

SYAMA PRASAD MOOKERJEE PORT AUTHORITY (SMPA) KOLKATA

ADMINISTRATIVE REPORT FOR THE YEAR

2024-2025

CHAPTER – I

SPECIAL FEATURES FOR THE YEAR 2024-25

1.1 Cargo Traffic:

- **SMP, Kolkata** handled **63.951 Million Metric Tonnes (MMT)** of cargo during 2024-25. Incidentally, SMPK recorded its highest-ever cargo throughput in the previous year (2023-24), handling 66.445 MMT, with HDC and KDS contributing 49.536 MMT and 16.909 MMT, respectively.
- In 2024-25, HDC handled **47.310 MMT** cargo. KDS, on the other hand, handled 16.641 MMT in 2024-25. Incidentally, KDS's highest traffic handling occurred in 2018-19, when it registered 18.551 MMT of cargo traffic.
- Cargo Traffic at HDC: Incidentally, HDC's handling of 47.310 MMT in 2024-25, is the 3rd highest cargo volume since its inception. In 2023-24 the highest ever handling of 49.536 MMT was achieved, whereas the 2nd highest handling of 48.608 MMT was achieved in 2022-23.
- HDC registered growth in respect of POL (Product), LPG, Other Liquids, Vegetable Oil, Finished Fertilizer, Fertilizer Raw Materials, Limestone, Thermal Coal, Metallurgical Coke, Manganese Ore, Other Ore, Food grain, Pulse, Container Tonnage and TEUs, etc. while KDS registered growth in respect of POL (Product), Other Liquids, Vegetable Oil, Fertilizer Raw Materials, Lime Stone, Coking Coal, Pulses, Manganese Ore, Metallurgical Coke, Calcite Chips, Foodgrain, Container Tons etc. during 2024-25 vis-à-vis 2023-24.

Comparative Performance:

- 1.1.1 Comparative performance of SMP, Kolkata in **2024-25** in respect of the following commodities, vis-a-vis other Indian Major Ports, deserves special mention: -
- 1.1.2 SMP, Kolkata ranked 2nd in handling of Coking / Other Coal, 2nd in handling of Other Liquids, 4th in handling of Finished Fertilizer and Other Misc. Cargo and 4th in Container (TEUs) amongst the Indian Major Ports during 2024-25.

Coking Coal/ Other Coal	<ul style="list-style-type: none"> • SMP, Kolkata ranked 2nd in terms of Coking Coal & Other Coal handling amongst Major Ports of India.
Other Liquid Cargo	<ul style="list-style-type: none"> • SMP, Kolkata ranked 2nd in Other Liquid Cargo amongst Major Ports.
Finished Fertilizer and Other Misc. Cargo	<ul style="list-style-type: none"> • SMP, Kolkata ranked 4th in Finished Fertilizer and Other Miscellaneous Cargo amongst Major Ports of India.
Container	<ul style="list-style-type: none"> • SMP, Kolkata ranked 4th in Container TEUs amongst Major Ports.

1.2 Container Traffic



SMP, Kolkata ranked 4th in TEUs handling in 2024-25 amongst Major Ports of India. SMPK handled 8,04,579 TEUs (at KDS it was 6,19,845 TEUs & at HDC 1,84,734 TEUs during 2024-25) vis-à-vis 7,52,825 TEUs (at KDS it was 6,42,218 TEUs & at HDC 1,10,607 TEUs during 2023-24) registering a growth of 6.87%.

1.3. Vessel Traffic :

During 2024-25 SMPK ranked 3rd amongst Major Ports of India with 3193 ships (KDS: 1078, HDC: 2115) called the Port vis-a-vis 3282 ships (KDS: 1206, HDC: 2076) in 2023-24 . 4199 vessels (2115 inward; 2084 outward) passed through Eden Channel during 2024-25, to / from Haldia vis-à-vis 4160 vessels (2076 inward; 2084 outward) during 2023-24 registering a growth of about 1%.

1.4 Rail borne Traffic:

During 2024-25, SMP, Kolkata handled rail borne cargo of 29.209 MMT (HDC-24.228, KDS- 4.981 MMT) against 34.387 MMT (HDC-28.926 MMT, KDS 5.461 MMT) in 2023-24. During 2024-25, 1245 rakes were received and 1311 despatched at KDS while at HDC, 5162 rakes were received and 5150 despatched.

The highest ever domestic thermal coal handling at HDC was achieved in 2024-25, reaching 1.97 million metric tons (MMT) through 502 rakes, surpassing the previous record of 1.56 MMT via 401 rakes in 2023-24. Additionally, in 2024-25, both the domestic and EXIM container handling reached

their highest ever volumes at 0.310 MMT (21206 TEUs) and 0.541 MMT (30289 TEUs) respectively, exceeding the previous records of 0.265 MMT (15932 TEUs) and 0.226 MMT (13418 TEUs) set in 2023-24.

In 2024-25, HDC achieved the highest single-day loading viz. 97,365 MT (29 rakes), while the maximum single-day throughput was 127,667 MT (39 rakes). Both the records surpassed the previous highs achieved in 2022 (97242 MT: 26 rakes) and in 2021 (126325 MT: 35 rakes), respectively.

1.5 Labor Situation:

Industrial Relations at SMP, Kolkata continued to be cordial and peaceful during 2024-25. No man-days were lost at the Port during the year on account of labour issues.

1.6 Notable Achievements/ Developments in 2024-25

- **Financial Turnaround in 2024-25:**

SMPK concluded the year 2024-25 with a net surplus of Rs. 317.54 crore. For several consecutive years, SMPK has consistently posted a positive net surplus, with Rs. 501.73 crore in 2023-24, Rs. 304.07 crore in 2022-23, Rs. 120.51 crore in 2021-22, Rs. 104.08 crore in 2020-21, Rs. 82.54 crore in 2019-20, and Rs. 65.13 crore in 2018-19, demonstrating steady and impressive financial performance.

- **Automation and Digitization:**

SMPK has improved its services through automation and digitization to make work easier and more efficient. It introduced paperless billing and the Port Sathi App to provide quick access to vessel details. The lock gates at NSD and HDC are now automated, and a Pensioners' App was launched to help retired employees access services easily. Additionally, yard operations are now contactless, showing SMPK's dedication to using technology for better and smoother operations.

Major Cargo Handling Feats achieved in 2024-25

- ✓ **Achievements in a Single Day**

- **Record Container Handling in a Single Day (in TEUs):** On 31.01.2025, HDC achieved its highest-ever single-day container throughput by handling 1,816 TEUs, facilitated by the vessels M.V. SITC shunde, M.V. MSC Tiger F, and M.V. Trader. This surpasses the previous record of 1,699 TEUs handled by M.V. Hansa Lanka and M.V. Sol Pioneer on 26.08.2024.
- **Record Container Exchange by a Single Vessel in a Single Day (in TEUs):** On 26.08.2024, HDC set a new record by exchanging 1,577 TEUs (A/C MSC Agency) through M.V. Hansa Lanka at Berth No. 11. This exceeds the previous record of 1,098 TEUs (A/C Transworld Global Logistic Solution) handled by M.V. Lily Star at Berth No. 10 on 04.01.2017.

✓ Achievements in a Single Month

- **Highest Vessels Handled in a Single Month:** HDC handled 216 vessels have worked at HDC, SMPA in the month of July 2024 which surpasses the previous record of handling 214 vessels at HDC, SMPK in the month of January 2020.
- **Highest Container Handling in a Single Month:** HDC handled a record amount of 22249 TEUs in Jan'25. (FY 24-25) which outshined the previous record of handling 20087 TEUs in Dec'24. (FY 24-25).

Parcel Load Specific Achievements

- **Record Container (TEUs) Handling in a Fiscal Year:** HDC achieved its highest-ever container throughput by handling 184,734 TEUs in FY 2024-25, surpassing the previous record of 177,933 TEUs set in FY 2022-23.
- **Record Container Rake Exchange:** HDC handled 586 container rakes in FY 2024-25, significantly exceeding the previous best of 339 rakes in FY 2023-24.
- **Record Manganese Ore Handling in a Fiscal Year:** HDC handled 3.31 MMT of manganese ore in FY 2024-25, marking a 20.15% increase over the previous year and surpassing the earlier record of 2.76 MMT in FY 2023-24.
- **Record LPG Handling in a Fiscal Year:** HDC set a new benchmark by handling 5.59 MMT of LPG in FY 2024-25, breaking the previous record of 5.58 MMT handled in FY 2022-23.
- **Record Edible Oil Handling in a Fiscal Year:** HDC handled 3.23 MMT of edible oil in FY 2024-25, surpassing the previous record of 2.86 MMT in FY 2023-24.
- **Highest Parcel Load of CDSBO:** HDC handled a parcel of 33,861 MT of CDSBO with the vessel **M.T. Barracuda**, exceeding the previous highest parcel load of 31,496.82 MT achieved by **M.T. Athiri** in August 2019.
- **Highest Parcel Load of Crude Palm Oil:** The vessel **MT Sino Source** arrived at HDC on 18.07.2024 with a parcel load of 22,902.99 MT of crude palm oil, surpassing the previous record of 19,550.43 MT delivered by **M.T. Theresa 2** on 11.02.2021.
- **Highest Parcel Load of Bitumen:** The vessel **M.T. Glory Star 1** handled 14,625 MT of bitumen in December 2024, exceeding the previous record of 14,344.35 MT handled by **M.T. Bitu Express** in March 2016.
- **Highest Parcel Load of Containers:** **M.V. MSC Riccarda II** handled a record parcel of 1,972 TEUs in April 2024, breaking the previous record of 1,947 TEUs handled by **M.V. FSL Kelang** in February 2022.
- **Highest Parcel Load of Flux Cargo at Port Berth:** **M.V. AM Umang** achieved the highest parcel load of flux cargo with 39,149 MT on 03.11.2024, surpassing its own earlier record set on 04.09.2024.

✓ **Introduction of Flat Bottom Calcutta Max Vessels**



Two container vessels MTT LABUAN, and MTT Limbang handled 1717 TEUs (earlier in July, 2024) and 1153 TEUs (in August, 2024) respectively. Both MTT LABUAN and MTT Limbang are flat-bottom vessels specially built to carry higher cargo at low drafts tailor-made for KDS.

✓ **Highest number of moves in a shift with one RMQC at HDC, SMPK**



M.V. FSL SINGAPORE handled 240 boxes (267 TEUs) with one RMQC in the day shift of 25.06.2024 at HDC, SMPK. This is the **highest number of moves** handled in a shift with one RMQC.

⚡ **Cargo Handling Landmarks achieved at SMPK during 2024-25**

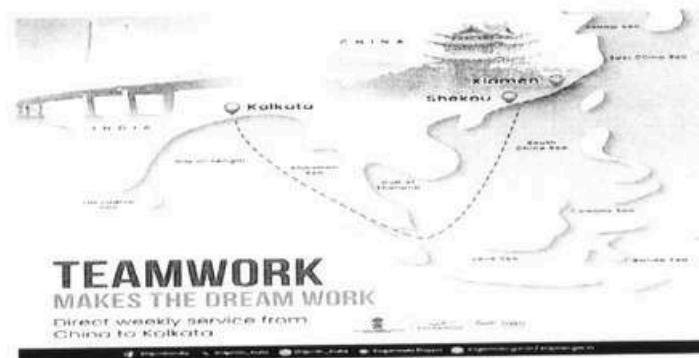
✓ **Launch of “Bengal Middle East Express (BMEx)” by SMPK**



SMPK announced the launch of “Bengal Middle East Express (BMEx)”, a new container vessel service connecting HDC with the Jebel Ali Port, UAE. This service, initiated by Ocean Salute Line of Singapore in partnership with MBK Logistix Pvt Ltd will enhance connectivity for the Port. The inaugural vessel Yong

Yue arrived at HDC on 6th of September, 2024. This service is a testament to the commitment made by SMPK for enhancing Port's competitiveness on the global stage and supporting the region's EXIM trade.

- ✓ **Direct weekly service from China to Kolkata** launched in July 2024 to meet the increasing demand for reduced transit time from the Far East Ports to SMPK. A nominal 10 to 12 days of transit time will enhance shipping and logistical efficiency, while meeting the customer needs of different states of India and landlocked countries viz. Nepal and Bhutan.



On 18th July, 2024, KDS received the China-Calcutta Service (CCS), by Pacific International Lines with M.V. Kota Rakyat arriving on her maiden voyage in India. Chairperson SMPK announced a concession scheme for 2024-25.

- ✓ **Introduction of Coastal movement to Vizhinjam since October, 2024**

Kolkata Dock System (KDS) under SMPK, has taken a significant step towards fulfilling the Hon'ble Prime Minister's vision of 'Atmanirbhar Bharat' by initiating a new Feeder Service connecting Vizhinjam, the new Indian Transshipment Port. Mediterranean Shipping Company (MSC) in collaboration with KDS is launching the 'Kolkata Shuttle' service connecting Kolkata to Vizhinjam, enabling transshipment of EXIM containers on Indian soil. The first vessel under this service, M.V. OEL Colombo arrived at NSD, KDS on 29th January, 2025 with 283 TEUs from Colombo. The vessel sailed from NSD on 1st February, 2025, carrying 152 TEUs for Vizhinjam and 261 TEUs for Colombo.



The movement of containers from Vizhinjam to HDC began in October 2024. The 1st such vessel M.V. Trader arrived on 16th January, 2025 at 10 HDC, with 535 import TEUs and sailed on 18th January, 2025 with 570 export TEUs. This strategic initiative is expected to reduce India's reliance on foreign ports for

transshipment, restrict the outflow of foreign exchange and enhance trade efficiency. By leveraging its geographic advantage and robust infrastructure, SMPK is set to play a key role in reducing logistics cost and fostering regional economic development.

✓ **Inauguration of the “Port Link Express”**



In a pioneering, cost effective and eco-friendly initiative enhancing trade logistics, **“Port Link Express”** between Balmer Lawrie CFS, Kolkata and HDC has been commissioned, marking a milestone in the logistics of Haldia-Kolkata-Haldia Sector. This initiative not only promises to reduce logistics cost but also aims at carbon footprint minimization, thereby promoting sustainable trade practices and Green Logistics.

✓ **Record Dry Bulk Cargo handling was performed by M.V. AM UMANG**



Record dry bulk cargo handling was performed by the vessel M.V. AM UMANG at HDC on 03.11.2024, with parcel load of 39,149 MT of Flux cargo (Limestone) for Tata Steel Ltd., surpassing its previous record of 39,048 MT achieved on 4th September, 2024.

✓ **M.V. Ricarda II made history at HDC,SMPK**



On 13th April, 2024, the Portugal-flagged Container Vessel M.V. Ricarda II made history at Haldia Dock Complex by exchanging a record-breaking 1972 TEUs, surpassing the previous record of 1947 TEUs set in 15th March, 2023, and achieving a gross berth productivity of more than 36 TEUs per hour.

✚ Trade Scenario with Neighbouring Countries

✚ SMPK bags the 'Best Stall Award' for connecting North East

- ✓ For the past few years SMPK is relentlessly striving to connect the North East with the rest of India and the neighbouring countries. SMPK's stall received overwhelming response from the Stakeholders in the 3-day long Vibrant North East 2024 exhibition organised by the Ministry of Development of North East Region at Guwahati, Assam. It was a proud moment for SMPK to bag the 'Best Stall Award' and receive the Certificate of Participation.



✓ Delegates of Asian Development Bank Visits SMPK



A team from the Asian Development Bank visited HDC on 20th January, 2025 and KDS on 21st January, 2025, as a part of 'Bangladesh-Bhutan-India-Nepal (BBIN)' Rail Based Cargo movement Study to explore higher cross-border rail cargo potential, reduce logistics costs and understand the Port's role in regional trade for Bhutan and Nepal.

• A Major Push for PPP Projects :

- ✓ Concession agreement signed on 20th December, 2024 for Mechanization of Berth no. 5 at HDC between SMPK and Ganges Bulk Terminal Pvt. Ltd.
- ✓ Three PPP Projects are under tendering stage having total cost of Rs. 1294 crore viz. Strengthening of Berth no.8 with Mechanization of Berth no.s 7 & 8, Construction of Concrete Jetty at Budge-

Budge and Up gradation of Existing 104 Bedded Secondary Care Centenary Hospital at SMPK into 450 Bedded Super-Specialty Hospital.

• **Major Projects awarded during 2024-25 :**

- ✓ Development of River Cruise terminal and River Tourism facility along with riverfront beautification works, awarded on 17th December, 2024.
- ✓ For Design, Engineering, Manufacturing, Procurement & Supply, Installation, Testing and Commissioning of Cumulative 2.3 MWp Roof Mounted Grid Connected Solar Photo Voltaic Power Plant at Khidderpore Dock-II, awarded on 6th September, 2024.
- ✓ For Design, Engineering, Procurement, Replacement, Installation, Testing & Commissioning of all Indoor Conventional Light Fittings, Fans with Energy Efficient Fixtures & Fittings and Automatic Power Factor Control Unit at the Electrical Substations, awarded on 25th September, 2024.
- ✓ The work for Revamping/ up gradation of 6 (six) roads in port operational areas of KDS, awarded on 12th September, 2024.
- ✓ The work for Refurbishment of Subhash Bhawan pertaining to modification of the ground and first floors of Subhash Bhawan, SMPK, awarded on 5th June, 2024.
- ✓ Development of Drainage Network (Phase-IIA) on Eastern Side of Dock Basin at Haldia Dock Complex (HDC) under Master Drainage Plan.
- ✓ Construction of Hardstand including Drainage Facilities in between RR Line and ISPHL Boundary Wall at Coal Berth Area at HDC, awarded on 13th September, 2024.
- ✓ Construction of Paver Block Road along with drain from FF pump house near Beth no.14 to HFTPL Road via Turning Basin, HDC, awarded on 12th December, 2024.
- ✓ Construction of a boundary wall and windscreen at the northern side and a masonry boundary wall at the western side of the Dock at HDC for Phase-II, awarded on 18th September, 2024.
- ✓ Design, Engineering, Supply, Construction, Erection, Testing & Commissioning of 2 MW (AC) Solar PV Grid Interactive Power Plant at HDC, SMPK, awarded on 19th December, 2024.
- ✓ Up gradation of Power House Substation and GM Yard Substation from 3.3KV to 11 KV level (including allied equipment & cable network) in Dock Zone & Industrial Zone at HDC, awarded on 11th June, 2024.
- ✓ Development of Hardstand at the backup area of Berth No.1 (at the area of erstwhile CISF Barrack), awarded on 05th December, 2024.

