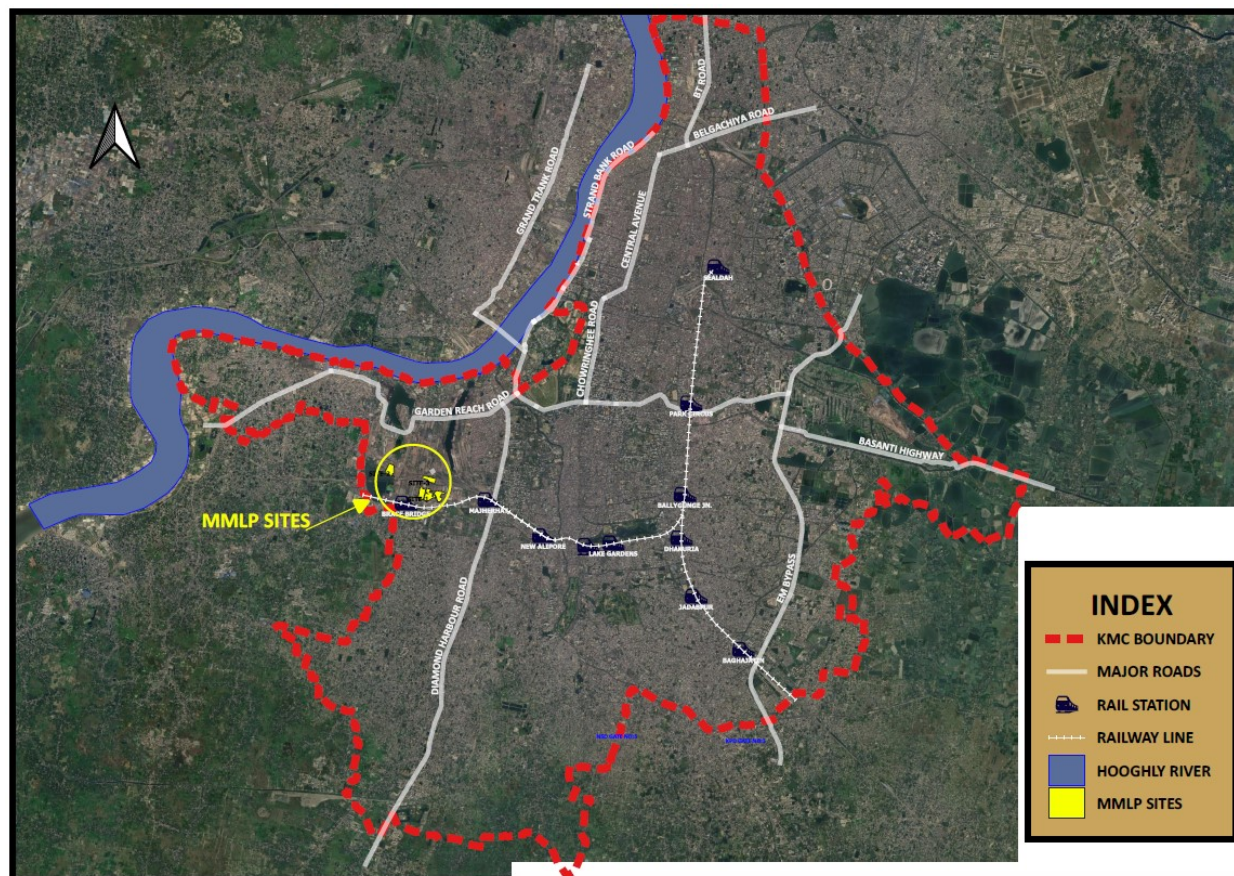
c) Simplified procedures associated with a MMLP and containerization mean fewer steps and fewer officials involved in processing the required documentation. With fewer control points, there is less scope for unnecessary delays. If queries arise in regard to documentation, these can be readily sorted out at a MMLP by all parties represented on the site.

d) Creation of more stable domestic investment climate with reduced transit transport difficulties for manufacturers depended on imported cargo

It is therefore expected that the MMLP will attract traffic and become a logistics Hub for the region.

The proposed site for MMLP is located between Transport Depot road and Hide Road in Kolkata which connects NH12 at a distance of 8kms. The site is also connected to Railway siding therefore has connectivity through both roadways and railways. The advantage of this

MMLP is that it is located at the heart of the city. The location of the sites with respect to the regional setting is shown in Map below.



MAP 1: Sites and its Regional setting

The proposed development will be on 30 years long term land lease model. Lessee will have full right on the structure and NOC will be provided by SMPK in a time bound manner.

4. BROAD SCOPE OF WORK

The suggestive scope of components of Multi modal Logistics Park to be developed as part of the facility is given below:

1. Core Activities Area:

The Core Activities Area would primarily comprise areas earmarked for warehousing and container handling activities, including:

- a. Container Yard
- b. Industrial Warehouses: For products such as food grains, food products, textiles, leather goods, furniture, books and other palletised goods which can be stacked directly.
- c. Cold Storage: Temperature and humidity controlled freezer and chiller rooms with insulations for moisture protection will be installed to tap the market demand generated by the storage demand for temperature sensitive products such as fresh fruits and vegetables, vaccines, flowers, meat products, dairy products etc.

d. Open Yard: Open storage areas would be provided for the storage of products such as scrap metal, wooden logs, stones, etc. The yard would be suitably paved to facilitate orderly storage and efficient movement of the handling equipment.

e. Food Grain Silo / Steel Yard / RO RO Terminal / Cement storage

f. Liquid storage if any

g. Value Added Services

II. Non Core Area

In addition to the area earmarked for core activities of the MMLP, the non-processing area would feature development such as:

a. Offices, Hotels and Other Commercial development: The commercial area would primarily have office spaces for the companies which would provide support services to the players operating out of the processing zone of the MMLP. Ancillary service providers such as hotels, banks, freight forwarders, CHAs and transport corporations would also be encouraged to set up offices in the commercial office area. This area may also house a retail zone for the benefit of the employees. Also the commercial area or centre can be developed to accommodate product exhibition centre.

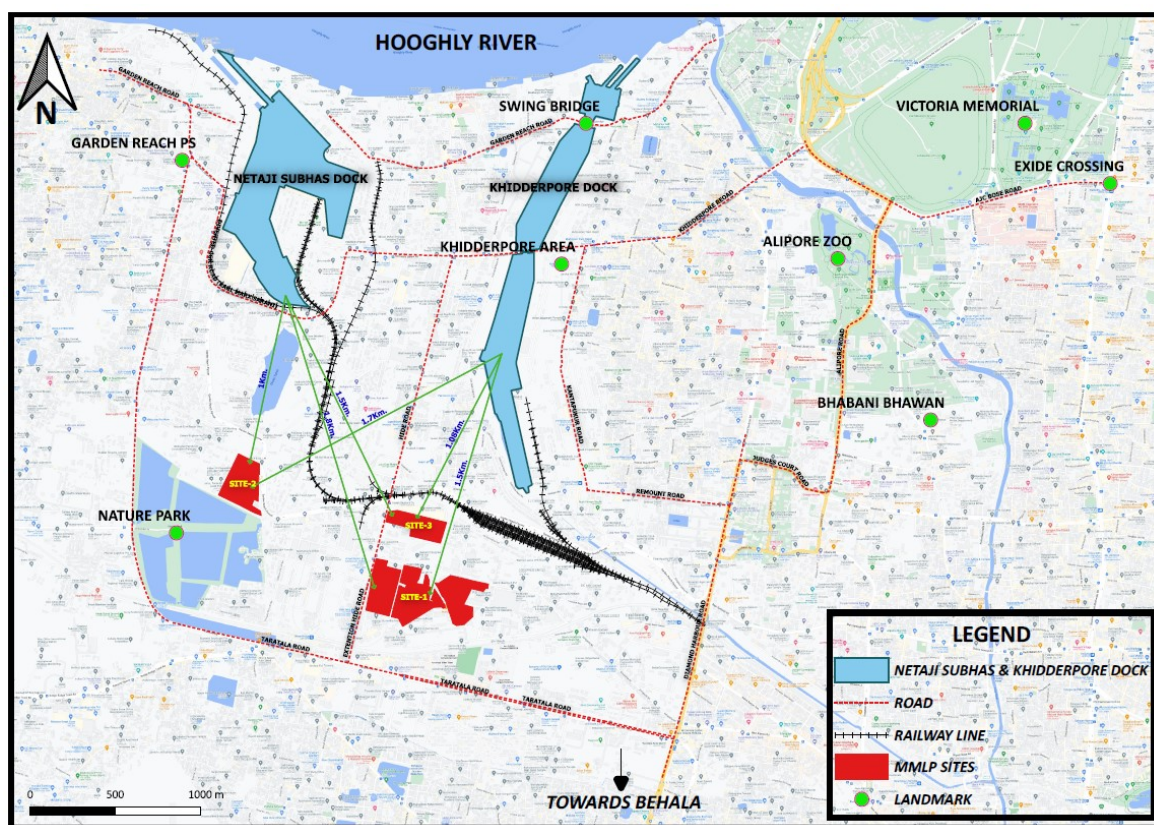
b. Domestic distribution Zone: This area would be developed from the perspective of becoming a distribution hub for north-eastern states. Commodities would be stored at this facility and later would be used for distribution across region based on need basis.