• **Major Projects completed during FY 2024-25 :**

- ✓ Successful completion of Project named "Up gradation of 7 NSD Berth with Stack yard Development" in September, 2024.
- ✓ As part of the 'Go Green Initiative,' HDC, SMPK completed a 150KW solar power project on 31st August, 2024, aligning with the Government of India's National Action Plan for Climate Change

(NAPCC) goal of meeting 60% of the total energy requirement from renewable sources for all Major Ports, thereby reducing carbon footprint.

- ✓ Supply, Installation, Testing and Commissioning of replacement of all outdoor type conventional luminaries with energy efficient LED luminaires and Web Enabled smart control of LED luminaires at Netaji Subhas Dock, completed on 25th November, 2024.
- ✓ Anti-erosion work at Kalyani successfully, completed on 21st January, 2025.
- ✓ Constructing a 10 m high windscreen along a total length of 1590 m (approx.), completed in July, 2024.
- ✓ Development and Upgradation of infrastructure around SAIL yard, completed on 30th June, 2024.
- ✓ Development of stack yard drainage network under Green Port Initiatives inside dock at HDC, completed on 28th March, 2025.
- ✓ Design, Fabricate, Erect & Placing in Position New Steel Walkways on EPC Mode at 2nd Oil Jetty, completed on 30th June, 2024.
- ✓ Construction of Paver Block Hardstand between Two Rail Lines (I.5), completed on 7th June, 2024.

Other Milestones achieved during 2024-25:

- ✓ On 14th December, 2024, Secretary, MoPSW, inaugurated the revamped Clock Tower at NSD, SMPK. He also visited HDC and inaugurated the key projects i.e., the Revamped Walkway of the 2nd Oil Jetty, Wall-line Railway Siding and Common Users Siding -II at HDC.



- ✓ The Regional Office of the Central Warehousing Corporation (CWC), Kolkata and SMPK signed an MoU on 21st December, 2024 to collaborate on Container Rake services, boosting efficiency and capacity both at SMPK and Container Freight Station (CFS), Kolkata.



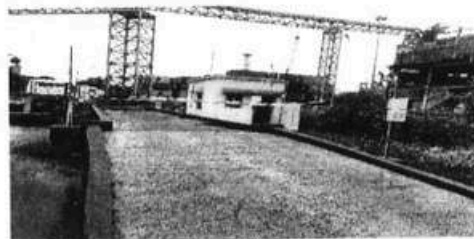
- ✓ SMPK signed MoU agreement with RVNL for the project “Renovation of Bascule Bridge at Kolkata (SMPK project)



- ✓ SMPK signed an agreement on 13th June, 2024 with Adani Ports & Special Economic Zone for container handling on O&M basis (w.e.f. 1st December, 2024) at NSD, SMPK.



- ✓ Two unmanned Weighbridges (1 installed near the 6 NSD gate and the other installed behind the 2 NSD shed) after successful trail run. The said Weighbridges have accordingly been declared commissioned since 7th September, 2024.



↓ Going Green Initiatives:

- ✓ **Boosting Green Energy:** On 9th April, 2024, officials from Gail India Ltd. explored the potential of green fuel with Chairperson and senior officials of SMP, Kolkata, discussing the future of green fuel i.e. LNG/CNG/Bio-Gas/Green Hydrogen for a pilot project.



Completion of 150KW Solar Project at HDC: As part of the 'Go Green Initiative,' HDC, SMPK completed a 150KW solar power project, completed on 31st August, 2024, aligning with the Government of India's National Action Plan for Climate Change (NAPCC) goal of meeting 60% of the total energy requirement from renewable sources for all Major Ports, thereby reducing the carbon footprint. The commissioning of this project was also part of an initiative to have been launched within the first 100 days of the new Government.

✚ **Corporate Social Responsibility / Community service by SMPK:**

Syama Prasad Mookerjee Port, Kolkata has been a pioneer in initiatives aimed at empowering women, uplifting underprivileged communities, and promoting social welfare.

SMPA has successfully extended financial support towards skill development of women hailing from under-privileged communities through distribution of sewing machines which will help them be self-dependent and provide them source of earning. A major breakthrough in this score has been achieved by SMPA outreaching women from tribal /fishing communities from one of the most untouched area of Sundarbans by providing aid for basic education and nutritional enrichment of women and children of that particular village as part of Adoption of Village Initiative. SMPA has extended financial support to various schools situated in and around Kolkata and Haldia for infrastructure development, improvement of hygiene and sanitation, construction / renovation of auditorium, technical aid for visually impaired children which replicates SMPA's endeavour and dedication towards CSR by fostering education.

As part of healthcare support to the local communities at large, SMPA has provided financial aid to various NGOs through procurement of ambulances at diverse rural locations of West Bengal for transporting critical patients to nearest hospitals for availing medical treatment. SMPA has also supported worthy CSR beneficiaries for setting up eye diagnostics centre for people from backward communities. Other key projects includes collaboration with various NGOs in and around West Bengal for providing financial assistance for infrastructure development like Farmer's Hostel, Balika Abas for girls etc. Activities undertaken by SMPA for protecting environment includes extension of financial aid to schools for installation of solar power systems, facilitating NGOs in setting up of tube wells in remote areas of Sundarbans for access to clean drinking water. SMPA has also taken initiative through partnering with statute bodies for health care support and imparting skill development training to the unorganized workforce of maritime sector.

SMPA continues to serve underprivileged communities through initiatives through partnerships with renowned organizations like Bharat Sevashram Sangha and Ramakrishna Mission Ashram, ensuring inclusive growth and community support.

1.7 Other Notable Events/Occurrences:

✚ Conclaves, Conferences, Collaborations & Celebrations

- ✓ **SMPK collaborates with Rabindra Bharati University in “Waste-to-Art” creation**



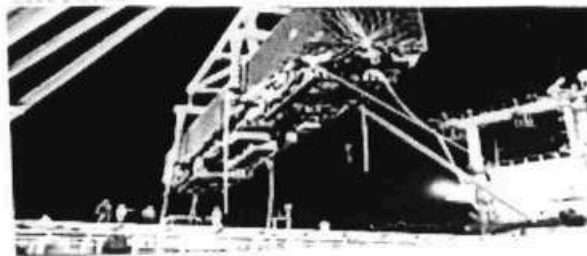
The Chairperson, SMPK felicitated the students and faculties of “Rabindra Bharati University” on 5th of December, 2024 for their remarkable collaboration in the “Waste-to-Art” initiative, turning scrap into 44 artistic reactions. SMPK & RBU will further this partnership through a MoU towards sustainability.

- ✓ **SMPK’s endeavour in boosting in Railway traffic handling**



SMPK boosted railway traffic handling by 0.5 MMT with a new siding at D&F Block, in the vicinity of Century Infra Ltd, Sonai CFS. Developed in collaboration with the said private company, it features a covered storage area easing road congestion and enhancing the railway handling ratio.

- ✓ **Successful unloading of Metro Rail coaches at NSD by SMPK**



On 24th May, 2024, SMPK successfully unloaded 16 Metro Rail coaches for ‘Metro Railways’ at NSD , each weighing 48 tonnes , thus underscoring SMPK’s efficiency in Eastern India and reinforcing Kolkata’s status as a vibrant Metropolis.

✓ **SMPK facilitates Metro Railways Kolkata's expansion**



SMPK is supporting the expansion of Kolkata Metro Railways by ensuring the efficient handling of over 72 rakes arriving from China over the next 1-2 years, expected to be first handled at 1 NSD by the Cantilever crane, then transferred to 7 NSD Railway line for further distribution. As a key logistics hub, SMPK remains dedicated to enhancing urban mobility and improving trade connectivity.

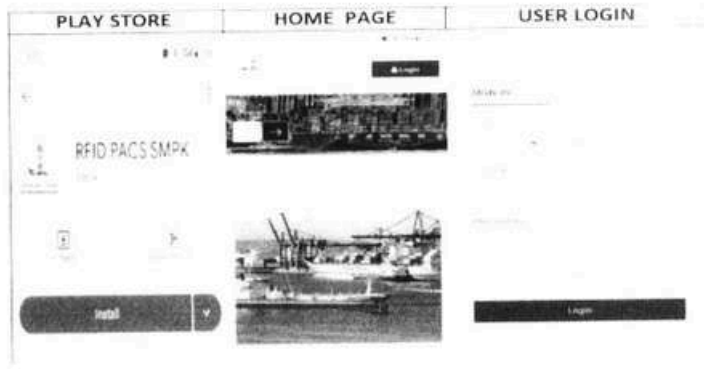
✓ **Launch of a new mobile application, PortSathi**



The iOS version of the PortSathi App, designed specifically for the trade community (earlier launched on 15th September, 2023,) was made available in the Google play store from 17th June, 2024. This app provides valuable real-time information to enhance efficiency and streamline operations at the Syama Prasad Mookerjee Port (Kolkata Dock System). Key functionalities include: Rake Status, LDB Container Tracking, Vessel Forecast, Berth Status, Cargo Export, Container Export, Container Status, Nepal Trade, Vessel Status and Vehicle Tracking.

These features will help trade track shipments, monitor vessel schedules, and manage various aspects of port operations seamlessly. With real-time information, trade is expected to efficiently plan their work and stay informed about all necessary updates.

- ✓ **SMPK launched RFID android mobile application (RFID PACS SMPK) for Port Access Control System**



An android application named 'RFID PACS SMPK' is designed to provide comprehensive digital solution for managing port access through RFID Port access control system (PACS). This android version launched on 17th February, 2025 on Google play store app. The mobile app covers the personal registration, vehicle registration, complete spectrum of RFID pass, request submission/renewal and digital payment by external stakeholders.

- ✓ **Bengal Global Business Summit 2025**



Chairperson, SMPK was the lead panellist at the “Bengal Business Global Summit 2025” on 6th February, 2025, contributing to an engaging session on the collaborative approach of SMPK and its commitment for a Logistics Ecosystem to support business and community building in the region.

- ✓ **SMPK emerged champion in 44th All India Major Ports' Basketball Championship & All India Major Port Table Tennis Championship**



In the 44th All India Major Ports' Basketball Championship held at Kolkata from 18th to 20th February, 2025 SMPK emerged champion against VoC Port Authority with a score of 107-45. SMPK also won the title in the All India Major Port Table Tennis Championships held at Chennai from 26th to 28th February, 2025 beating Mumbai Port Authority in the final.

✓ **All India Major Port Cultural Meet'24 held at Paradip Port**

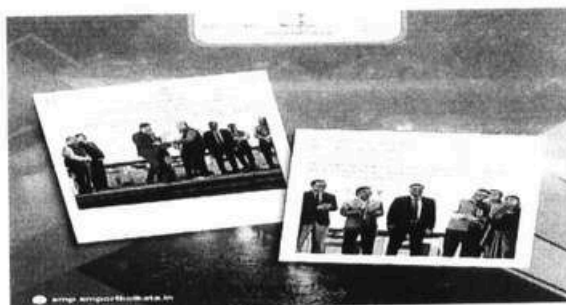


Team SMPK emerged Runners-up at the All India Major Ports Cultural Meet-2024 held at Paradip Port from 12th - 15th December, 2024. SMPK secured 1st position in the solo events like Classical Music and Instrumental Music. SMPK Dance Team secured 2nd position at the Meet.

✓ **CPT Basketball team secured 3rd position in the State Basketball Championship**



✓ **Incentive Award for Hindi Recitation and Translation Competition**



Incentive Award for Hindi Recitation and Translation Competition were conferred on successful competitors of SMPK at the Review Meeting held on 22nd January, 2025 by Town Official Language Implementation Committee (TOLIC), Kolkata.

During 2024-25, SMPK achieved several milestones. The Port handled 63.951 million metric tonnes (MMT) of cargo. Haldia Dock Complex (HDC) achieved its 3rd highest cargo volume, while Container traffic grew by 6.87%. During 2024-25, SMPK ranked 3rd amongst Major Ports of India with 3193 ship calls and handled rail borne cargo of 29.209 MMT. The Port invested Rs. 209.36 crore in capital projects, surpassing its budget estimate. Public-Private Partnership (PPP) projects were initiated, including mechanization of berths and hospital upgradation. Significant milestones include introduction of specialized vessels like Flat Bottom Calcutta Max, launch of direct weekly service from China, Bengal Middle East Express between HDC with Jebel Ali Port, UAE, coastal movement to Vizhinjam etc. and the commissioning of Port-Link Express to enhance logistics and cargo handling. Automation and digitization improved efficiency, and corporate social responsibility initiatives focused on empowering women and supporting underprivileged communities.

CHAPTER – II

REVIEW OF TRAFFIC

- 2.1** Traffic handled by SMP, Kolkata during 2024-25 was 63.951 million tonnes, vis-a-vis 66.445 million tonnes (MMT) in 2023-24, implying a decrease of 2.494 MMT (3.75%). Import traffic decreased by 2.122 MMT (3.90%) and the export traffic also decreased by 0.372 (3.08%) with respect to previous year. Table 2.1 shows the comparative figures of traffic handled by SMP, Kolkata during the last five years.

TABLE – 2.1
Traffic Handled at SMP, Kolkata During Last Five Years *

(In million tonnes)

Year	Import	Export	Total
2020-21	45.275	16.093	61.368
2021-22	43.793	14.382	58.175
2022-23	53.590	12.070	65.660
2023-24	54.372	12.073	66.445
2024-25	52.250	11.701	63.951

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

- 2.2** During 2024-25, traffic at HDC was 47.310 MMT vis-a-vis 49.536 MMT in 2023-24 registering 4.49% decline. At KDS, traffic during 2024-25 was 16.641 MMT vis-a-vis 16.909 MMT in 2023-24, also a decline of 1.58%. Table 2.2 shows the comparative figures of traffic handling for the last five years of KDS and HDC.

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

(In million tonnes)

Year	Import	Export	Total
<u>A. KOLKATA DOCK SYSTEM (KDS)</u>			
2020-21	9.694	6.206	15.900
2021-22	8.114	7.184	15.298
2022-23	10.592	6.460	17.052
2023-24	10.601	6.308	16.909
2024-25	10.563	6.078	16.641
<u>B. HALDIA DOCK COMPLEX (HDC)</u>			
2020-21	35.581	9.887	45.468
2021-22	35.679	7.198	42.877
2022-23	42.998	5.610	48.608
2023-24	43.771	5.765	49.536
2024-25	41.687	5.623	47.310

- 2.3 Table 2.3 shows the break-up of import and export traffic handled by SMP, Kolkata (KDS and HDC) in terms of principal commodities handled during 2024-25 and 2023-24

T A B L E – 2.3
Import and Export Traffic Handled in terms of Principal Commodities at SMP, Kolkata

(In '000 tonnes)

Sl. No.	Commodity	2023-24	2024-25
	Import :		
1	Fertiliser(Finished)	840	677
2	Rock Phosphate	334	355
3	Sulphur	59	121
4	Rice	0	10
5	Iron Scrap	130	92
6	Sugar	217	0
7	Calcite Chips	33	62
8	Coking Coal	9564	8867
9	Metallurgical Coke	628	739
10	Petroleum Coke	186	183
11	Non-Coking Coal / Steam Coal	12646	6168
12	Breeze coke	161	33
13	Coal Tar Pitch	0	0
14	Lime Stone	2646	3314
15	Iron & Steel (Incl. Sponge Iron & Steel Scrap)	436	245
16	Machinery & spare parts	44	48
17	Timber	20	10
18	Wood Pulp	112	90
19	Pulses/Peas	795	1131
20	Manganese Ore/Slag	2893	3526
21	Other Ore (Pyroxenite)	648	657
22	Purified Terephthalic Acid	0	26
23	Soda Ash	38	71
24	Gypsum	601	643
25	Sand	0	0
26	Cement	0	0
27	Dolomite	147	237
28	Iron Ore	2	0
29	Project Cargo & Materials	59	110
30	Vegetable Oil	2926	3526
31	Other Liquid Cargo	2378	2606
32	Other Cargo	9242	9326
33	General Cargo	206	2054
34	Container	6371	7318
35	IVW Traffic	10	5
	Total Imports:	54372	52250

TABLE - 2.3**Import and Export Traffic Handled in terms of Principal Commodities at SMP, Kolkata***

(In '000 tonnes)

Sl. No.	Commodity	2023-24	2024-25
	Export :		
1	Thermal Coal	0	316
2	Iron Ore	1805	458
3	Iron & Steel (Incl. Sponge Iron & Steel Scrap)	77	47
4	Pig Iron	0	0
5	Non Coking Coal	46	24
6	Metallurgical Coke	0	0
7	Rapeseed	0	0
8	Rice	0	188
9	Wheat	0	0
10	Maize	3	0
11	Sugar	116	24
12	Fly Ash	3282	2944
13	Sand	19	3
14	Coal Tar Pitch	4	24
15	Cement Clinker	0	0
16	Machinery	0	0
17	Project Cargo	8	0
18	Vegetable Oil	2	71
19	Other Liquid Cargo	267	274
20	Other Cargo	845	908
21	General Cargo	17	615
22	Container	5577	5802
23	IVW Traffic	5	3
	Total Exports :	12073	11701
	Grand Total Import & Export:	66445	63951

*Includes transshipment traffic (Import - 2983 thousand tonnes and Export - 43 thousand tonnes in 2024-25 and Import - 3376 thousand tonnes and Export - 60 thousand tonnes in 2023-24) distributed against appropriate commodities.