c. Skill Development Centre

d. Truck Parking Yard

5. SITE DETAILS

The proposed site for MMLP is located between Transport Depot road and Hide Road in Kolkata which connects NH12 at a distance of 8kms. The site is also connected to Railway siding therefore has connectivity through both roadways and railways. It is located at a distance of within 2 kms from the Port. The advantage of this MMLP is that it is located at the heart of the city. The total site area is 59 acres approximately. The MMLP will have three land clusters as shown in the Map below. The details of land parcels are given below:



MAP 2: Map showing the Project sites and its immediate surrounding

Table 1 1: Site Area Statement*

Sl No	Project Area	AREA (sqm)	AREA (sqft)	Permissible FAR (sqft)	Proposed Built up area (sqft)	Proposed Ground Cov (sqft) @35%	Additional Ground Cov for Parking & services @15%
1	SITE I	1,50,778.96	1622971.22	2	3245939	568039.38	243445.45
2	SITE II	36653.29	394532.34	2	789065	138086.32	59179.85
3	SITE III	51352.16	552749.51	2	1105499	193462.33	82912.43
	TOTAL	238784.412	2570251.53		5140503	899588	385538

*FAR and Ground Coverage calculation is tentative as per KMC Building Rules, 2009

Building Rules are subject to change thus the prevalent norm at the time of Project inception will be applicable

The above mentioned land parcels have existing structures of total approximate value of Rs 3.77 cr details of which are given below:

Sl No	Name of the plot	Location	Valuation amount of structure standing on the plot Rs
SITE I			
1	Earlier allotted to M/s Ravi Auto	Transport Depot Road	40,18,000
2	Earlier allotted to BSNL (10 storied building)	Transport Depot Road	0

SI No	Name of the plot	Location	Valuation amount of structure standing on the plot Rs
3	Earlier allotted to M/s R.M.Chatterjee & Bros	Transport Depot Road	21,13,500
4	Earlier allotted to M/s Universal Autocraft	Transport Depot Road	88,88,000
5	Earlier allotted to M/s Hopes Metal	Transport Depot Road	1,49,26,000
6	Earlier allotted to BSNL	Transport Depot Road	14,74,814.25
7	Earlier allotted to M/s Allied Resine Chemicals	At the junction of Transport Depot Road and Hide Road Extension	1,02,51,900
8	Earlier allotted to M/s Metal Box India Ltd.	Hide Road Extension	3,60,22,000
SITE II			
9	Biecco Lawrie	Hide Road Extension	0
SITE III			
10	Vacant land at Sonapore Road*	Sonapore Road	63,00,000
TOTAL			₹ 3,77,20,314

A full length rake can be handled in the land at the proposed Site I of MMLP from the starting point near Brace Bridge upto nearby the corner point of north-eastern boundary wall of the erstwhile Transport Depot Garage adjoining Transport Depot Road. Two railway lines have been proposed as follows:

- Line no 1 will be the main loading/unloading line with Clear Available Length (CAL) of track of 790 m from FM to FM. For handling of rake cargo, a 30m wide platform of 700 m length is proposed for handling a full length rake of 720m.
- A portion of about 100m of railway track will not be available for rake handling operation due to the presence of existing tenancies on either side of the stretch.
- Line no 2 will be engine/loco escape line with same CAL i.e. 790m from FM to FM.
- The escape line at (b) above will also be used by SMPK for FCI rake placement/shunting since provision for FCI rake shunting is essential.

The railway lines proposal is indicative and may be designed and constructed suitably by the Bidder aligning to the SMPK proposal without interfering with the existing tenancies and surrounding as given in attached Map.