- 2.4 The following table shows import and export break-up of principal commodities handled at KDS and HDC separately, in 2024-25 and 2023-24:

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	2023-24	2024-25
	<u>Import :</u>		
1	Fertiliser(Finished)	744	528
2	Rock Phosphate	4	12
3	Sulphur	2	11
4	Rice	0	0
5	Calcite Chips	33	34
6	Coking Coal	177	625
7	Metallurgical Coke	15	18
8	Petroleum Coke	19	19
9	Steam Coal/Other Coal/coke	2236	577
10	Lime Stone	43	257
11	Iron & Steel (Incl.Steel Scrap,pipe)	25	28
12	Machinery & spare parts	44	48
13	Timber	20	10
14	Pulses/Peas	795	1131
15	Coal Tar Pitch	0	0
16	Manganese Ore/Slag	133	210
17	Iron Ore	2	0
18	Other Ore (Pyroxenite)	0	0
19	Gypsum	150	235
20	Project Cargo & Materials	56	108
21	Vegetable Oil	342	368
22	Other Liquid Cargo	88	176
23	Other Cargo	221	341
24	General Cargo	143	436
25	Container	5299	5386
26	IVW Traffic	10	5
	Total Imports:	10601	10563

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	2023-24	2024-25
	Export :		
1	Other Coal/ Steam Coal	46	24
2	Iron & Steel (Incl. Sponge Iron, Iron & steel scrap)	69	47
3	Iron Ore	27	0
4	Machinery	0	0
6	Wheat	0	0
7	Rice	0	105
8	Fly Ash	1438	1256
9	Sand	19	3
10	Coal Tar Pitch	4	24
11	Maize	3	0
12	Project Cargo	8	0
13	Other Cargo	84	71
14	General Cargo	17	26
15	Container	4588	4519
16	IVW Traffic	5	3
	Total Exports :	6308	6078
	Grand Total Import & Export:	16909	16641

* Includes transshipment traffic (Import - 2983 thousand tonnes and Export - 43 thousand tonnes in 2024-25 and Import - 3376 thousand tonnes and Export - 60 thousand tonnes in 2023-24) 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.	C o m m o d i t y	2023-24	2024-25
	Import :		
1	Fertiliser(Finished)	96	149
2	Rock Phosphate	330	343
3	Sulphur	57	110
4	Sugar	217	0
5	Coking Coal	9387	8242
6	Metallurgical Coke	613	721
7	Raw Petroleum Coke	167	164
8	Breeze Coke	161	33
9	Iron Scrap	130	92
10	Non-Coking Coal / Steam Coal	10410	5591
11	Lime Stone	2603	3057
12	Iron & Steel	411	217
13	Machinery	0	0
14	Wood Pulp	112	90
15	Purified Terephthalic Acid	0	26
16	Manganese Ore /Slag	2760	3316
17	Other Ore (Pyroxenite)	648	657
18	Soda Ash	38	71
19	Gypsum	451	408
20	Calcite Chips	0	28
21	Cement	0	0
22	Dolomite	147	237
23	Project Cargo	3	2
24	Vegetable Oil	2584	3158
25	Other Liquid Cargo	2290	2430
26	Other Cargo	9021	8985
27	General Cargo	63	1628
28	Container	1072	1932
	Total Imports:	43771	41687

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	2023-24	2024-25
	Export :		
1	Thermal Coal	0	316
2	Iron Ore	1778	458
3	Iron & Steel	8	0
4	Fly Ash	1844	1688
5	Sugar	116	24
6	Rice	0	83
7	Vegetable Oil	2	71
8	Other Liquid Cargo	267	274
9	Other Cargo	761	837
10	General Cargo	0	589
11	Container	989	1283
	Total Exports :	5765	5623
	Grand Total Import & Export:	49536	47310

2.5 Container Traffic:

At SMP, Kolkata total number of **Containers handled during 2024-25 was 8,04,579 TEUs** vis-à-vis **7,52,825 TEUs** in 2023-24, **implying an increase of 51,754 TEUs (6.87%)**. Containerized cargo handled at the Port was 131,19,833 tonnes in 2024-25 vis-à-vis 119,47,839 tonnes in 2023-24, **an increase of 11,71,994 tonnes (9.81%)**.

KDS handled container throughput of 6,19,845 TEUs in 2024-25 compared to 6,42,218 TEUs in 2023-24, implying a fall of 3.48%. So also, Containerized cargo handled at KDS in 2024-25 was 99,05,132 tonnes compared to 98,86,831 tonnes in 2023-24 recording a marginal increase. HDC handled 1,84,734 TEUs in 2024-25 vis-à-vis 1,10,607 TEUs in 2023-24 with 67.02% increase. HDC handled 32,14,701 tonnes of containerized cargo in 2024-25 vis-à-vis 20,61,008 tonnes in 2023-24 with an increase of 55.98%.

- 2.6 Number of Container (TEUs) and containerized tonnage handled at KDS and HDC import-export wise during the years 2024-25 and 2023-24 are shown in tables 2.5 and 2.6, respectively.

Table – 2.5

Number of Containers Handled (Shipface)

(In TEUs)

	2023-24			2024-25		
	KDS	HDC	Total	KDS	HDC	Total
Import	327030	52178	379208	314251	94884	409135
Export	315188	58429	373617	305594	89850	395444
Total	642218	110607	752825	619845	184734	804579

Table - 2.6

Volume of Containerised Cargo*

(In Tonnes)

	2023-24			2024-25		
	KDS	HDC	Total	KDS	HDC	Total
Import	5299170	1071689	6370859	5385930	1932000	7317930
Export	4587661	989319	5576980	4519202	1282701	5801903
Total	9886831	2061008	11947839	9905132	3214701	13119833

(*Tare weight included)

2.7 The commodity-wise break-up of containerized cargo handled at SMPA, Kolkata, Import-wise figures during the years 2024-25 and 2023-24 are shown in table 2.7(a) and Export-wise figures in Table 2.7(b).

Table: 2.7 (a)

(In Tonnes)

Sl. No.	Commodity	2023-24		2024-25	
		KDS	HDC	KDS	HDC
	Import:				
1	Chemicals & Drugs	161850	30939	129690	59479
2	Metals Minerals & their Products	170578	121186	84657	86097
3	Iron & Steel Scrap	49627	92920	39797	59357
4	Iron Ore	0	0	0	0
5	Industrial Raw Materials	186253	286328	147323	454113
6	Electrical / Electronic Goods	41324	1940	21131	32585
7	Iron & Steel Products	29963	11641	10962	26954
8	Ro Ro/Car	623	0	1130	0
9	Project Cargo	857	0	0	0
10	Machinery & Spare parts	130442	8107	65721	72900
11	Newsprint & Paper Products	160868	181179	150334	287115
12	Vegetable Oil	15447	0	11752	15132
13	Sugar	0	0	0	0
14	Salt	45011	0	21100	0
15	Fertiliser	14993	0	1721	0
16	Soda Ash	10673	23155	12659	14099
17	Timber	72932	726	33024	2107
18	Wooden product	18743	15628	2742	36162
19	Tea	865	5	4571	0
20	Pulse/Peas	137928	0	110219	0
21	Rice	541	0	466	0
22	Foodgrain & Food Items	178783	53175	173191	261592
23	Jute & Jute Products	127	0	71	0
24	Cloth & Its Products	26056	0	10097	0
25	Polythene Granules / Poly-Plastic	126686	14296	98677	29052
26	P.T Acid	0	0	0	0
27	Bitumen	3537	0	4366	0
28	Coal Tar Pitch / Products	1421	0	0	0
29	Carbon Black Feed Stock	2653	28	3496	74
30	Ferrochrome	319	0	629	318
31	Silicon	5900	0	3190	0
32	Rubber & Rubber Products	76507	4147	3116	6014
33	Refractory & Raw Materials	64127	72423	2742	49631
34	Pig Iron	235	0	46	0
35	Wax	1618	9422	1078	21965
36	Wool & Woolen Products	8183	0	7016	0
37	Leather & its Products	2456	139	1466	805
38	Other General Cargo	2863213	36275	3571830	227537
39	Tare Weight of Containers	687830	108030	655920	188912
	Total Import:	5299170	1071689	5385930	1932000

Table: 2.7(b)

Commodity-wise Break-up of Containerised Cargo

(In Tonnes)

Sl. No.	Commodity	2023-24		2024-25	
		KDS	HDC	KDS	HDC
	Export:				
1	Tea	99996	140	92757	2407
2	Jute & Jute Products	117715	1645	122522	6550
3	Rice	837261	0	814529	0
4	Sugar	1084	0	12775	0
5	Maize	92098	0	75565	0
6	Mica & its products	52964	0	55898	0
7	Shellac	2545	0	3442	0
8	Iron Ore	452	0	0	0
9	Cast Iron Goods	249521	0	242257	0
10	Metals Minerals & their Products	202383	201077	85666	71247
11	Industrial Raw Materials	92927	14104	85975	20891
12	Leather & Leather Goods	35116	335	33617	1361
13	Electrical / Electronic Goods	28678	30974	22320	29807
14	Iron & Steel	459893	190763	343685	296073
15	Project Cargo	718	0	1295	0
16	Iron & Steel Scrap	2012	3518	683	5714
17	Ro Ro	110	0	329	0
18	Pipes & Tubes	10020	0	9758	0
19	Machinery & Spares Parts	120517	1186	116915	4237
20	Paper & its Products	120090	6044	53843	5371
21	Pig Iron	1123	0	1086	0
22	Ferrochrome	529581	0	483900	52379
23	Silicon	30345	0	22037	0
24	Tin Plate	0	32955	5101	35184
25	Carbon Black Feed Stock	80843	2827	68327	11612
26	Coal Tar Pitch	3565	0	5539	0
27	Bitumen	137	0	14	0
28	Chemicals & Drugs	17087	3724	32646	602
29	P.T. Acid	0	8904	0	11220
30	Wax	1064	4591	1755	3310
31	Log /Timber & Wooden product	1252	0	0	21
32	Foodgrain & Food Items	214235	214374	210302	292190
33	Cotton/Silk & its Products	28283	0	26479	0
34	Rubber and its Products	8164	4866	3282	834
35	Polythene / Poly-Plastic	47446	84679	38151	80171
36	Refractory Materials	13337	345	11763	341
37	Woolen Products	3042	0	2184	0
38	Other General Cargo	423457	59174	789330	170476
39	Tare Weight of Containers	658602	123094	643475	180703
	Total Export:	4587661	989319	4519202	1282701
	Grand Total (Import &	9886831	2061008	9905132	3214701

- 2.8 During 2024-25, 672 feeder vessels, carrying exclusively containers and having connection with mother vessels at relay ports like Singapore, Colombo, Port Klang, etc. were handled at KDS against 814 feeder vessels handled during 2023-24.

2.9 ICD Traffic:

Details of Containers despatched to / received from various ICDs and others from / to KDS and HDC during 2024-25 are given below:-

A. Kolkata Dock System:

ICDs		By Rail				By Road			Total
		No. of Rakes	20ft	40ft	Total By Rail	20ft	40ft	Total By Road	By Rail & Road
Birgunge (Nepal ICD)	Despatched (Move out-Import)	150	10547	1311	13169	6	7	20	13189
	Received (Move In-Export)	91	434	598	1630	19	36	91	1721
Guwahati (Amingaon)	Despatched	0	0	0	0	105	45	195	195
	Received	46	12	518	1048	40	7	54	1102
Chawalpail	Despatched	0	0	0	0	0	0	0	0
	Received	0	0	0	0	0	0	0	0
Jamshedpur ICD	Despatched	0	0	0	0	0	0	0	0
	Received	0	0	0	0	0	0	0	0
Durgapur	Despatched	0	0	0	0	1650	196	2042	2042
	Received	3	228	21	270	3858	868	5594	5864
Siliguri	Despatched	0	0	0	0	0	0	0	0
	Received	0	0	0	0	0	0	0	0
Total for ICDs	Despatched	150	10547	1311	13169	1761	248	2257	15426
	Received	140	674	1137	2948	3917	911	5739	8687
Nepal / Bhutan (Non-ICD)	Despatched	0	0	0	0	11113	9858	30829	30829
	Received	0	0	0	0	878	698	2274	2274
Aluminum Exporter	Despatched	0	0	0	0	0	0	0	0
	Received	0	0	0	0	0	0	0	0
Railways (SOR)	Despatched	0	0	0	0	0	0	0	0
	Received	7	566	0	566	0	0	0	566
Total Non-ICD	Despatched	0	0	0	0	11113	9858	30829	30829
	Received	7	566	0	566	878	698	2274	2840
Grand Total (ICDs/Non-ICDs)	Despatched	150	10547	1311	13169	12874	10106	33086	46255
	Received	147	1240	1137	3514	4795	1609	8013	11527

B. Haldia Dock Complex:

		Received			No. of Trains	Despatched	
		No. of Trains	No. of TEUs			No. of TEUs	No. of TEUs
			Load	Empty			
ICDs	By Rail	155	5334	8518	186	14661	1876
	By Road	-	-	-	-	-	-
Others	By Rail	136	2268	9440	109	8686	812

N.B. As per box count.

2.13 Ship Repairing/ Dry Docking Activities at SMPK

As a terminal port, SMPK has been offering Dry Dock facilities to cater to the diverse repair and maintenance needs of the vessels calling this Port. All the Dry Docks are inside the impounded dock system.

There are 5 Dry Docks of which 3 are in Kidderpore Dock (KPD) and 2 in Netaji Subhas Dock (NSD). The maximum size of the vessels that can be accommodated in the Dry Docks are furnished below:

- Netaji Subhas Dry Dock No.1 - 172.21 M x 22.86 M
- Netaji Subhas Dry Dock No.2 - 172.21 M x 22.86 M
- Kidderpore Dry Dock No.1 - 166.72 M x 21.23 M
- Kidderpore Dry Dock No.2 - 151.48 M x 21.23 M
- Kidderpore Dry Dock No.3 - 106.68 M x 18.28 M

SMPK has opted for commercial utilization of the above dry docks.

- An agreement was inked on 28.3.2019 with Cochin Shipyard Ltd (CSL), India's largest shipbuilding and maintenance company, for upgradation, operation and management of the ship repair facility at the 2 Dry Docks & Berth No. 6 NSD. Accordingly, 2 NS Dry Docks were handed over to CSL and ship repair started at NS Dry Docks w.e.f. 29.9.2019 under the banner of 'CSL-Kolkata Ship Repair Unit (CKSRU)'.

In 2024-25, 6 ships were dry docked at the CSL operated dry docks with corresponding 270 occupancy days.

- Following Concession Agreement inked between GRSE and SMPK on 07.10.2021, 3 KP Dry Docks were handed over to GRSE in December 2021. **GRSE-KPDD Unit** was inaugurated on 01.12.2021 to usher in a dynamic partnership of new business opportunities in ship repair and refit between GRSE and SMPK. Dry docking of the first commercial vessel was undertaken successfully for repair on 12.01.2022, after signing of the Concession Agreement.

In 2024-25, 12 ships were dry docked at GRSE-KPDD Unit with corresponding 290 occupancy days.

2.10 Ship Traffic:

During 2024-25, 3196 Merchant vessels called at SMP, Kolkata. Comparative position of ship calls at the port for the last five years are shown in Table 2.8

Table : 2.8
Ship Calls at SMP, Kolkata*

Y e a r	KDS	HDC	Total
2020-21	1049	2140	3189
2021-22	1006	1951	2957
2022-23	1121	1969	3090
2023-24	1206	2076	3282
2024-25	1081	2115	3196

* Includes non-working vessels.

- 2.11 Break-up of ships according to nationality, which left KDS and HDC during 2024-25 and 2023-24, are shown in table 2.9.

Table: 2.9
Ships Left According to Nationality*

Nationality	2023-24			2024-25		
	KDS	HDC	Total	KDS	HDC	Total
Indian Flag	99	352	451	86	217	303
Foreign Flag	1080	1732	2812	952	1875	2827
Total :	1179	2084	3263	1038	2092	3130

* Includes non-working vessels.

2.12 Passenger Traffic:

In 2024-25, 122 passengers embarked and 595 passengers disembarked at KDS and the vessels used for the purpose were M.V. Sindhu and M.V. Nalanda vis-à-vis embarkation of 75 passengers and disembarkation of 1235 passengers at KDS in 2023-24. The vessels used for the purpose were M.V. Campbell Bay, M.V. Sindhu, M.V. Nalanda and M.V. Swaraj Dweep. It is observed that passenger traffic dwindled considerably in the current year vis-à-vis last year.

Table 2.10 Number of passengers embarked and disembarked at KDS during the last five years.

Table: 2.10
Passengers Embarked / Disembarked During Last Five Years

Year	Number of Passengers Embarked	Number of Passengers Disembarked	Total
2020-21	Nil	Nil	Nil
2021-22	Nil	Nil	Nil
2022-23	340	709	1,049
2023-24	75	1,235	1,310
2024-25	122	595	717

2.14 Railway Traffic:

In 2024-25, the Port Railway traffic was 29.208 million tonnes. The shares of KDS and HDC in the Railway traffic handled during 2024-25 were 4.980 MMT and 24.228 MMT, respectively. Railway traffic handled during the last five years is shown in table 2.11.

Table: 2.11

Railway Traffic Handled at SMP, Kolkata during Last Five Years.

(In million tonnes)

Y e a r		Inward	Outward	Total
2020-21	KDS	2.501	2.336	4.837
	HDC	7.696	15.682	23.378
	Total	10.197	18.018	28.215
2021-22	KDS	3.156	2.764	5.920
	HDC	5.701	18.568	24.269
	Total	8.857	21.332	30.189
2022-23	KDS	3.146	2.648	5.794
	HDC	5.365	23.449	28.814
	Total	8.511	26.097	34.608
2023-24	KDS	2.981	2.480	5.461
	HDC	5.377	23.549	28.926
	Total	8.358	26.029	34.387
2024-25	KDS	2.491	2.489	4.980
	HDC	5.595	18.633	24.228
	Total	8.086	21.122	29.208

Note:- Includes traffic handled by KDS for CONCOR (Performance of KDS Railway).

CHAPTER –III

REVIEW OF FINANCIAL POSITION

3.1 The total income of Syama Prasad Mookerjee Port, Kolkata during the period under report was Rs.3169.08 crore as against the corresponding figure of Rs.3419.45 crore for the previous year. There is a Net Surplus of Rs.317.54 crore before tax as against Net Surplus of Rs. 501.73 Crore for the previous year 2023-2024.

3.2 There has been decrease of Rs.250.37 crore in the earning for the year 2024-25 over that of the previous year 2023-2024. This is mainly due to decrease in income from Cargo Handling & Storage Charges, Port & Dock Charges and Railway Earnings.