6. ELIGIBILITY CRITERIA

Multi modal Logistics Park can be developed by individuals or group of Indian or International entrepreneurs or companies forming joint venture with business interest in Industrial/Logistics real estate. Port will be providing about approx 59 Acres of Land on Transport Depot road and Hide road with Railway siding (Land Plan attached) on 30 years

lease. If a 30 year long term lease for the land parcels is considered then the Base price excluding taxes will be approximately INR 362 Cr on Upfront premium basis while the tentative Annual Reserve Rent for the Land is approximately INR 16.43cr.

The proposals should indicate the credentials of the developer/promoters, tentative business plan and other related details along with viability of the project. The application should be submitted in the prescribed format as per Annexure-I. The applicant's net worth as on 31/03/2022, certified by a Chartered Accountant (with UDIN) has to be submitted. The applicant should have proven track record of similar Multi modal Logistic Park/SEZ/FTZ/large scale Industrial led developments etc. No Applicant may apply more than once either as an individual or as part of an entity. Multiple applications of same Applicant will not be evaluated.

7. FINAL DECISION MAKING AUTHORITY

SMPK reserves the right to accept or reject any application and to annul the process and reject all applications at any time without assigning any reason thereof and without thereby incurring any liability to the affected applicant or without informing the applicants of the grounds for such action by SMPK.

8. SUBMISSION REQUIREMENT

The applicants shall provide documentary evidence to SMPK of their eligibility and their capability and adequacy. In addition, while applying for this EoI, the applications shall include the following information:

- i. **Annexure-‘1’**
- ii. **Annexure‘2’;**

9. LANGUAGE OF APPLICATION

The language of the Application shall be in English only.

10. SUBMISSION OF EOI

The EOI must be submitted through e-mail to moumita.gt@kolkataporttrust.gov.in

A) Number of EOIs

An Applicant is eligible to submit only one Application.

B) EOI Submission Date

EOI must be submitted, as per the prescribed date and time through online only.

C) Late Submission:

EOI received after the deadline for submission prescribed by SMPK will be rejected.

11. MODIFICATIONS AND WITHDRAWAL OF EOI

No modifications/ withdrawal of the EOI shall be allowed once it is received by Syama Prasad Mookerjee Port, Kolkata.

12. JURISDICTION

All disputes arising shall be subject to the jurisdiction of the appropriate court at Kolkata, India and will be governed by the laws of India.

Annexure 1

1. Name of the company / firm with details of registration no. of company / firm along with names of the directors

2. PROFILE/ BACKGROUND OF THE COMPANY/FIRM

(Details of company/firm, in descending order of proposed shareholding in existing/proposed company/firm)

Name of the Company/Firm			
Address for Communication and Contact nos.			
Experience in Industrial & Logistics real estate development (No. of years & detail thereof)			
Experience in Operation and Management of Multimodal Logistic parks/SEZs/FTZ/ Industrial led development facility (No. of years & detail thereof)			
Present Net worth (In Rs. Crores)		IT/Wealth returns filed	Yes/No
Experience/Interest in other business (other than Industrial & Logistics, if any)	Yes/No	If yes, Name of the business unit(s)	
If yes, in which capacity/financial stake			
Specific strength of Company/Firm which would help smooth execution of proposed project			

3. EXISTING BUSINESS OPERATIONS OF COMPANY/FIRM :

(Details of company/firm, in descending order of proposed shareholding in existing/ proposed company / firm)

Name of current unit/Address					
Form of Unit	Proprietorship/Partnership/Company				
No. of years in Business		Product/Sec tor		Capacity	
Investment		Turnover (last three years)		Net Profit (last three years)	

4. PROFILE OF PROPOSED PROJECT:

a. Detailed description of the proposed project (in 200 words)

b. Proposed Multi Modal Logistic Park in detail

Type of Facilities proposed	Product Mix	Estimated Investment	Estimated Turnover

c. Infrastructure to be created (Parking/ETP etc.)

Type of Infrastructure	Capacity/Built- up Area	Estimated Investment

d . Utilities Requirement

Utility	Requirement
Power (Maximum Demand)	
Water supply (Maximum Demand)	
Waste Disposal (Maximum Demand)	

5. OTHER DETAILS

Proposed strategy/methodology for Operations & Management of Multi modal Logistics Park	
Details of marketing strategy including proposed marketing tie-ups, if any	
Proposed Revenue model	
Proposed Technical arrangements for sourcing technology/equipments and Technical tie-up, if any	
Proposed Guaranteed Export and Import cargo through Port	
Proposed Guaranteed Containers/Bulk cargo	
Proposed Guaranteed Railway racks	

6. PROPOSED PROJECT FINANCIALS**a. Estimated Project cost details**

Item	Amount Rs.
Master Planning & DPR preparation	
Civil work and including technical civil work	
Common Facilities/Amenities	
Common Utilities like power/water/ETP etc.	
O&M Cost	
Misc	
Total	

b. Basic Revenue Projections

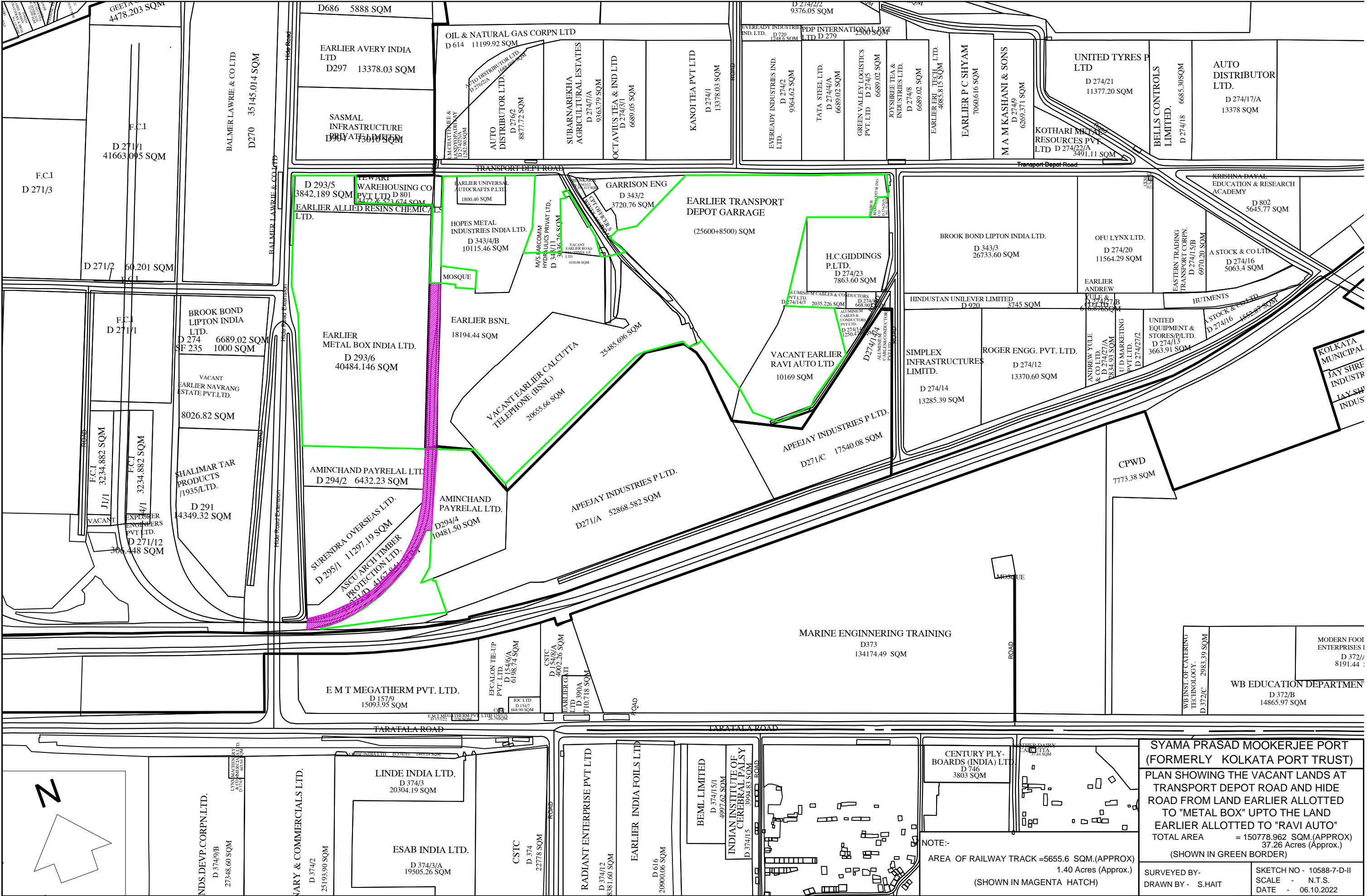
Facility	Year 1	Year 2	Year 3	Year 4	Year 5