3.3 The decrease in income is mainly under the following heads:-

(Rs. In Crore)

Central Govt. Contribution for River Dredging & Maintenance	124.61
Income from Cargo Operation (Excluding Wharfage & On-Board) at Berth Nos. 2, 4B & 8	64.20
Towage and Pilotage Fees	43.27
Cargo Handling Wharfage	39.73
Port dues	24.05
Compensation Charges (Land and Buildings)	19.80
Total	315.66

3.4 The decrease in income has however been partially offset by increase in income under following heads:-

(Rs. In crore)

Rent From Land	47.33
Containers	9.50
Premium on Leased Land (Apportioned)	4.16
Miscellaneous	2.62
Dry Docking (Revenue Share)	1.90
Total	65.52

3.5 The expenditure for 2024-25 has decreased by Rs.66.18 crore compared to that of previous year 2023-24.

The decrease in expenditure is mainly under the following heads:-

(Rs. In crore)

Contribution to SMPK Employees Leave Encashment Fund	150.24
Contribution to Kolkata Port Trust Employees' Superannuation Fund	54.41
Contractual payment towards cargo operation at newly equipped Berths and Jetties	51.35
Channel Dredging	34.31
Contribution to Kolkata Port Trust Employees' Gratuity Fund	19.00
Fire Fighting	10.92
Medical Facilities	9.23
Pilotage	7.75
Arrear for Revision of Pension	6.50
Administration and General Expenses	4.36
Handling and Storage of General Cargo at Sheds & Wharves	3.93
Total	352.00

- 3.6 The decrease in expenditure has partially been offset by increase in expenditure, mainly under the following heads:-

(Rs. in crore)

Provision for Arrear Pension	60.00
Contribution to SMPK Retired Employees Medical Benefit Trust	49.01
Provision for Arrear Pay Allowances	35.81
Towing, Berthing & Mooring (Operation, Maintenance of Motor Tugs, Launches, Others Vessels & Marine installations)	30.36
Provision for Doubtful Debts	28.83
Contractual Payment for Container Operation	23.33
Administration and General Expenses	20.54
Depreciation	11.44
Engineering & Workshop Administration & Overheads	7.54
Operation, Maintenance & Supervision of Plant, Machinery, Installation etc	6.85
Management and Secretariate	6.18
Accounting and Auditing	5.94
Total	285.83

- 3.7 The revised standard norms of accounting as introduced by the Ministry of Shipping, RT & H, Government of India, vide letter No.PR-20021/2/98 dated 06.11.2002, has been followed w.e.f. 01.04.2003 and one Balance Sheet and one Profit & Loss A/c for Syama Prasad Mookerjee Port, Kolkata have been drawn for the year ended 31st March,2025.
- 3.8 Operating Surplus for the year 2024-25 is Rs.953.98 crore as against Rs. 1284.60 crore for the previous year 2023-24.
- 3.9 Finance Act,2008 amended the provision of Section 2(15) of the Income Tax Act and due to the said amendment, Syama Prasad Mookerjee Port, Kolkata was brought out of the purview of the Exemption under section 12A of the Income Tax Act,1961. In terms of the assessment made by SMP, Kolkata, provision for taxation amounting to Rs154.44 crore has been made in the financial year 2024-25 for the current year. Based on the various assessment orders passed by the Income Tax Department, ₹ 87.22 crore has been booked as provision for Income Tax for earlier years.

3.10 As per statute, recommendation No. 43 of the Major Ports Commission, for creation of reserve was accepted by the Government. Accordingly, the Government had directed under Section 90 (1) of the MPT Act, 1963 vide Order No. PGF-15/76 dated 23.09.76 to create two specific reserves viz. (i) Replacement, Rehabilitation and Modernisation of the Capital Assets and (ii) Development, Repayment of Loans and Contingencies. Provision of Rs.181.50 crore each has been made for these funds.

3.11 The Government of India had decided vide letter No.PR/15021/5/92-PG dated 2.2.1994 to reimburse 100% of the cost of items directly related to River Dredging and River Maintenance as well as the cost incurred on items directly related to Maintenance Dredging in the Shipping Channel leading to Haldia from the year 1992-93 provided that the depreciation on Capital expenditure on Haldia Channel Dredging would not qualify for subsidy. This arrangement had continued till the year 2011-12. In terms of Govt. Order bearing No. PD-11020/20/2014-KoPT dated 5th May, 2014 communicating approval of scheme of financial assistance to SMP, Kolkata towards cost of dredging for the period from 2012-13 to 2015-16 it was laid down that the release of the subsidy would be pegged with intermediate milestones/performance parameter. The scheme for extension of financial assistance to SMPK for the period from 2016-17 to 2019-20 was considered in terms of Govt Order bearing No. PD-11020/26/2016 dated 24.08.2017 in the PIB meeting held on 09-06-2017 under the chairmanship of Finance Secretary & Secretary (Expenditure). In terms of Govt. Order bearing No F.25(15)/PF-II/2000 dated 23.02.2021 communicating approval of scheme of financial assistance to SMP, Kolkata towards cost of dredging for the period from 2020-21 to 2023-24.

During the year 2024-25 the Government of India has reimbursed a total sum of ₹1,45,00,00,000.00 under the following heads:

i) Re-imbursement of cost by the Govt. towards River Dredging and River Maintenance	₹ 117,53,00,000.00
ii) Re-imbursement of cost by the Government towards Maintenance Dredging in the Shipping Channel leading to Haldia	₹27,47,00,000.00
Total	₹1,45,00,00,000.00

The amount of ₹145.00 crore released by Ministry comprises of arrear dues of on account of River Dredging and River Maintenance and Maintenance Dredging in the Shipping Channel leading to Haldia for the period from 2020-21 to 2023-24. After release of the above amount, a balance of ₹976.99 crore upto date for the period from 2012-13 to 2015-16 and 2016-17 to 2019-20 is due from the Ministry.

3.12 During the year 2024-25, SMPK incurred River Dredging & River Maintenance of ₹120,25,62,841.66 and Maintenance Dredging in the Shipping Channel leading to Haldia of ₹ 274,43,85,039.10 which is subject to Audit by the C&AG. The period from 2024-25 onwards is under consideration of PIB. Hence, SMPK has provisionally booked a sum of ₹228,92,00,000.00 (River Dredging and River Maintenance ₹69,75,00,000.00 and Maintenance Dredging in the Shipping Channel leading to Haldia ₹159,17,00,000.00) as reimbursement towards dredging expenditure for FY 2024-25 considering 3% reduction in GOI's share.

3.13 Construction of RoB cum Flyover at Ranichak crossing was approved by the BOT in the 10th meeting held on 8th June 2015. Subsequently, M.O.U was signed on 8th January 2016 with N.H.A.I for executing the said work. Changes in modalities of implementation of the scheme were also approved by BOT on 22nd January 2016. In connection with execution of the said scheme SMPT, HDC transferred 27.491 acres of land at Ranichak to N.H.A.I on 09-03-2016. The said land shall be used for construction of RoB cum Flyover at Ranichak by Calcutta Haldia Port Road Company Limited (CHPRCL), a SPV and 100% subsidiary of N.H.A.I. The value of the land transferred, determined in accordance with the extant Land Policy Guidelines of the G.O.I, comes to Rs.29,45,55,486.00. As consideration thereof CHPRCL shall allot equity shares to SMPK against aforesaid value of land so transferred. Since SMPK, HDC is yet to receive the shares from CHPRCL the effect of such transfer of land has not been shown in accounts.

3.14 In terms of the provisions of the Income Tax Act, 1961, read with the Income Tax Rules, 1962, the Trustees have entered into Schemes with the Life Insurance Corporation of India for the purpose of creation of "Superannuation Fund", "Gratuity Fund" "Leave Encashment Fund" and "SMPK Retired Employees Medical Benefit Trust". The said Funds are maintained separately under separate Trust Deeds in the name of (1) "Kolkata Port Trust Employees' Superannuation Fund" (2) "Kolkata Port Trust Employees' Gratuity Fund" and (3) "SMP Kolkata Employees Leave Encashment Trust", (4) "SMPK Retired Employees Medical Benefit Trust" covering the liability towards payment of retirement benefits including monthly pension.

During 2024-25, Board have physically contributed to:

Superannuation Fund: ₹638,84,27,168.00 (₹514,60,00,000.00 for outstanding dues of 2023-24 and ₹124,24,27,168.00 for 2024-25).

Gratuity Fund: ₹4,20,00,000.00 (₹3,20,00,000.00 for outstanding dues of 2023-24 and ₹1,00,00,000.00 for 2024-25).

SMP Kolkata Employees Leave Encashment Trust: ₹179,91,00,000.00
(₹179,91,00,000.00 for outstanding dues of 2023-24).

The funds are utilised for purchase of annuities for First pensioners, Family pension, Dearness Relief, Commutation of pension, Gratuity and Leave Salary for ₹1,36,34,60,315.00, ₹41,06,64,296.00, ₹54,98,67,600.00, ₹115,51,01,619.00, ₹46,23,71,193.00 and ₹13,64,33,409.00 respectively. Separate Balance Sheet and the Income and Expenditure account of these Funds as on 31.03.2025 have been drawn.

- 3.12 Actuarial valuation towards the liability for Pension for regular employees as on 31st March, 2025 is ₹2,538.48 crore. Actuarial valuation towards the liability for Gratuity for regular employees as on 31st March'2025 is ₹257.31 crore. Actuarial valuation towards the liability for Leave Encashment of regular employees as on 31st March, 2025 is ₹206.87 crore. Actuarial valuation towards the liability for SMPK Retired Employees Medical Benefit Trust as on 31st March, 2025 is ₹980.00 crore.
- 3.15 The balance available in such funds with LIC is ₹ 2,532.68 crore (Kolkata Port Trust Employees' Superannuation Fund ₹2,087.37 crore, Kolkata Port Trust Employees' Gratuity Fund ₹ 268.11 crore and SMP Kolkata Employees Leave Encashment Trust ₹177.20 crore). Further, a sum of ₹ 529.79 crore (Kolkata Port Trust Employees' Superannuation Fund for ₹ 451.11 crore, "SMP Kolkata Employees Leave Encashment Trust" for ₹29.67 crore, and "SMPK Retired Employees Medical Benefit Trust" for ₹49.01 crore) has been provided for Retirement Benefit Fund as liability for the year 2024-25 which will be contributed to the fund.

Net amount of ₹1,59,21,75,373.46 has been booked for capital expenditure during the year 2024-25. Grant received on account of Capital Expenditure during the FY 2024-25 is Rs.35.46 crore (Rs.33.42 crore for Rehabilitation of 7 NSD and Rs.2.04 crore for Improvement of Road Connectivity Phase-II).

- 3.16 Investment balance of "SMPK Retirement Benefit Employees Account" internally maintained is ₹ 9,41,88,81,000.00 as on 31.03.2025.

CHAPTER-IV

PORT PERFORMANCE

4.1 Turn-Round Time:

Average Turn-Round Time (TRT) of different categories of vessels for Kolkata Dock System (KDS) and Haldia Dock Complex (HDC) for 2024-25 along with those for 2023-24 are shown in table 4.1.

Table : 4.1

Average Turn-Round Time of Vessels

Type of Vessel	Average Turn-Round Time per Vessel (In days)	
	2023-24	2024-25
<u>A. Kolkata Dock System:</u>		
Tankers (POL Product)	2.46	2.18
Other Tankers	1.64	1.65
Container	3.46	3.24
Dry Bulk Cargo	4.46	4.84
Other Cargo	4.67	5.63
Overall	3.44	3.41
<u>B. Haldia Dock Complex:</u>		
Tankers (POL Crude)	1.92	1.99
Tankers (POL Product)	1.41	1.40
Coking Coal	2.52	2.59
Thermal Coal	0.00	2.44
Iron Ore	2.74	2.83
Fertiliser	2.94	0.00
Raw Materials for Fertiliser	2.49	3.00
Container	1.38	1.42

At KDS, overall average TRT improved by 0.87% during 2024-25 vis-à-vis 2023-24 primarily due to overall betterment of TRT in respect of Tankers (POL Product), Dry Bulk and Containers because of faster cargo evacuation.

At HDC, overall average TRT improved by 6.7% during 2024-25 vis-à-vis 2023-24.

4.2 Average Turn-Round Time on 'Port Account' and overall average TRT at KDS and HDC for various categories of cargo for 2024-25 vis-à-vis 2023-24 are given in Table 4.2: -

Table 4.2

Average TRT on Port Account vis-à-vis Overall TRT

(In days)

Category	2023-2024		2024-2025	
	Port A/c	Overall	Port A/c	Overall
A. Kolkata Dock System:				
Liquid Bulk	1.04	1.89	0.94	1.84
Dry Bulk (Conventional)	3.20	4.46	2.36	4.84
Break Bulk	2.65	4.67	3.27	5.63
Container	2.89	3.46	2.29	3.24
Overall	2.67	3.44	2.26	3.41
B. Haldia Dock Complex:				
Liquid Bulk	1.26	1.75	1.36	1.81
Dry Bulk (Mechanised)	2.43	2.87	2.33	2.84
Dry Bulk (Conventional)	2.01	2.57	1.86	2.30
Dry Bulk (Mech + Conv)	2.06	2.60	1.92	2.36
Break Bulk	2.24	2.87	2.16	2.26
Container	0.90	1.38	1.10	1.41
Overall	1.57	2.09	1.52	1.95

At KDS, average TRT on 'Port Account' improved by 15.36% in 2024-25 vis-à-vis 2023-24 in all bulk categories except Break Bulk primarily due to substantial increase in average Parcel Load in Break Bulk vessels at KDS.

At HDC, overall average TRT on 'Port Account' improved by 3.18% in 2024-25 compared to the previous year 2023-24.

4.3 Pre-Berthing Detention:

Average Pre-Berthing Detention (PBD) of different categories of vessels for KDS and HDC in 2024-25 vis-à-vis 2023-24 are shown in Table 4.3.

Table : 4.3
Average Pre-Berthing Detention of Vessels

Type of Vessel	Average Pre-Berthing Detention per Vessel (In days)	
	2023-24	2024-25
<u>A. Kolkata Dock System:</u>		
Tankers (POL Product)	0.15	0.02
Other Tankers	0.00	0.00
Container	1.13	0.61
Dry Bulk Cargo	0.51	0.06
Other Cargo	0.08	0.09
Overall	0.89	0.46
<u>B. Haldia Dock Complex:</u>		
Tankers (POL Crude)	0.00	0.00
Tankers (POL Product)	0.02	0.00
Coking Coal	0.09	0.20
Thermal Coal	0.00	0.00
Iron Ore	0.06	0.02
Fertiliser	0.00	0.00
Raw Materials for Fertiliser	0.10	0.06
Container	0.01	0.02
Overall	0.05	0.01

At KDS, average PBD improved by 48.31% in 2024-25 vis-à-vis 2023-24.
At HDC, average PBD improved by 80% in 2024-25 vis-à-vis 2023-24.

- 4.4 Average PBD on 'Port Account' and overall average PBD for various categories of cargo during 2024-25 for KDS and HDC, along with those for 2023-24, are given below: -

Table : 4.4

Average PBD on Port Account vis-à-vis Overall Average PBD

(In days)

Category	2023-2024		2024-2025	
	Port A/c	Overall	Port A/c	Overall
A. Kolkata Dock System:				
Liquid Bulk	0.05	0.05	0.00	0.01
Dry Bulk (Conventional)	0.51	0.51	0.06	0.06
Break Bulk	0.08	0.08	0.04	0.09
Container	1.05	1.13	0.19	0.61
Overall	0.83	0.89	0.14	0.46
B. Haldia Dock Complex:				
Liquid Bulk	0.000	0.01	0.000	0.01
Dry Bulk (Mechanised)	0.000	0.07	0.000	0.02
Dry Bulk (Conventional)	0.006	0.10	0.000	0.00
Dry Bulk (Mech + Conv)	0.006	0.10	0.000	0.01
Break Bulk	0.000	0.04	0.000	0.00
Container	0.000	0.01	0.004	0.02
Overall	0.002	0.05	0.001	0.01

At KDS, average PBD on Port A/c improved by 83.13% in 2024-25 vis-à-vis 2023-24.
At HDC, average PBD on Port A/c improved by 50% in 2024-25 vis-à-vis 2023-24.

4.5 Productivity per Ship Berth-day:

Average Ship Berth-day Output for different commodities handled at KIDS and HDC during 2024-25 and 2023-24 are given in table 4.5.

Table : 4.5

Average Output Per Ship Berth-day

Type of Vessel	Average Output per Ship Berth-day (In tonnes)	
	2023-24	2024-25
<u>A. Kolkata Dock System:</u>		
Tankers (POL Product)	3038	3049
Other Tankers	5100	5139
Container	6977 (452 TEUs)	6499 (426 TEUs)
Dry Bulk Cargo	2748	1504
Other Cargo	805	919
Overall	5347	4771
<u>B. Haldia Dock Complex:</u>		
Tankers (POL Crude)	13033	10516
Tankers (POL Product)	16166	14409
Coking Coal (Mechanical)	14598	14974
Coking Coal (Conventional)	19682	20716
Thermal Coal (Mech)	0	12422
Iron Ore	12822	11304
Fertiliser (Bulk)	11721	0
Raw Materials for Fertiliser	8694	13729
Container	11780 (633 TEUs)	10553 (636 TEUs)
Overall	13698	13311

4.6 Details of bulk-wise average Output per Ship Berth-day for KDS and HDC for 2024-25 and 2023-24 are given below:

Table : 4.6

Bulk-wise Average Output per Ship Berth-day

(In Tonnes)

Category	2023-24	2024-25
A. Kolkata Dock System:		
Liquid Bulk	4378	4345
Dry Bulk (Conventional)	2748	1504
Break Bulk	805	919
Container	6977	6499
	(452 TEUs)	(426 TEUs)
Overall	5347	4771
B. Haldia Dock Complex:		
Liquid Bulk	11278	10659
Dry Bulk (Mechanised)	14388	15406
Dry Bulk (Conventional)	16793	17792
Dry Bulk (Mech + Conv)	16432	17417
Break Bulk	6070	6111
Container	11780	10552
	(633 TEUs)	(636 TEUs)
Overall	13698	13311

At KDS, overall average Ship-day Output declined by 10.77% in 2024-25 compared to 2023-24 as detention of MHC increased at KDS by 55.57% in 2024-25 vis-à-vis 2023-24. Moreover, Av. Parcel Load of Dry Bulk cargo declined by about 49.4% in 2024-25 vis-à-vis previous year.

7 NSD Container berth remained O/c for 216 days in 2024-25 as work pertaining to up-gradation of the Berth was in progress. The said berth resumed cargo operation from 03.11.2024.

At HDC, overall average Ship-day Output declined in 2024-25 by 2.83% as fewer dry bulk vessels were handled at both conventional and mechanical berths in the current year vis-à-vis previous year. Container vessel productivity was significantly affected as RMQC-3 was non-operational for the first 15 days of November 2024.

4.7 Berth Occupancy

Section / Berth-wise total Berth Occupancy at KDS and HDC (in Percentage) during 2024-25 and 2023-24 are shown in Table – 4.7.