7. DOCUMENTS TO BE ATTACHED

- i) Net Worth of the Promoters/ Company Certified by Chartered Accountant
- ii) Details/ documents of Experience / in Real Estate Industry under Industrial & Logistic segment.
- iii) GST Registration Certificate
- iv) PAN

8. USP OF THE APPLICANT (IN 100 WORDS)

PLAN OF SITE I



**SYAMA PRASAD MOOKERJEE PORT
(FORMERLY KOLKATA PORT TRUST)**

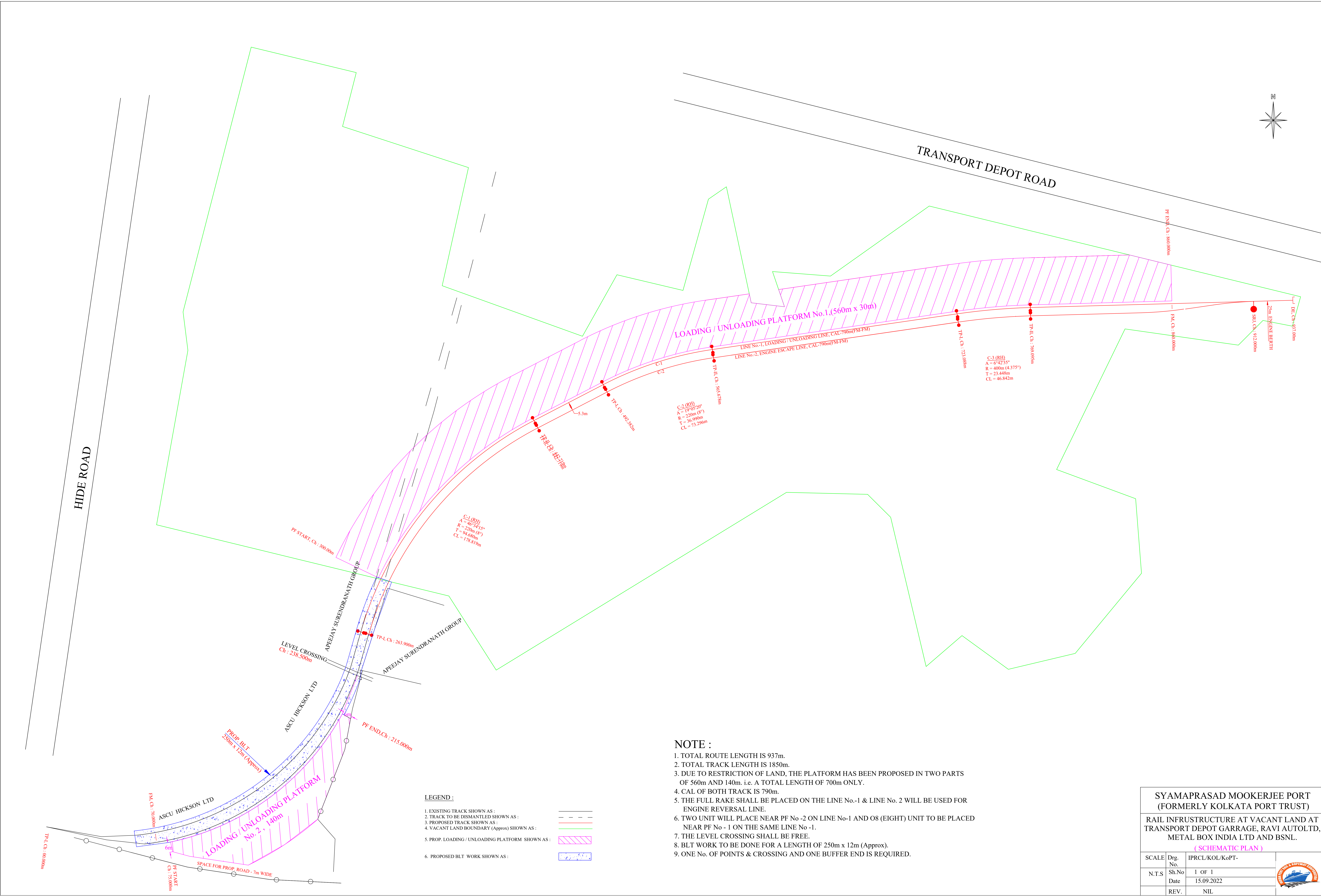
**PLAN SHOWING THE VACANT LANDS AT
TRANSPORT DEPOT ROAD AND HIDE
ROAD FROM LAND EARLIER ALLOTTED
TO "METAL BOX" UPTO THE LAND
EARLIER ALLOTTED TO "RAVI AUTO"**