Table : 4.7

Berth Occupancy

(In Percentage)

Sections / Berths		2023-24	2024-25
A. <u>Kolkata Dock System:</u>			
Kidderpore Dock (KPD) Berths		66.95	59.12
Netaji Subhas Dock (NSD) Berths (Excluding Container and Liquid Cargo Berths)		40.52	59.92
Container Berths (2,3, 4, 5, 7 & 8 NSD)		82.33	81.07
12 NSD (Liquid Cargo Berth)		32.37	54.39
Budge Budge Jetties (Liquid Cargo Berths)		9.87	10.92
Overall		58.31	55.04
B. <u>Haldia Cock Complex</u>			
Berth/Jetty		Berth Occupancy in %	
(Old)	(New)	2023-24	2024-25
HOJ-I	Berth No. 16 (O)	76.48	74.5
HOJ-II	Berth No. 17 (O)	71.36	67.68
HOJ-III	Berth No. 18 (O)	64.37	67.4
Berth No. 2	Berth No. 1	81.45	71.93
Berth No. 3	*Berth No. 2	18.35	0
Berth No.4	Berth No.3	40.72	56.29
Berth No.4A	Berth No.4	64.13	52.96
Berth No.4B	Berth No.5	74.87	61.9
Berth No. 5	Berth No. 6	35.49	44.75
Berth No. 6	Berth No. 7	60.59	56.22
Berth No. 7	Berth No. 8	45.90	49.05
Berth No. 8	Berth No. 9	77.07	64.47
Berth No. 9	Berth No. 10	60.83	31.37
Berth No. 10	Berth No. 11	28.87	47.79
Berth No. 11	Berth No. 12	37.60	49.59
Berth No. 12	Berth No. 13	55.46	42.25
Berth No. 13	#Berth No. 14	76.72	59.58
**River Mooring Facility (Haldia Outer Mooring Buoy)		0.53	0.00
Outer Terminal -II		43.33	47.05
All Berths :		53.37	52.49

N.B: The existing nomenclature of Berths and Jetties of HDC, has been changed vide Notification No. 510 of Kolkata Gazette Extraordinary, vide No Admn/6517/15/XXXVII dated 13.8.2019. Along with the new nomenclature of the berths/jetties, the earlier ones have also been indicated alongside, for the sake of convenience and ease of reference.

*The implementation of the PPP project work is in progress at Berth No. 2.

** Due to Draft constraints and Marine constraints no vessels has been handled at RMF(HOMB).

#A decrease in limestone flux handled at Berth No. 14 contribute to lower occupancy

4.8 Berth-wise Traffic:

Section / Berth-wise traffic handled at KDS and HDC during the year 2024-25 (Import-Export wise), along with corresponding traffic figures for 2024-25, are shown in the table below: -

Table : 4.8
Berth / Section-wise Traffic Handled*

(In '000 Tonnes)

Berth / Jetty	2023-24			2024-25			
	Import	Export	Total	Import	Export	Total	
A. Kolkata Dock System							
Kidderpore Docks	1012	188	1200	1087	202	1289	
Netaji Subhas Dock	5714	4533	10247	5351	4071	9422	
Budge Budge Jetties	489	84	573	563	72	635	
Anchorage at Sandheads, Sagar, Diamond Harbour, etc. / Sea	3376	60	3436	2983	43	3026	
IWT Jetties / Buoys / Moorings	0	1438	1438	0	1256	1256	
IVW Traffic	10	5	15	5	3	8	
Others	0	0	0	574	431	1005	
Total for KDS:-	10601	6308	16909	10563	6078	16641	
B. Haldia Dock Complex							
Berth		2023-2024			2024-2025		
(Old)	(New)	Import	Export	Total	Import	Export	Total
HOJ-I	16 (O)	2268	574	2842	2038	815	2853
HOJ-II	17 (O)	3430	74	3504	3477	252	3729
HOJ-III	18 (O)	3116	100	3216	3315	138	3453
Berth No. 2	1	5190	19	5210	4533	39	4572
Berth No. 3	2	536	27	563	0	0	0
Berth No.4	3	581	252	832	971	541	1512
Berth No.4A	4	3014	0	3014	2487	0	2487
Berth No.4B	5	3643	397	4040	3543	120	3663
Berth No. 5	6	1297	39	1336	1877	87	1964
Berth No. 6	7	1329	0	1329	1725	20	1745
Berth No. 7	8	1027	5	1032	1550	38	1587
Berth No. 8	9	4818	27	4845	4000	24	4024
Berth No. 9	10	850	653	1502	865	276	1141
Berth No. 10	11	475	441	916	856	637	1493
Berth No. 11	12	596	633	1229	1066	668	1734
Berth No. 12	13	2371	7	2379	1606	1	1606
Berth No. 13	14	3756	379	4135	3602	42	3644
Floating Barge Jetty	19 (O)	1629	0	1629	1072	0	1072
River Mooring Facility (Haldia Outer Mooring Buoy)		8	0	8	0	0	0
OT-II		790	0	790	1014	0	1014
POL Barge Jetty		0	253	253	0	242	242
Fly Ash Jetty		0	128	128	0	119	119
IWA1		0	1715	1715	0	1565	1565
Lighterage at Sandhead & Sagour		2600	42	2642	1725	0	1725
STS Operations		445	0	445	366	0	366
Total :		43771	5765	49536	41687	5623	47310

N.B: The existing nomenclature of Berths and Jetties of HDC, has been changed vide Notification No. 510 of Kolkata Gazette Extraordinary, vide No Admn/6517/15/XXXVII dated 13.8.2019. Along with the new nomenclature of the berths/jetties, the earlier ones have also been indicated alongside, for the sake of convenience and ease of reference.

* Details of Berth-wise, commodity-wise traffic at KDS and HDC during 2024-25 are given at Appendix I.

4.9 Port-Railways:

Performance of Port Railways at KDS during 2024-25 compared to that of 2023-24, is given below:

Parameter	2023-24	2024-25
a) Annual Rail-borne Traffic*	54,60,725 Tonnes	49,80,893 Tonnes
b) Average Turn-Round Time of Wagons	0.66 Day	0.69 Day
c) Average Daily Wagon Balance	84.72	64.56
d) Number of Trains Received	1271*	1245*
e) Number of Trains Dispatched	1282*	1311*
f) Average Wagon Holding / Wagon Input Ratio	1.64	2.01

* Includes traffic handled by KDS for CONCOR

4.10 Performance of Port Railway of Haldia Dock Complex during 2024-25, vis-a-vis 2023-24, given below:

Sl. No.	Particulars.	2023-2024	2024-2025
a	Annual rail-borne traffic	2892580.22 MT (Highest Ever)	24227787.4 MT
b	Max. interchange of trains in a day	45 Trains on 26/08/23	41 Trains on 29/08/24
c	Max. Interchange of trains in a month.	1157 in August 2023	974 July 2024
d	Interchange of trains in a year.	12752 (Highest Ever)	10312
e	Max. Loading of POL in a month.	3124 wagon / 168696 MT in April 2023	2679 wagon/ 145738 MT in July 2024.
f	Max. Loading of POL in a day.	199 Tank wagons/ 10825.6 on 23.03.2024	198 Tank wagons/ 10771.2 on 04.07.2024
g	No. of derailment in a year.	20	21
h	Coking coal loaded /lifted in a year.	151033 wagon/ 10111905 MT	133408 wagon/ 9204816 MT
	Non Coking coal loaded /lifted in a year.	50049 wagon/ 3325423 MT (Highest Ever)	6035 wagon / 412479 MT
i	Max. Coking coal lifted in a month.	13936 wagon/ 961404MT (August'23)	12139 wagon/ 837591 MT (January'25)
	Max. Non coking coal lifted in a month.	6681 wagon/ 456517 MT (August'23) (Highest Ever)	1510 wagon/ 100466 MT (April'24)
j	Max. arrival of Thermal coal wagons in a day.	NIL	175 Box 12075 MT on 14.03.2025
k	Max. arrival of Thermal coal wagons/ rakes in a month.	NIL	1523 Box wagons/ 27 rakes/ 105087 MT
l	Arrival of Thermal coal wagons in a year.	NIL	5825 BOX / 401925 MT/ 102 rakes
m	Arrival of Iron Ore wagons in a year.	10139 wagon / 699151 MT 174 rakes	1750 wagons/ 120750 MT 30 rakes
n	Max. throughput in a month.	2604899 MT in August 2023	2217632 MT in January 2025
o	Max. loading / Despatch (Box/ Bulk) in a day.	1168 wagon / 88099.2 MT 31/03/024	1183 wagon / 81159 MT 31/03/25

p	Annual throughput.	28925802.2 MT (Highest Ever)	24227787.4 MT
q	Average daily wagons balance.	1536 (Highest Ever)	1318
r	Average turn round time of POL wagons. Box wagons.	0.90 0.68	0.97 0.63
s	Max. Th. coal wagons tipped:- i) In a day. ii) In a month iii) In a year	NIL. NIL. NIL.	175 Box 12075 MT on 14.03.2025 1523 Box wagons/ 27 rakes/ 105087 MT 5825 BOX / 401925 MT 102 rakes

CHAPTER – V

NAVIGATIONAL CHANNEL TO THE PORT

5.1 Assessment of condition of navigational channel leading to Kolkata Dock System (KDS) and Haldia Dock Complex (HDC) through River Hooghly is made for following sections.

- (i) For KDS, governing depths in the channel downstream of Kolkata through the Phalta Reach/Hooghly Point area bars at upper reaches and Silver Tree Crossing / Maragoalia area at lower reaches through eastern flank of the estuary.
- (ii) For HDC, governing depths in the channel downstream of Haldia through Haldia Jellingham – Eden Channel running through western flank of the estuary.

5.2 Draughts at both KDS and HDC vary with the river bathymetry, in long and short terms. The bathymetry is governed by morphological changes manifested by complex interaction of tides, dry season upland discharge, monsoon run-off, sediment characteristics, geo-technical, environmental, meteorological conditions and engineering interventions like River Training/ Bank Protection works, Maintenance Dredging etc.

5.3 In order to ensure stability of navigational channel and to avail maximum possible depths, river maintenance in the form of river training works and river dredging are taken up at different locations.

5.4 Average monsoon (July to October, 2024) discharge in River Bhagirathi at Swarupgunj, situated about 120 Km upstream of Kolkata, was $1814.26 \text{ m}^3/\text{second}$ (64,070 Cusec approx.) including the discharge from Farakka Barrage. The peak discharge of River Bhagirathi was $3119.07 \text{ m}^3/\text{second}$ (1,10,149 Cusec approx.) as observed on 20th September 2024 at Swarupgunj.

5.5 In the navigational channel leading to KDS via Rangafalla channel (upstream of Sagar Island) and in the shipping channel leading to HDC, there are a number of bars and crossings. Table 5.1 gives the mean navigable depths over these bars during the freshet and dry season periods for the year 2023-2024 and 2024-2025.

Table – 5.1

**Mean Navigable Depths of bars (in m) between Kolkata-Haldia and Estuarine
Bars in 2023-24 and 2024-25 during freshet and dry season periods**

Name of the Bars/ Crossings	July 2023 – October 2023	July 2024 October 2024	November 2023 March 2024	November 2024 March 2025
(1)	(2)	(3)	(4)	(5)
Bars in Kolkata channel				
Panchpara	7.0	6.5	6.9	6.6
Sankrail	7.6	7.0	8.2	7.7
Munikhali	7.0	6.7	7.7	7.7
Pirserang	6.9	6.8	7.2	7.3
Poojali	5.8	5.7	5.9	5.8
Moyapur	4.1	3.7	4.2	3.9
Royapur	4.3	3.4	4.5	4.1
Phalta	2.9	2.8	3.0	2.4
Ninan	3.9	3.7	4.1	3.9
Eastern Gut	3.8	4.1	3.3	4.0
Silver Tree Crossing	6.0	5.9	6.1	5.9
Maragoalia Crossing	5.3	5.3	5.2	5.3
Estuarine Bars in Haldia channel				
Haldia Anchorage	5.3	5.4	5.3	5.4
Jellingham	5.3	5.4	5.1	5.4
Upper Eden	6.2	6.1	6.2	6.2
Lower Eden	6.9	6.9	6.9	6.9

5.6 During the freshet period (July 2024 to October 2024), shifts of navigation tracks occurred over Panchpara, Sankrail, Poojali, Pirserang, Moyapur, Royapur, Phalta, Ninan, Lower Silver Tree Crossing and Maragoalia Crossing; while during the dry season (November 2024 to March 2025) shifts of tracks occurred over Panchpara, Sankrail, Munikhali, Pirserang, Poojali, Moyapur, Royapur Phalta, Ninan, Eastern Gut, Lower Silver Tree Crossing, Maragoalia Crossing, Haldia Anchorage, Jellingham, Upper Eden and Lower Eden.

5.7 To maintain navigable depths, dredging was carried out in the River Hooghly in association with River Training Works. Table 5.2 gives the bar-wise dredging data for the years 2022-23, 2023-24 and 2024-25. Table 5.3 gives the dredger-wise, bar-wise dredging data for 2024-25. Table 5.4 shows the performance of Dredgers in 2024-25.

TABLE: 5.2
Dredging over Bars

Bars	Quantum of dredging in thousand cubic metres		
	2022-23	2023-24	2024-25
A. Kolkata - Haldia Bars			
Panchpara	0	0	0
Munikhali	0	0	0
Moyapur	61.87	0	125.486
Royapur	20.0539	0	172.289
Poojali	0	0	0
Eastern Gut	87.161	24.852	0
KPD & NSD Lock Entrance	0	0	0
Phalta	610.9256	868.337	518.887
Pirserang	3.8955	0	0
Burul	18.9364	0	0
Sub Total 'A'	802.8424	893.189	816.662
B. Estuarine Bars			
Haldia Anchorage, SSOJ, HOJ	2090.514	2004.327	1991.284
Jellingham	5121.585	4981.371	3887.932
Auckland	0	0	0
Eden	535.012	0	369.421
Lower Eden	0	0	0
Sub Total 'B'	7747.111	6985.698	6248.637
GRAND TOTAL (A+B)	8549.953	7878.887	7065.299

Table 5.3

Vessel-wise and bar -wise dredging during the year 2024-2025

(in cubic metres)

Sl. No.	Name of Vessels	Moyapur	Royapur	Phalta	Haldia Reach	Haldia/Anc hourage	UJS	LJC	Eden	Total
1	2	3	4	5	6	7	8	9	10	11
DCI Dredger										
1	Dredge XII	0.00	0.00	0.00	18,105.31	0.00	31,846.00	10,809.12	0.00	60,760.43
2	Dredge XIV	0.00	0.00	77,651.09	0.00	83494.74	1801139.11	149827.05	1591.18	21,13,703.17
3	Dredge XVI	0.00	0.00	0.00	0.00	0.00	74600.17	36792.05	0.00	1,11,392.22
4	Dredge XIX	0.00	0.00	0.00	24,510.82	31700.05	165969.27	342156.97	16818.97	5,81,156.08
5	Dredge XXI	0.00	0.00	0.00	0.00	1833473.09	727980.40	546812.13	351011.00	34,59,276.62
SMPK Hired Dredger										
1	River Pearl 4	1,25,485.73	1,72,289.18	4,41,236.32	0.00	0.00	0.00	0.00	0.00	7,39,011.23
	Total	1,25,485.73	1,72,289.18	5,18,887.41	42,616.13	19,48,667.88	28,01,534.95	10,86,397.32	3,69,421.15	70,65,299.75

TABLE: 5.4**Performance of Dredgers during 2024-25 (KDS & HDC)**

Name of Dredgers	No. of days available	No. of days utilised	No. of days out of commission	Spoil lifted (in cubicMtrs)	Spoil lifted per working day
(1)	(2)	(3)	(4)	(5)	(6)
KOLKATA DOCK SYSTEM & HALDIA DOCK COMPLEX					
River Dredgers					
River Pearl 4	192	192	#	7,39,011.23	#
DCI Dredge XII	*	*	*	60,760.43	*
DCI Dredge XIV	*	*	*	21,13,703.17	*
DCI Dredge XVI	*	*	*	1,11,392.22	*
DCI Dredge XIX	*	*	*	5,81,156.08	*
DCI Dredge XXI	*	*	*	34,59,276.62	*
# Dredger deployed by the contractor M/s Knowledge Infra Ports Pvt.Ltd. on daily hire basis for working approximately 8 hours a day. Contract ended on 12/11/2024.					
* Dredgers deployed by the contractor M/s Dredging Corporation of India Ltd. on unit rate of dredged quantity based payment basis. Therefore, information is neither available with SMPA, nor relevant as per contract with them.					

5.8 In order to ensure stability of navigational channel and to avail maximum possible depths, river maintenance in the form of river training works and river dredging are taken up at different locations. The major aims of RT works are:

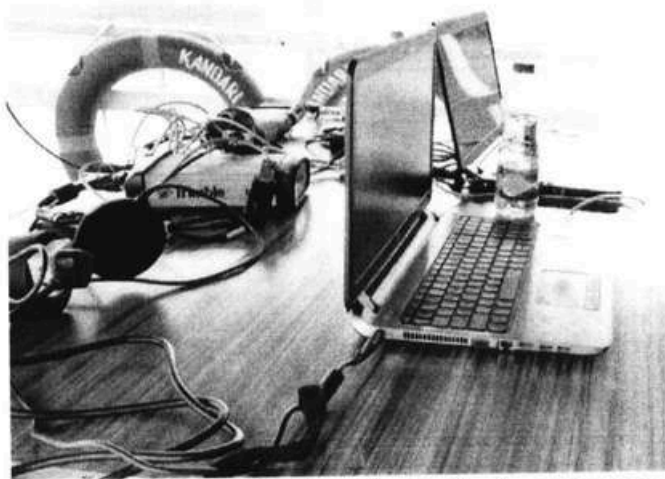
- To restrict widening of the river due to bank erosion.
- To guide the river-flow to the desired location to channelize wide, poorly-defined streams into well-defined channels.
- To stabilize navigable tracks.
- To optimize / reduce/ eliminate requirement of Dredging.
- To hold the estuarine frame.

While undertaking such RT works, it is ensured that neither the nearby areas are inundated nor any new course of flow formed beyond the estuarine frame.

The River Training (RT) structures built by SMPK at different locations are monitored regularly and are functioning effectively. However, due to varying hydrodynamic condition of the Bhagirathi-Hooghly River system combined with morphological changes, some of the RT Works get disturbed and require maintenance from time to time.

A. Monitoring & Maintenance of Spurs in Kalpi & Nischintapur Reach:

The River Training Measure, in the form of series of spurs (154 in number) built during these seventies, along the left bank of the river from Kalpi Pagoda to Silver Tree Point is crucial for holding the estuarine frame. The upstream spurs (towards Kalpi Pagoda end) in the group have been effective in stabilizing the adjacent shipping channel and have formed the stable river foreshore, requiring no maintenance for decades. With the regular physical inspection and detailed hydrographic surveys, it was observed that few spurs at the downstream of those nourished during 2010, got damaged exposing the bank to severe erosion. As the spurs in the group work in orchestration to maintain the shipping channel, damaged spurs (forming part of the group) were required to be made good to prevent damage to the adjacent spurs that had already been nourished / rebuilt and also to prevent sedimentation into the river system from the eroding river bank, corrective measures were formulated to maintain the 10



(ten) Spurs, starting from spur No.130 to 139. Considering the huge magnitude of work needed to be executed in the context of limited working time window of calm weather period, remote work location in open estuary, etc. the total work of nourishment / rebuilding was phased out into two work packages. On the basis of criticality, it was planned to execute the nourishment/ rebuilding works of spur No.s 132,133, 134 & 135 during the 1st phase and rest of the work, in next fair-weather season. Due to Covid-19 pandemic situation followed by non-performance of the contractor, the execution of the 1st phase work was delayed. Considering the necessity of the nourishment work, the execution of 2nd work package comprising nourishment of Spur No.s 130, 131, 136,137, 138 & 139 was also taken up for execution. The nourishment/ rebuilding works of all the 10 (ten) spurs were completed in April-May 2024 and was kept under observation. The assessment of these 10 spurs over 1 year observation reveals that the shape and size of the spur structure almost conform to the design profile and the spur structure remains stable.

Monitoring of spurs is in progress



A spur at Nischintapur, nearing completion of nourishment work

B. Monitoring & Maintenance of Spurs in Moyapur-Phalta-Shibgunj-Ninan-Nurpur Reaches:

The spur groups at Moyapur-Phalta-Shibgunj-Ninan-Nurpur Reaches have been monitored by regular bathymetric survey as well as hydrological observation to assess the efficacy of the spurs, general morphological changes vis-à-vis flow in the vicinity of spurs. The spurs are functioning effectively.

C. Bank Protection work at Shalukkhali, Haldia:

Since the completion of Phase-I of Bank Protection work covering 1050 m (approx.) in front of proposed bulk / liquid cargo handling terminal at Shalukkhali, Haldia in the year 2023, the protective work has been regularly monitored and observed to function efficiently.



Erosion at Shalukkhali

Bank Protection (Phase-I) at Shalukkhali

D. Planning of Bank Protection Scheme along left bank of River Hooghly at Phalta:

Perennial instability of Phalta reach and resultant difficulties for safe and smooth navigation has been a great concern for Port authority. Natural development of a new channel in the Phalta Reach destabilized the navigable depth to an alarming level during 2020-21, which warranted exploration of a permanent solution to the aforesaid perennial problem. Based on the studies of Hydraulic Study Department in association with NTCPCW, IIT-Madras, it was decided to protect the eroding left bank to prevent further erosion and restore / reclaim eroded bank to the extent possible by adopting suitable measure. Accordingly, it was decided to take up bank protective measure by constructing a series (55 Nos.) of short spurs at left bank at Phalta in Phase-I and nourishment / strengthening of existing spurs along with introduction of additional River Training structures in the right bank in Phase-II, if required, depending on the efficacy of Phase-I works. As per approval of the Board, the work has been entrusted with M/s RVNI through a MoU executed on 4th June. The work has started. It is expected that on completion of the construction of these 55 Nos. spurs, the depth of the navigable channel will get stabilized.

E. Bank Protection work at Kalyani:

SMPA has also undertaken the bank protection work for a stretch of around 3.5Km at Kalyani for which the funding was made from MoPSW. This work has been completed in January 2025 in consultation with IIT, Kharagpur and Hydraulic Study Department of SMPA.



F. Study for Accommodating Vessels of 13.5m Draft at any SMPA Waterfront

As a riverine port, SMPA has always been constrained by the available draft in handling large vessels. SMPA is committed to increasing the draft of the Hooghly River while preserving the river's geomorphological and environmental features. Over time, efforts have successfully improved the channel's draft, and SMPA is now exploring the possibility of accommodating vessels with a draft of 13.5m at any of its waterfronts.

To achieve this, the Hydraulic Study Department has engaged IIT Madras to conduct a feasibility study, focusing on Sagar and other deep locations. The objective is to allow the reception of 13.5m

draft vessels in phased manner. The study is currently in progress, with the final report expected later this year.

5.9 The Hydraulic Study Department (HSD) possesses significant expertise and experience in understanding the behaviour of the Hooghly River. Equipped with advanced instruments such as ADCP, Echo-Sounder and DGPS, as well as state-of-the-art software like Hypack and Mike, Hydraulic Study Department efficiently collects and analyzes river data.

To monitor the river's behaviour and flow patterns, HSD regularly conducts hydrological observations—measuring velocity, discharge, salinity, particle size distribution of soil samples, and suspended sediment concentration—at various designated locations along the Hooghly River.

Leveraging these capabilities, HSD also undertakes feasibility studies for the construction of jetties on a depository basis. Several major government organizations, including PHED, KMDA, various municipalities of West Bengal, and RITES, have availed of HSD's services. In the year 2024-2025, HSD has successfully undertaken a total of seven such deposit works.

5.10 Navigational Aid and Instruments:

A. Vessel Traffic Management System (VTMS)

VTM System of SMPA, Kolkata has been in use round the clock for providing guidance to the vessels plying in the Hooghly Estuary since 1996. SMPA was the *first* port in India to implement VTM system. Due to prolonged use, the system outlived its economic life, and accordingly, has been upgraded. Upgraded networked VTMS was commissioned in June, 2015, in the context of opening of Eden Channel for shipping, which comprises 4 stations (viz. Sagar, Haldia, Frasergunj and Dadanpatra) with Radar and Automatic Identification System (AIS), connected by microwave data link, with an additional feature of VoIP based VHF system. VoIP based VHF system enables the VTMS operator to choose any of the four base stations' VHF for communication with plying vessels. VTMS is functioning round the clock (24 x 365) throughout the year for providing effective navigational aid to the plying vessels in the Hooghly Estuary. Main VTMS Control Stations are situated at Haldia and Sagar for operating four (4) Radar & AIS Stations and for providing guidance to the inbound and outbound vessels of SMPA, Kolkata. VTM System has enhanced safety of navigation and helped to maintain uninterrupted navigation round the clock, even during night.



Schematic Diagram of VTMS Network

B. Installation of Automated Tide Gauge (ATG) in the River Hooghly

The sailing windows for both the Dock Systems of SMPA are restricted due to tidal variation along the entire shipping channel. Thus, assessment of tide remained crucial for safe and smooth navigation through the shipping channels.

With an objective of meeting a longstanding Marine requirement of SMPA to acquire suitable system for continuous monitoring and disseminating tidal data in real time, SMPA has installed 13 Automated Tide Gauge (ATG) stations at different places across the River Hooghly covering a stretch of 206 Km (approximately), as an R & D initiative, through NTPWC-IIT Madras. The data captured are available in real time by data streaming through telemetry.

CHAPTER-VI

DETAILS OF CAPITAL WORKS& PPP PROJECTS

- 6.1** Total approved Capital outlay viz. for BE 2024-25 and RE 2024-25 for capital works costing above Rs. 5Crore at SMP, Kolkata during 2024-25 were Rs.139.06Crore and Rs. 176.08Crore respectively. Besides, for other capital works (costing upto Rs.5Crore), BE 2024-25 and RE 2024-25 of Rs. 66.55Crore and Rs. 100.35 Crore respectively were earmarked in 2024-25. Breakdown of outlay/expenditure incurred during the year in the respective categories are given below: -

Table : 6.1 (A)

CAPITAL OUTLAY VIS-À-VIS EXPENDITURE

(Rupees in Crore)

Capital Schemes (Costing above Rs. 5Crore)	Outlay in 2024-25 (Original)	Outlay in 2024-25 (Revised)	Expenditure during 2024-25*
(1)	(2)	(3)	(4)
Kolkata Dock System	79.10	100.58	100.85
Haldia Dock Complex	59.96	75.50	89.27
Total for SMPK	139.06	176.08	190.12

Table : 6.1 (B)

CAPITAL OUTLAY VIS-À-VIS EXPENDITURE

(Rupees in Crore)

Other Capital Schemes (Costing upto Rs.5Crore)	Outlay in 2024-25 (Original)	Outlay in 2024-25 (Revised)	Expenditure during 2024-25*
(1)	(2)	(3)	(4)
Kolkata Dock System	31.19	67.66	27.74
Haldia Dock Complex	35.36	32.70	23.53
Total for SMPK	66.55	100.36	51.27

* Provisional

Note: For projects above Rs. 5Crore, SMPK has registered 136.72% Capex utilization with respect to BE (2024-25) and 107.97% with respect to RE (2024-25) in 2024-25.

6.2 New Capital Works/ Schemes (Costing above Rs. 5 Crore) and included in BE/RE of 2024-25

A. Kolkata Dock System (KDS):

The following capital works/schemes were taken up/ sanctioned at KDS: -

- Yard development including development of drainage system at KPD, Dock-I (E) & Dock-II
- Improvement of New Road, Sonarpur Road (part), Low Level Brace Bridge Rd & Mint Place Road as per CRRI Scheme.
- Refurbishment of Subhash Bhawan.

B. Haldia Dock Complex (HDC):

The following capital works/schemes were taken up/ sanctioned at HDC: -

- Development of Paver Block topped hardstand including drainage facilities behind Berth no. 14 at HDC, Haldia.
- Construction of 4 MLD Water Treatment Plant (WTP) for Township area of HDC.
- Additional line from Sorting Yard to I.5 Plot.
- 2 Mega Watt solar power plant near Ranichak.
- Development of Berth-face backup of Berth No.5 & 6
- Development of Hardstand at the Backup area of Berth no. 1 (at the area of erstwhile CISF Barrack).

6.3 Major Capital Works/Schemes (Costing above Rs. 5 Crore and included in BE/RE 2024-25) Physically Completed/Commissioned in 2024-25

The following capital works/schemes were completed in 2024-25.

A. Kolkata Dock System (KDS):

- Anti-erosion work Kalyani (Cost: Rs.15.00 Crore).
- Up-gradation of Berth No.7 at Netaji Subhash Dock (NSD), SMP, Kolkata (Cost: Rs.80.74 Crore).
- Replacement of all outdoor type luminaries with LED luminaires and Web Enabled smart control of LED luminaires (Cost :Rs.4.76 Crore).

B. Haldia Dock Complex (HDC):

- Development and Upgradation of infrastructure around SAIL yard (Cost:Rs.7.23Crore).
- Development of stack yard drainage network under green port initiatives inside dock at HDC (Cost: Rs.31.62Crore).
- Design, Fabricate, Erect & Placing in Position New Steel Walkways on EPC Mode at 2ndOil Jetty(Cost: Rs.11.15Crore).
- Upgradation of Railway Yard facility by renewal of railway line, points & crossings at HDC (Phase –III) (Cost: Rs.15.05Crore).
- Construction of Wind Screen at Dock Zone of HDC Phase-I (Cost: Rs.12.50Crore).
- 150 KWp Grid-Tied Solar PV Power Plants at various Premises of Haldia Dock Complex (Cost: Rs.2.08Crore).
- Construction of Paver Block Hardstand between Two Rail Lines (1.5) (Cost: Rs.4.31Crore).

6.4 Major Capital Works/Schemes (Costing above Rs.5Crore and included in BE/RE 2024-25) in progress in 2024-25, other than those completed in 2024-25: -

A. Kolkata Dock System (KDS)

The following major capital works/schemes were in progress in 2024-25 at KDS: -

- Thorough Refurbishment of SMP, Kolkata Head Office (Main Building& Annexe) including Electrical and Allied Works.
- Renovation of Bascule Bridge.
- Implementation of Energy Efficient/ Smart Fittings for Indoor and Outdoor Purpose along with Roof Top Solar Power at KDS.
- Cumulative 2.3 MWp Roof MountedGridconnected Solar PVPower Plant at KPD-II including 10 years comprehensive AMC post 1 year warranty.

Haldia Dock Complex (HDC):

- Replacement of sliding way of lock and modification of Intermittent Gate at Lock Entrance.
- Development & Upgradation of Hardstand & Other Infrastructure.
- Extension of storage area of G.C. Berth at the Western side by 3 lakh sqm.
- Construction of sewage treatment plant.

- Upgradation of Fenders and Other infrastructure inside Dock and Oil Jetty.
- Construction of boundary wall and wind screen at Dock, HDC, Haldia.
- Development of hardstand including drainage facilities behind Berth no. 14 at HDC
- Design, Engineering, Supply, Construction, Erection, Testing & Commissioning of 2 MW (AC) solar PV Grid.

6.5A Brief about Major Works/Capital Schemes& PPP Projects (Costing above Rs. 5Crore and under execution in 2024-25):

A. Kolkata Dock System (KDS)

CAPITAL WORK:

- **Anti-erosion work Kalyani**

Anti-erosion work along the bank of the Hooghly/Bhagirathi River, covering a total length of 3,437 meters (850 m from Tarinipur to Kalipur Ferry Ghat, 900 m at Tarinipur South, 1,100 m at Ganga Manoharpur, 387 m at Char Jatra Siddhi, and 200 m at Sarati&Raidanga) in Block and P.S. Kalyani, District Nadia, was awarded to M/s Abdul Matin on 05.09.2023 at a cost of Rs.15 Crore. The work was completed on 21.01.2025

- **Up-gradation of Berth No.7 at N.S.Dock, KDS, SMP, Kolkata.**

Work order for the design, engineering, and construction for the rehabilitation of 7 old berths at NSD, including development of the NS Dock backyard, was issued to M/s Mackintosh Burn Limited on 03.06.2022 having a value of Rs. 71.55 Crore. The work was completed on 30.09.2024.

- **Thorough Refurbishment of SMP, Kolkata Head Office (Main Building&Annexe) including Electrical and allied works.**

Thorough refurbishment of Head Office being executed in phases, making alternate arrangement for various offices, in staggered phases, aimed at ergonomic ease, administrative convenience, keeping the uniqueness of the heritage structure intact.

Work order valued Rs. 40.32 Crore was issued to M/s Godrej & Boyce on 23.11.2020. Refurbishment of office is being undertaken in a phased manner with arrangement of alternate accommodation. Work is currently under progress. Expected date of completion 31.12.2025.

- **Renovation of Bascule Bridge**

The Bascule Bridge, installed in 1965, was constructed to facilitate smooth passage for both public transport and cargo traffic of SMPK and the surrounding industrial belt. It serves as a critical cargo evacuation route for port traffic, particularly for NSD and the western side of KPD, as well as various industries and warehouses in the Garden Reach Metiabruz region. The bridge also functions as a vital lifeline for public transport connecting the vast areas of Garden Reach Metiabruz and the main city of Kolkata. Since its installation in 1965, the bridge has not undergone any major repairs.

A Memorandum of Understanding (MoU) was signed between SMPK and RVNL on 04.06.2024 to undertake the repair work on a deposit basis. RVNL has already invited open tenders in March 2025. RVNL is expected to complete the repair work by March, 2027.

- **Development of Master Plan (Estate)**

The project aims to prepare Land Use and Infrastructure Plans for land under KDS on a 30-year horizon. The land parcels within KDS are to be demarcated for port use, port-related activities, and township development. Initially, the School of Planning & Architecture (SPA), New Delhi, was awarded the work order on a nomination basis for preparing the Master Plan, as mandated under the Major Port Authorities Act, 2021. However, on 05.09.2024, SPA informed SMPK via email that they would be unable to proceed with the work order due to changes in the terms of their consultancy services.

Subsequently, IIT Roorkee was issued the work order on 07.11.2024. Following this, they conducted an initiation meeting and site reconnaissance survey in January 2025 and submitted the Inception Report for the Master Plan on 21.03.2025.

- **Implementation of Energy Efficient/ Smart Fittings for Indoor and Outdoor purpose along-with Roof Top Solar Power at KDS.**

SMPK has taken initiatives for production of green energy to reduce carbon footprint by installing Solar Power Plant of 2.3 MW capacity roof mounted grid connected solar photo voltaic Power plant at Khidderpore Dock-II and implementation of recommendation of Energy Audit for energy efficient drives, utility & lighting system replacing age old utility and fixtures viz. conventional light fittings, fans, air conditioning machines, automatic power factor control unit at substations and web enabled smart control luminaries at NSD.

With the approval of the Board, the total work of “Implementation of energy efficient / smart fittings for indoor and outdoor purpose along with roof top Solar power plant at KDS, SMPK” is under execution with help of M/s. Bridge & Roof Co., who was engaged as PMC.

(i) The work of Supply, Installation, Testing and Commissioning of replacement of all outdoor type conventional luminaries with energy efficient LED luminaires and Web Enabled smart control of LED luminaires at NetajiSubhas Dock was executed by M/s. Schnell Energy Equipment Pvt. Ltd. The total value of the work is: Rs. 4.76 Crore excluding GST & the work completed on 25.11.2024.

(ii) The work of Design, Engineering, Manufacturing, Procurement & Supply, Installation, Testing and Commissioning of cumulative 2.3 MWp roof mounted grid connected solar photo voltaic Power plant at Khidderpore Dock-II, is under execution by M/s Sundigo Solar Solutions Pvt. Ltd. The total value of the work is Rs.14.28 Crore excluding GST. The work is expected to be completed by December, 2025. For this work, solar energy will be consumed through open access mode with payment of required amount to CESC.

(iii) The work of Design, Engineering, Procurement, Replacement, Installation, Testing & Commissioning of all indoor conventional light fittings, fans with energy efficient fixtures & fittings and Automatic Power Factor Control unit at the electrical substations is under execution by M/s Next Gen Automation Pvt. Ltd. The value of work is Rs. 2.69 Crore excluding GST. The work is expected to be completed by August, 2025.

- **Improvement of New Road, Sonarpur Road (part), Low Level Brace Bridge Road & Mint Place Road as per CRRI Scheme**

Work order was placed to M/s Biswajyoti Bhattacharyya on 12.09.2024 for up-gradation work for the following six roads on priority basis, with an order value of Rs. 19.35 Crore

1) Development of New Road starting from Sonarpur Road & Sick Line Road junction upto Taratala Road with M-55 grade Concrete Paver Block topping and development of Drain and Road Berm and other Allied Works (Part. A/1 and A/2) & Development of Road connecting C.G.R Road from Subhashnagar C.I.S.F Quarter, upto Road connecting Dhobitala Road to Taratala Road with M-55 grade Concrete Paver Block topping, development of Drain, road berm and other allied works (Part. B/1 and B/2).

2) Development of Alley Road starting from Sick Line Road upto GCD yard and other allied works, NS Dock.

3) Through repairing at the Low-Level road on the West side of Brace Bridge from Bridge approach to Railway line including appurtenant works under South Section.

4) Thorough resurfacing of Mint Place Road by heavy duty paver block including construction of footpath & repairing of drainage system under South section.

5) Resurfacing of the damaged portion of Sonarpur Road from Jain Kunj Xing by heavy duty paver blocks of grade M-55, NSD.