TOTAL AREA = 150778.962 SQM.(APPROX)
37.26 Acres (Approx.)
(SHOWN IN GREEN BORDER)

SURVEYED BY-	SKETCH NO - 10588-7-D-II
DRAWN BY - S.HAIT	SCALE - N.T.S.
	DATE - 06.10.2022

NOTE:-
AREA OF RAILWAY TRACK =5655.6 SQM.(APPROX)
1.40 Acres (Approx.)
(SHOWN IN MAGENTA HATCH)

**PLAN OF SITE I SHOWING PROPOSED RAILWAY
SIDING**

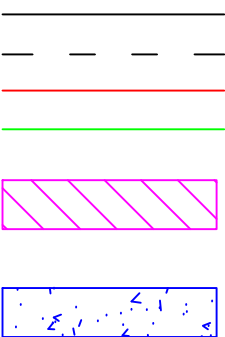


NOTE :

1. TOTAL ROUTE LENGTH IS 937m.
2. TOTAL TRACK LENGTH IS 1850m.
3. DUE TO RESTRICTION OF LAND, THE PLATFORM HAS BEEN PROPOSED IN TWO PARTS OF 560m AND 140m. i.e. A TOTAL LENGTH OF 700m ONLY.
4. CAL OF BOTH TRACK IS 790m.
5. THE FULL RAKE SHALL BE PLACED ON THE LINE No.-1 & LINE No. 2 WILL BE USED FOR ENGINE REVERSAL LINE.
6. TWO UNIT WILL PLACE NEAR PF No -2 ON LINE No-1 AND 08 (EIGHT) UNIT TO BE PLACED NEAR PF No - 1 ON THE SAME LINE No -1.
7. THE LEVEL CROSSING SHALL BE FREE.
8. BLT WORK TO BE DONE FOR A LENGTH OF 250m x 12m (Approx).
9. ONE No. OF POINTS & CROSSING AND ONE BUFFER END IS REQUIRED.

LEGEND :

1. EXISTING TRACK SHOWN AS :
2. TRACK TO BE DISMANTLED SHOWN AS :
3. PROPOSED TRACK SHOWN AS :
4. VACANT LAND BOUNDARY (Approx) SHOWN AS :
5. PROP. LOADING / UNLOADING PLATFORM. SHOWN AS :
6. PROPOSED BLT WORK SHOWN AS :



SYAMAPRASAD MOOKERJEE PORT
(FORMERLY KOLKATA PORT TRUST)

RAIL INFRASTRUCTURE AT VACANT LAND AT
TRANSPORT DEPOT GARRAGE, RAVI AUTOLTD,
METAL BOX INDIA LTD AND BSNL.