6) Thorough upgradation of Kantapukur Morgue Road from Remount Road crossing to approach of Garden Reach Flyover by heavy duty paver block along with development of drainage system.

- **Refurbishment of Subhash Bhawan**

Work order was issued to M/s Nirmal Sales Corporation on 05.06.2024 for the modification of the ground and first floors of Subhash Bhawan, SMPK, into office accommodation, along with electrical installation works including HVAC, fire alarm systems, lift installation, and air-conditioning. The total value of the work order is Rs.9.91 Crore. The work is currently in progress.

PPP PROJECT:

- **Rejuvenation of Khidderpore Docks (KPD-I West) (PPP)**

Rejuvenation of Khidderpore Docks (KPD-I West) under the PPP mode involves the redevelopment of existing Berths No. 2, 4, and 6 (Phase-I) and Berths No. 8, 10, and 12 (Phase-II) for handling containers and pulses. The Letter of Intent (LoI) for Phase-I was issued to M/s Century Plyboards (India) Limited on 25.03.2022 at a cost of Rs.95.66 Crore. The Concession Agreement was signed on 26.09.2022, and the Award of Concession was issued on 24.06.2023. The expected date of completion for Phase-I is August 2025.

B. Haldia Dock Complex (HDC):

CAPITAL WORK:

- **Development and Upgradation of Infrastructure around SAIL Yard**

Work order placed to M/s LTC Infrastructure on 28.03.2023 for Construction of railway siding beside CUS-II along with construction of boundary wall parallel to Sail yard, HDC is completed on 30.06.2024, with a work order value of Rs. 7.23 Crore.

- **Development of Stack Yard Drainage Network under Green Port Initiatives inside Dock at HDC.**

Work order was placed to M/s D. K. Mondal on 29.05.2023 for the development of the drainage network at the Dock Zone, HDC (Phase-II, eastern side of Dock Basin), with an order value of Rs 26.79 Crore. The work completed on 28.03.2025.

Work order was placed to M/s S.K. Nur Islam On 28.03.2023 for the development and beautification work including the construction of footpaths, drains, widening of roads, and allied works inside the Dock area from GC Berth main gate to Finger Jetty, with an order value of Rs 5.25 Crore. The work completed on 27.05.2024.

- **Upgradation of Fenders and Other Infrastructure inside Dock and Oil Jetty.**

Replacement of the Walkway at 2nd Oil Jetty, a work order of Rs 11.15 Crore was issued to Gangadin Shaw & Associates on 21.12.2022 and the work completed on 30.06.2024.

Rehabilitation and repair of the old and damaged fendering system, along with allied works at various berths of the Dock Basin. Work order was placed to M/s Hi-Tech Elastomers Ltd. on 24.02.2023 at the cost of Rs 6.64 Crore. Work is in progress.

- **Upgradation of Railway Yard Facility by Renewal of Railway Line, Points & Crossings at HDC (Phase –III)**

Up-gradation of Railway tracks by replacing existing outlived and obsolete points & crossing, track sleepers and rails etc. Work order was placed to M/s IPRCL for with an order value of Rs 15.05 Crore. The work completed on 21.01.2025.

- **150 KWp Grid-Tied Solar PV Power Plants at various Premises of Haldia Dock Complex**

150 KWp Grid-Tied Solar PV Power Plants is operational at CJP Operational Building, DAV School and Guest House. Work order was placed to M/s Agni Green Power Ltd on 17.10.2023 for Construction of 150 KWp Grid-Tied Solar PV Power Plants, with an order value of Rs 2.08 Crore. The work completed on 31.08.2024.

- **Construction of Paver Block Hardstand Between Two Rail Lines (L5)**

Construction of Paver Block Hardstand between Two Rail Lines and between Rail Line and Paver Block Road adjacent to L5 Plot in Dock Interior Zone, HDC was developed around 16000 Sqm to increase stacking area of rail bound cargo. Work order was placed to M/s Tarunita Enterprise on 09-10-2023 with an order value of Rs 5.09 Crore. The work completed on 07.06.2024.

- **Replacement of Sliding Way of Lock and Modification of Intermittent Gate at Lock Entrance**

Repairing of Caisson Gate No. 3 (and other allied work) kept at Lock Entrance Section of HDC. Work order was placed with M/s Anand Construction on 24.07.2023 for repairing Caisson Gate No. 3 (and other allied work) at the Lock Entrance Section of Haldia Dock Complex at the cost of Rs 8.59 Crore. Work is in progress.

- **Development & Upgradation of Hardstand & Other Infrastructure.**

Construction of Hardstand including Drainage Facilities in between RR Line and ISPHL Boundary Wall at Coal Berth Area at Haldia Dock Complex. Work Order was placed to M/s Biswajyoti Bhattacharya on 13.09.2024 at the cost of 25.78 Crore issued for a tenure of 18 months. Work is in progress.

- **Extension of Storage Area of G.C. Berth at the Western side by 3 lakh sqm.**

Construction of Paver Block Road along with drain from FF pump house near Beth no.14 to HFTPL Road via Turning Basin. Work Order was placed to M/s Tarunita Enterprise on 12.12.2024 at the cost of Rs. 7.14 Crore. Work is in progress.

- **Construction of Sewage Treatment Plant**

Work order was placed to M/S SombansiEnviroEnggPvt Ltd on 18.10.2023 for the Survey, Investigation, Design, Construction, Testing, Commissioning of 4 MLD STP along with rehabilitation of sewage network, Laying grey water and Treated water network for Haldia township including O&M for 5 years on EPC mode at the cost of Rs 13.65Crore. Work is in progress.

- **Construction of Boundary Wall and Wind Screen at HDC.**

Construction of a windscreen at the Dock Zone of HDC for Phase-I, with a work order value of Rs 12.50 Crore issued on 19.07.2023. The work completed on 08.07.2024.

Construction of a boundary wall & windscreen at the northern side and a masonry boundary wall at the western side of the Dock at HDC for Phase-II. Work Order was placed to M/s D.K.Mondal& Co. on 18.09.2024 at a cost of Rs 14.33 Crore. Work is in progress.

- **Development of Hardstand including Drainage Facilities behind Berth no. 14 HDC**

Development of low-cost hardstand plot consisting layers of moorum, WBM, brown sand and dredge spoil filling and construction of RCC drainage network along with retaining wall to arrest spillage of cargo into the drain and dedicated cable corridor for accommodation of power cables. Work Order was placed to M/s Goyal&Company on 03.01.2024 at the cost of Rs 13.27 Crore. Work is in progress.

- **Design, Engineering, Supply, Construction, Erection, Testing & Commissioning of 2 MW (AC) Solar PV Grid Interactive Power Plant at Haldia Dock Complex, SMPK**

In order to fulfill the requirement of renewable energy sources at HDC and reduce the carbonfootprint, a 2 MW (AC) Solar PV Grid Interactive Power Plant is to be installed. Work Order was placed to M/s Bhaskar Jyoti (I) Pvt on 19.12.2024 at the cost of Rs. 10.21Crore. Work is in progress.

- **Upgradation of Power House Substation and GM Yard Substation from 3.3KV to 11 KV level (including allied equipments& cable network) in Dock zone & Industrial Zone at HDC**

Replacement of existing Transformers, HT & LT BOCB panels and HT & LT cables. Work Order was placed to M/s Shiv Electric on 11.06.2024 at the cost of Rs. 7.96 Crore. Work is in progress.

- **Development of Hardstand at the Backup area of Berth No.1 (at the area of erstwhile CISF Barrack)**

Development of storage plot at erstwhile CISF Barrack behind Berth no-1 inside Dock. Work Order placed to M/s Nimai Chandra Bej on 05.12.2024 at the cost of Rs. 6.76 Crore. Work is in progress.

PPP PROJECT:

- **Mechanisation of Berth No. 2 at HDC**

Conversion to fully mechanized berth for handling Dry bulk cargo with an additional capacity of 2.744 MTPA. Award of Concession issued on 14.07.2023 to M/s Adani Ports and SEZ Ltd. (APSEZ) at a cost of Rs. 298.26 Crore. Work is in progress.

- **Mechanisation of Berth No. 5 at HDC**

Conversion to fully mechanized berth for handling Dry bulk cargo. Concession agreement signed on 20-12-2024 between SMPK and Ganges bulk terminal Pvt.ltd. Currently Under Condition precedent stage.

CHAPTER VII

Staff Position, Welfare Measures, Industrial Relations, CSR, RTI and Implementation of Official Language Hindi for the year 2024-25

7. Staff Position–

7.1 . Category-wise number of staff employed in KDS & HDC as on 31st March, 2025 is printed in Table XX. Total strength of employees of two Dock Systems taken together was 1812 as on 31st March, 2025, as against 2110 as on 31st March, 2024.

7.2. Employment of SC/ST candidate

Positions regarding representation of Scheduled Caste & Scheduled Tribe, OBC & Physically Handicapped (PH) in SMPA service as on 31st March 2024 and on 31st March 2025 are indicated in Table 7.1, Table 7.2, Table 7.3 and Table 7.4.

Table 7.1
Position of Scheduled Caste

Class of employees	Prescribed percentage	Actual percentage			
		KDS		HDC	
		31.3.2024	31.3.2025	31.3.2024	31.3.2025
Class I	15	16.37	12.17	17.84	16.38
Class II	15	21.43	24.32	28.26	25.00
Class III	22	19.98	18.19	23.74	25.58
Class IV	22	17.74	12.09	15.51	12.64

Table 7.2
Position of Scheduled Tribe

Class of employees	Prescribed percentage	Actual percentage			
		KDS		HDC	
		31.3.2024	31.3.2025	31.3.2024	31.3.2025
Class I	7.5	4.63	4.05	5.69	6.03
Class II	7.5	5.71	5.40	10.87	12.50
Class III	6	4.96	4.09	9.50	9.97
Class IV	6	3.55	1.61	10.34	10.34

Table: 7.3
Position of OBC

Category	KDS				HDC			
	31.3.2024		31.3.2025		31.3.2024		31.3.2025	
	Total	OBC	Total	OBC	Total	OBC	Total	OBC
Class I	281	35	271	38	123	15	116	14
Class II	70	02	74	03	46	3	40	3
Class III	806	48	709	45	358	17	301	15
Class IV	310	17	248	11	116	8	87	7

Table: 7.4
Position of Physically Handicapped (PH)

Category	KDS				HDC			
	31.3.2024		31.3.2025		31.3.2024		31.3.2025	
	Total	P.H	Total	P.H	Total	P.H	Total	P.H
Class I	281	03	271	02	123	3	116	3
Class II	70	-	74	-	46	2	40	1
Class III	806	23	709	20	358	8	301	8
Class IV	310	15	248	07	116	9	87	9

7.3. Labour situation during the year 2024-25

During the period 1.4.2023 to 31.3.2024, the industrial relations scenario in SMPA remained cordial and peaceful. No manday was lost on account of SMPA labourers during the year.

7.4 Safety, Health & Welfare of the workers

The dock workers in Syama Prasad Mookerjee Port, Kolkata are covered by the Dock Workers' (Safety, Health & Welfare) Act, 1986 and the Regulations framed thereunder. On the other hand, the workers in workshops are covered by the Factories Act, 1948. All the provisions relating to Safety, Health and Welfare of the employees of the Port are strictly followed.

There is a Safety Committee in the name of "Safety Committee for the Port of Kolkata" comprising port officials, port users, representatives of Labour Unions and Inspectorate Dock Safety to ensure safety at work place, to investigate into the causes of accident and unsafe processes in dock work and to suggest remedial measures, to look into health hazards associated with handling of cargo including use of personal protective equipment, to suggest measures for improvement to welfare amenities inside the docks as also other miscellaneous aspects of safety, health and welfare in dock work. The Committee is headed by the Deputy Chairperson and it meets at regular intervals. In addition to maintaining a safe environment at work place, periodical testing of lifting appliances and gears is undertaken and occupational health services with provision of first-aid and emergency treatment, pre-placement and periodical medical examination of dock workers by specialist doctors are also available. First Aid Boxes have been provided and maintained. Amenities like washing facilities, ambulance, stretchers, rest shelters / rest rooms etc. have also been provided for dock workers at their workplaces. Safety Officer and officers of concerned Departments regularly visit Docks. Regular sensitization drive and programmes are organized for awareness and importance of workers. In Haldia Dock Complex, a separate Safety Committee headed by Deputy Chairperson, HDC is functioning at local level.

7.5 Training of Workers

For upgrading the skills of the port and dock workers, familiarization of new entrants and to inculcate the need for maintaining safety at work places, the employees / workers of SMPA are imparted regular training at Centre for Human Resource Excellence, Hide Road, relocated to Subhash Bhavan at 40, C. G. R Road. The Centre is equipped with computers, projector and other audio-visual equipments, books, lifting appliances, gears etc. to facilitate training of the workers. The Centre also runs training courses for the workers of the Stevedores on a nominal charge. During the year 2024-25, 10 training programmes and seminars were held at the Centre for Human Resource Excellence at Kolkata involving 447 participants. The Centre has started holding workshops / seminars for senior Class-I Officers as well.

At HDC, total 82 training programmes, inhouse and outside combined, were held where training was imparted to 1594 heads.

Apart from sensitization and Safety Training of Dock Workers in liaison with IDS and DGFASLI, various measures like introduction of Public Address System, providing safety gadgets and gears, medical examination of qualified Doctors were taken at SMPA.

In addition, various safety related programmes, competitions, awareness campaign, fire-fighting training programmes, environmental related Seminars and Training were carried out at SMPA.

7.6 Social Security Measures

There are various social security and welfare measures for the employees like membership of provident fund, payment of gratuity, pension, accident compensation, leave travel concession / home-town travel concession, indoor and outdoor medical facilities, loan fund etc. other such activities include awarding medals and grant of scholarships to meritorious wards of SMPA employees, gift of silver mementoes to retiring & outstanding

employees and recreational facilities under different clubs and institutes. There is a Women Cell to look after the welfare of female employees. The employees can also avail of Port accommodation, if they so desire.

7.7. Accidents

Particulars of accidents during the year 2024-25 have been furnished in the prescribed format for SMPA (Annexure-XXI). Two (2) fatal accidents and no non-fatal accident took place during the year 2024-25.

7.8. Corporate Social Responsibility (CSR)

7.8.1 In terms of revised CSR guidelines issued by the Ministry of Ports, Shipping & Waterways on 28.06.2023 for all Major Ports, CSR budget, as a percentage of net profit, should be mandatorily created, in sync with CSR guidelines, through a Board Resolution. SMPA made a net profit of Rs.158.73 Cr. after taxation in the year 2023-24. 3% of net profit amounting to Rs.4.76 cr. was allocated towards CSR activities comprising 20% for NMHC Lothal, Sainik Kalyan Board at district level, NYDF and the rest towards other CSR activities (78% for other activities proper and 2% for Monitoring Charges thereof). Besides, unspent CSR fund from previous years has been added, as per provisions of CSR guidelines. As per recommendations of the CSR Committee constituted in terms of CSR guidelines, the CSR activities have been carried out in the districts situated on either side of the river Hooghly. Overall funding position appears in the table below:-

Sl. No.	% Allocation from overall CSR Budget	Financial Year	Roll Over /Unspent Fund from previous year.(INR)	Allocation (INR)	Amount(INR)
1.	20% Category	2023-24	1,22,75,400	-	1,22,75,400
		2024-25	-	95,20,000	95,20,000
		Total Amount (including Roll- Over)			2,17,95,400
2.	78% Category	2023-24	89,05,614	-	89,05,614
		2024-25	-	3,71,28,000	3,71,28,000
		Total Amount (including Roll- Over)			4,60,33,614

STATUS OF CSR PROJECTS SANCTIONED IN THE YEAR 2024-25

Sl. No	Name of the Implementing Agency	Purpose	Category	Amount of CSR Sanctioned (Rs.)	Status of the Project as on 31.03.2025
1	Haripur Amra Sabai Unnayan Samiti(Hasus), Baruipur, Kolkata, West Bengal	Building Construction and Procurement of Medical Equipment for Setting up of Eye Diagnostics and Treatment centre	Community Welfare	11,00,000	Under progress
2	Kidney Care Society, Harey Krishna Sett lane,Kolkata, West Bengal	Procurement of Medical Equipment for setting of Kidney care centre near Science City, Kolkata for serving the marginalised communities	Community Welfare	20,00,000	Yet to Start
3	Ek Kadam Aur Foundation, Mumbai	To Enroll 40 blind children (aged 5 to 14 years)from dictriets - Murshidabad, Kolkata, Howarh, South 24 Parganas, Purba Bardhaman and Hooghly and imparting them one to one training on braille for a year under Arunodaya Program	Education	6,00,000	Under progress
4	Mitra Institution, Bhowanipur, Kolkata, West Bengal	Renovation of old assembly hall with a new auditorium wall having all modern amenities, naming it as - Shyamaprasad Mookerjee Hall, Kolkata.	Education	20,00,000	Yet to Start
5	Mattri Sena Charitable Trust, West Bengal	Providing 3000 Tarpaulins to the backward sections of the society	Community Welfare	23,34,000	Complete
6	Geondab Panchanan Smriti Milan Vidyabhaban (H.S), Haldia, West Bengal	Construction for additional class rooms	Education	31,42,000	Yet to Start
7	Gobindapur Junior High School, Haldia, West Bengal	Purchasing of Computer, Printer UPS and accessories and related furniture for school	Education	2,10,420	Yet to Start
8	Antyodoy Anath Ashram Paunsi, Haldia, West Bengal	Accommodation cum study hall, Evening tutorial, Skill Development	Education & Skill Development	9,99,000	Under Progress
9	Parbatipur Patit	Construction of double-storied	Education	23,56,000	Yet to Start

	Pabani High School, Haldia, West Bengal	school building			
10	Bharat Seva Mission, Haldia, West Bengal	To set up laboratory facility for the Mushroom Cultivation to create the employment opportunities for the local unemployed people and the tribal students.	Promotion of Livelihood	7,20,000	Under Progress
11	Haldia High School (HS), Haldia, West Bengal	Construction of Classrooms	Education	17,13,000	Yet to Start
12	Haldia Govt. Sponsored, X Class, Haldia, West Bengal	Construction of Classrooms	Education	23,26,000	Yet to Start
13	Ramkrishna Math, Chandipur, Haldia	Construction of Farmer Hostel Building	Community Welfare	33,28,000	Under Progress
14	Netaji Pathchakra, Haldia, West Bengal	Purchasing an Ambulance	Community Welfare	8,56,081	Complete
15	Lakshya Girls High School, Haldia, West Bengal	Construction of Auditorium Hall within School premises.	Education	28,43,000	Yet to Start
16	Khardah Public Cultural & Welfare Association, Howrah, West Bengal	Women Empowerment through Skill Development under their Project Swabalambi	Women Empowerment & Skill Development	5,75,000	Yet to Start
17	Ramkrishna Mission Blind Boys' Academy, Narendrapur, West Bengal	Repair of academic building and one three stories hostel	Education	29,44,000	Yet to Start
18	South Sundarban Janakalyan Sangha, Sundarbans, West Bengal	Installation of 03 Nos. of Tube Well for Safe Drinking Water for people belonging to under privileged and backward community at - Barasata Bigha, Chandimandir Para, Paschim Surendranagar	Community Welfare	9,50,251	Yet to Start
19	Basudevpur Kanyamilan Vidyabhaban, Khanjanachak, Haldia, Purba Medinipur, West Bengal	Installation of the solar power system	Environmental Protection	5,94,950	Under Progress