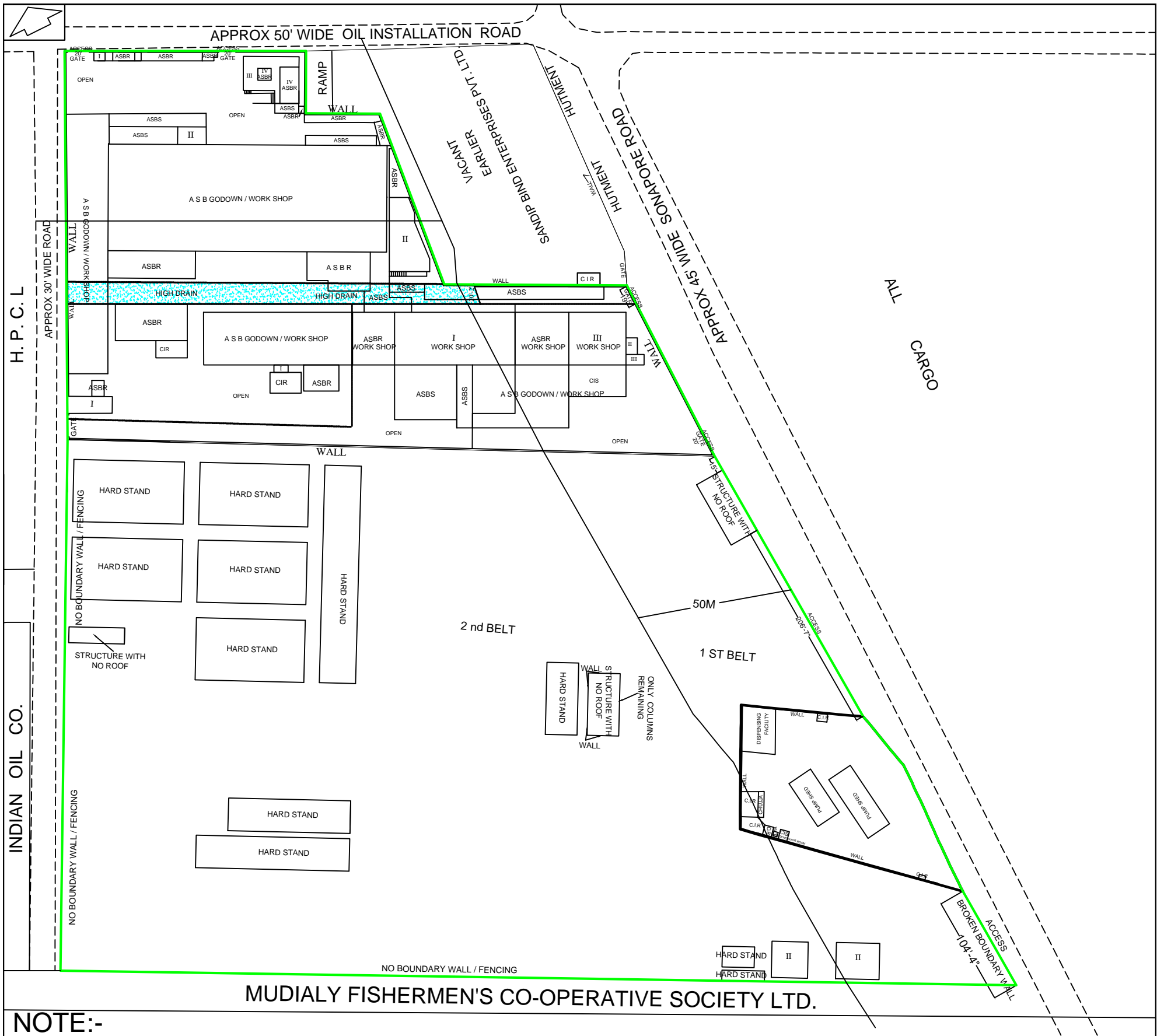
(SCHEMATIC PLAN)

SCALE	Dwg. No.	IPRCL/KOL/KoPT-
N.T.S	Sh.No	1 OF 1
	Date	15.09.2022
REV.		NIL



PLAN OF SITE II

PLAN OF SITE III



NOTE:-

A) IOCL OCCUPATION TO BE
SIFTED OTHER LOCATION
AREA = 2144.65 SQM
(SHOWN IN BLUE BORDER)

B) BELTING :-

- 1) BELTING CONSIDER IN SONAPUR ROAD
1 st BELT AREA = 10192.00 SQM
2 nd BELT AREA = 41369.52 SQM
- 2) BELTING CONSIDER IN OIL INSTALLATION ROAD
1 st BELT AREA = 4411.0 SQM
2 nd BELT AREA = 47150.52 SQM
- 3) BELTING CONSIDER IN BOTH ROAD
1 st BELT AREA = 14603.0 SQM
2 nd BELT AREA = 36958.52 SQM

SYAMA PRASAD MOOKERJEE PORT (FORMERLY KOLKATA PORT TRUST)	
PLAN SHOWING THE VACANT LAND WITH STRUCTURES AT SONAPORE ROAD	
AREA = 51561.52 SQM (SHOWN IN GREEN BORDER)	
SURVEYED BY- S.HAIT DRAWN BY- S.HAIT	SKETCH NO.- 10656-D-III SCALE - NTS DATE - 13.09.2022