20	Solat Mahendra Balika Vidyabhaban, Haldia, Purba Medinipur, West Bengal	Construction of 4 No. rooms (Library, Laboratory, Class room & Common room)	Education	35,52,171	Yet to Start
21	Subdi Devjani Girls' High School, Haldia, West Bengal	Solar project and Smart class room	Education & Environment Protection	22,98,890	Yet to Start
22	MLA Reference-Shri Suvendu Adhikary, Purba Medinipur Haldia, West Bengal	4 Nos. of Ambulance to be supplied to four different institutions/implementing agencies located in and around Purba Medinipur.	Community Welfare	36,00,000	Under progress
23	Our Association of Remedy (OAR), Haridevpur, West Bengal	CSR Support for implementation of first phase under Adoption of Village Initiative which involves providing basic education support to children, nutritional support to women and children of fishing community, skill development training to women on multiple farming techniques, village cleaning exercise etc, at Satyadaspur village in Sundarban Area.	Adoption of Village	22,90,851	Under Progress
24	Karigari Bhawan, Department of Technical Education, Training & Skill Development; Government of West Bengal [PBSSD, Karigari Bhawan at Rajarhat]	Organizing Skill Development Workshops with assistance of Karigari Bhawan for the large unorganized workforce associated indirectly with Port operations	Skill Development	7,00,000	Under Progress
25	South Eastern Railway [Chairperson, SMPK, desired that Advanced ICCU ventilator with estimated cost of Rs 50.00 lakhs be provided by CSR Committee]	Procurement of Essential Medical Equipment	Health & Family Welfare	20,00,000	Not started

Public Authority: Syama Prasad Mookerjee Port, Kolkata

Year: 2024-2025

* Block I (Details about the requests and appeals)						
Progress during Quarter						
	Opening Balance as on beginning of year	No. of applications received as transfer from other PAs u/s 6(3)	Received during the year (Including cases transferred to other PAs)	No. of cases transferred to other PAs u/s 6(3)	Decisions where requests / appeals rejected	Decisions where requests / appeals accepted
Requests	49	118	548	29	58	560
First Appeals	04	NA	51	NA	03	26
	Total no. of CAPIOs designated		Total no. of CPIOs designated		Total no. of FAAs designated	
	Nil		25		18	

Block II (Details about Fees collected, penalty imposed and disciplinary action taken)			
Registration Fee Collected (in Rs.) u/s 7(1)	Addl. Fee Collected (in Rs.) u/s 7(3)	Penalty Amount Recovered (in Rs.) as directed by CIC u/s 20(1)	No. of cases where disciplinary action taken against any officer u/s 20(2).
1350	598	NIL	NIL

[illegible]

**7.10 Annual Evaluation Report regarding the use of Official Language Hindi
for the year 2024-2025**

Name of the Ministry/Department	Ministry of Ports , Shipping and Waterways
Name of the Attached/Subordinate Office/Undertaking	Syama Prasad Mookerjee Port , Kolkata
Year	2024-25
Region) A , B , or C)	"C"

1	Documents issued under section (3)3of the Official Language Act	
(a)	Total number of documents issued	6158
(b)	Of these issued only in English	Nil

2	Correspondence in Hindi (Official Language Rule-(5	
(a)	Total number of letters received in Hindi	3536
(b)	Number of lettersreplied in Hindi	2475
(c)	Number of lettersreplied in English	Nil

3	Originating correspondence : Letters etc. (e-mail, Telex/Fax)	
(a)	Sent in Hindi	1050
(b)	Sent in English	25233
(c)	Sent Bilingually	44790

4	Typist/Stenographer	Typist	Stenographer	Total
(a)	Total number	21	08	29
(b)	Having knowledge of typing/ stenography inboth)Hindi&English)thelanguages	21	08	29
(c)	Having knowledge of English typing/ stenographyonly	NIL	NIL	NIL
(d)	Percentage of work in Hindi Typing/Stenography out of total typing/stenography work in the office	60%		

5	Details related to computer/laptop etc. and status of computer training	
(a)	Total number of computers/laptops	1190
(b)	With facility to work in Hindi	1190
(c)	Number of Unicode supported computers/laptops	1190
(d)	Having the facility to work in English only	Nil
(e)	Total number of officers and employees	1582
(e)	Number of officers/employees trained to work in Hindi on computer	1190

6	Availability of Codes/Manuals in Hindi version)Statutory/Official/Technical Literature)					
Sl. No.	Category	Total number	bilingual	In English only	Only in Hindi	Region for non-availability of bilingual or Hindi version
(i)	Acts / Rules / Regulations	22	22	NIL	NIL	NA
(ii)	Office Code/Manuals	3	3	NIL	NIL	All Codes/Manuals are bilingual
(iii)	Standard form	107	107	NIL	NIL	NA
(iv)	Technical Literature	NIL	NIL	NIL	NIL	NA
(v)	Training Materials	NA	NA	NA	NA	NA
(vi)	Journals/Magazines	02	NIL	NIL	02	NA
(vii)	Other Publications	02	02	NIL	NIL	NA
(viii)	Total	136	134	NIL	02	NA

7	Meetings of the Official Language Implementation Committee	
	Total number of meetings held during the year	04

8 Brief description of other specific achievements/works related to the implementation of the Official Language Policy during the year

a) Like every year, this year also Hindi fortnight was organized at Syama Prasad Mookerjee Port, Kolkata from 14th September to 28th September with various Hindi competitions. On 17th September, Hindi Day was formally observed with traditional lighting of the lamp by the Chairperson. Along with this, the seventh edition of the Port's Hindi house magazine 'Pattan Bharti' was also released by the Chairperson Shri Rathendra Raman in the presence of Secretary and Heads of Departments/Divisions.

b) During Hindi Fortnight various Hindi competitions were held which includes poem recitation competition, Phonetic typing, Extempore speech, Hindi noting and drafting & Quiz competition.

Children's literature like biographies of great personalities, stories etc. were distributed among children in various schools of the port premises during 26-28th September. During this period, all the officers and employees did their work in Hindi as much as possible and an increase of about 10 percent from normal was observed in the implementation of Rajbhasha.

c) Hindi Pakhwada closing ceremony and prize distribution programme was held on 06.12.2024 at Satyajit Ray Auditorium, ICCR. The programme was presided over by Shri Rathendra Raman, Chairperson, Syama Prasad Mookerjee Port, Kolkata. Deputy Director (Implementation), Deptt of O.L. Shri Vichitrasen Gupta was present as the Chief Guest. Shri Anant Mohan Singh, Chairman and Managing Director, Andrew Yule & Co. Ltd. was also present as the Special Guest. Shri. Samrat Rahi, Deputy Chairperson, Secretary Shri Chandan Chatterjee, Traffic Manager Shri Ravi Shankar Rajhans, Chief Medical Officer Shri D. Dutta, Director, Marine Shri Abhijit Ghosh and other senior officers were also present.

On the said occasion, a play titled 'Chanda Bedni' based on the composition of Shri Alaknandan was staged by late Usha Ganguly's theatre - Rangkarmi. On this occasion, the winning participants of Hindi competitions were also awarded.

d) Photographs of various programmes during the Hindi fortnight were displayed at the main gate of the Headquarters complex of Syama Prasad Mookerjee Port, Kolkata.

e) The work of providing training in Official Language Hindi for contractual personnel has been formally started from January, 2025. This programme is being done through internal arrangement of the Port.

f) In HDC, Hindi Month was observed from 01 September, 2024 to 30 September, 2024. Various competitions were organized during the said period.

Hindi closing ceremony was organized in September, 2024 in which a total of 32 personnel were awarded for their excellence in various competitions on the said occasion and a drama was also staged.

Table:I
VITAL PORT STATISTICS
(A) TOPOGRAPHY OF PORTS 2024-25

Location	Entrance Channel			Turning Circle		Type of Dock/Port
	Length (in km.)	Minimum Depth (in Mtrs.)	Minimum Width (in Mtrs.)	Nos.	Diameter (in Mtrs.)	
Port of Kolkata						
a) On the North – A line drawn due east across the river Hooghly from a pillar at the southern boundary of M/s. D. Waldie & Company's Chemical Works & Distillery at Konnagar in the District of Hooghly on the right bank of the River to a pillar on the left bank of the river near Panihati in the District of the 24 Paraganas.	<u>KDS</u> 232	<u>KDS</u> -2.8 <u>Draft (Variable)</u> Average – 7.08 Min – 5.1 Max – 8.5	45	2	KPD - 190 NSD – 228	NSD & KPD – Riverine with impounded Docks & River side Jetties Budge Budge- Riverine jetties
b) On the South - A line joining Sola column in position 21°42'36"N and 87°48'17"E (approx) to 2½ miles south of Saugar Lighthouse and then to Lone Tarl in position 21°33'30" N and 88°15'42" E. Excluding the following area – (a) On the north-east – Lat 22°06'21.6"N & Long 88°13'29.7"E (Balari F.W. Column) (b) On the south-east – Lat 22°04'51.6"N & Long 88°13'56.2"E (Kulpi Pagoda) (c) On the north-west – Lat 22°06'21.6" N & Long 88°13'12"E i.e., the point of intersection of the line joining the two river side corners of the proposed jetty extended due upstream with the line due west of Balari F.W. Column	<u>HDC</u> 110	<u>HDC</u> 5.4 Draft (Variable) Average – 8.5 Min – 7.4 Max – 9.1	345	1	HD - 545	Impounded dock system & Riverine jetties

(d) On the south-west - Lat 22°04'51.6" N & Long 88° 13'29.8" E i.e., the point of intersection of the line joining the two river side corners of the proposed jetty extended due downstream with the line due west of Kulpi Pagoda.

The limits of the Port include to the east and west of the river Hooghly.

(a) That part of the river Hooghly and the shores thereof as are within 45.7 metres of high water mark at Spring tides.

(b) All lands, sheds, wharves, quays, permanent ways, railway sidings etc. comprised in the area occupied by the Kolkata Jetties, Garden Reach Jetties, Kidderpore Docks, Netaji Subhas Dock, Petroleum Depot at Budge-Budge and the adjoining lands in possession of the Kolkata Port Trust and works constructed for the purpose of such jetties, docks & installations.

(c) That part of Tolly's Nala as lies to the west of line drawn across the Nala 7.6 metres to the west of Hastings Bridge.

(d) That part of river Haldi, from entrance to river Hooghly to the line drawn north & south through Haldia South mark (22°00'00"N&88°02'49.5"E(approx)and the shores thereof within 45.7 metres of the High Water Mark at Spring Tides.

(e) All lands, sheds, wharves, quays, permanent ways, railway sidings etc. comprised in the area occupied by Haldia Dock Complex and adjoining lands in possession of the Kolkata Port Trust and works constituted for the purpose of such dock complex and all installations for allied or incidental purposes.

The navigable river and channels leading to the Port of Kolkata shall be as follows:

On the North – 400 metres down the river Bhagirathi from the centre line of Jangipur barrage and 0.8 kilometre up the river Jalangi from its confluence with river Bhagirathi.

On the South – The parallel of latitude 20°45' N. The limits of the said river and channels include all parts of the navigable channels which lie between the longitude of 87°40' E and 88°40' E of river Hooghly and all parts of river Bhagirathi and Hooghly between the northern and southern limits below the highest point reached by ordinary spring tides at any session of the year for tidal portion, and the bed of the river habitually covered by water at any time of the year for the non-tidal portion.

Table : I(CONTD.)

VITAL PORT STATISTICS(B)
STORAGE CAPACITIES AT PORTS

(1) KOLKATA DOCK SYSTEM:

	Dry Storage Accommodation			Liquid Storage Tanks			Container			
	No.	Area (Sq. Mtrs.)	Location Inside Port/ Outside Port	No.	Location Inside Port/ Outside Port	Capacity (Kls./ Tonnes)	Type of Cargo	No.	Location Inside Port/ Outside Port	Capacity Type
A) Port Owned										
i) Covered										
a) Transit Shed	20	95,828	Inside	Nil	Inside Port area at PWBB (Budge Budge) on Port leased land (560454 sq.m.)	1,75,000 Kl (70 tanks)	POL and Lubes			
b) Warehouse	0	NIL	Inside			1,64,000 Kl (56 tanks)	V. Oil	NIL	Inside	264 TEUs
c) Container						28,000 Kl (11 tanks)	Chemicals and others			Reefer
Freight Station		2,73,822	Inside			Total : 3,67,000 Kl (137 tanks)			Cont. Yard	17,000 TEUs
ii) Open		(Including CoalBerth)							150567 sq. mtrs.	
B) Others										
					Name of product					
	1	POL Products (Petroleum & Lubricants)	1,00,483 MT							
	2	Vegetable Oil	46,672 MT		Outside Port area at PWBB on private land	54000 Kl (20 tanks)	V. Oil			
	3	Others Liquids & Chemicals	22,881 MT							
		TOTAL	1,42,136 MT							

Table : I(CONTD.)
VITAL PORT STATISTICS
B) STORAGE CAPACITIES AT PORTS

(ii) **Haldia Dock Complex:**

TYPE	Dry Storage Accommodation			Liquid Storage Tanks			Container			
	No.	Area (Sq. Mtrs.)	Location Inside Port/ Outside Port	No.	Location Inside Port/ Outside Port	Capacity (Kls./ Tonnes)	Type of Cargo	No.	Location Inside Port/ Outside Port	Capacity Type
A) Port Owned										
a) Covered										
i) Transit Shed / Overflow Sheds	4	21300 *	Inside				HDC does not have liquid storage facilities			
ii) Ware House	-	-	-							
iii) Container Freight Station	-	-	-							
b) Open										
		1013390**	Inside Dock Industrial Zone					1	Inside	5000

* Includes Transit Shed area leased to the port users inside the dock.

** Includes hardstand and bare land area used for cargo storage & excluding storage area leased out to other port users and B.O.T. operators inside Dock Industrial Zone.

Table : I (CONTD.)
VITAL PORT STATISTICS
(C) BERTH PARTICULARS

A. KOLKATA DOCK SYSTEM : (1) KIDDERPORE DOCKS

Sl. No.	Name of Berth	Type of Berth	Actual Depth (Min) 2024-25 (in metres)	Quay Length (in metres)	Max size of vessel		DWT	Remarks
					LOA (feet)	LOA (m.)		
1	1 KPD	GC	7.4	133	475	144.8	-	-
2	3 KPD	GC	8.3	128	515	157.0	-	-
3	5/7 KPD	GC	8.4 / 8.7	229	515	157.0	-	-
4	9 KPD	GC	8.8	108	515	157.0	-	-
5	11 KPD	P & Coastal	8.3	151	515	157.0	-	-
6	2 KPD	Coastal	7.1	142	465	141.7	-	-
7	4 KPD	GC	8.2	136	515	157.0	-	-
8	6 KPD	GC	8.1	118	515	157.0	-	-
9	8 KPD	GC	8.3	128	515	157.0	-	-
10	10 KPD	GC	8.6	161	515	157.0	-	-
11	12 KPD	Coastal	-	143	475	144.8	-	-
12	22 KPD	GC	-	151	500	152.4	-	-
13	23 KPD	GC	8.6	147	515	157.0	-	-
14	24 KPD	GC	8.0	152	515	157.0	-	-
15	25 KPD	GC	8.2	169	515	157.0	-	-
16	26 KPD	GC	8.0	185	515	157.0	-	-
17	27 KPD	GC	7.1	195	515	157.0	-	-
18	28 KPD	GC	8.0	195	515	157.0	-	-
19	29 KPD	GC	7.8	185	515	157.0	-	-

Legend: G.C -General/Cargo P- Passenger

Table : I (CONTD.)
VITAL PORT STATISTICS

(C) BERTH PARTICULARS

A. KOLKATA DOCK SYSTEM :

2) Netaji Subhash Docks

Sl. No.	Name of Berth	Type of Berth	Actual Depth (Min) 2024-25 (in metres)	Quay Length (in metres)	Max size of vessel		DWT	Remarks
					LOA (feet)	LOA (m.)		
1	1 NSD	H/L & GC	7.1	200	565	172.2	-	-
2	2 NSD	GC	7.1	187	565	172.2	-	-
3	3 NSD	C	8.1	183	565	172.2	-	-
4	4 NSD	C	7.5	181	565	172.2	-	-
5	5 NSD	C	7.4	182	565	172.2	-	-
6	7 NSD	C	7.4	192	550	167.6	-	-
7	8 NSD	C	7.3	225	507	154.5	-	-
8	12 NSD	Liquid Bulk	6.2	152	500	152.4	-	-
9	13 NSD	GC	7.4	174	565	172.2	-	-
10	14 NSD	GC	7.2	174	540	164.6	-	-

Legend: G.C. - General Cargo

C - Container

H/L - Heavy lift Cargo

Table : I (CONTD.)
VITAL PORT STATISTICS

(C) BERTH PARTICULARS

A.KOLKATA DOCK SYSTEM

(3) Budge Budge Petroleum Wharves

Sl. No.	Name of the Jetty	Type of Jetty	Actual Depth 2024-25	Maximum size of the vessel that can be accommodated		DWT	Remarks
				LOA (Feet)	LOA (m)		
1	2	3	4	5		6	7
1	1BB	Liquid Bulk	13.5	620	189		
2	2BB	Liquid Bulk	11.8	310	94.4		
3	3BB	Liquid Bulk	11.6	480	146.3		
4	5BB	Liquid Bulk	10.2	620	188.9		
5	7BB	Liquid Bulk	8.4	460	140.2		
6	8BB	Liquid Bulk	8.2	580	177		

Table : I (CONTD.)
VITAL PORT STATISTICS
(C) BERTH PARTICULARS

B. HALDIA DOCK COMPLEX :

SL NO	Berth No. (New)	Type of Berth	Design d/ Draft (Mtrs)	Present Depth (Mtrs) for (2024-25)	Quay Length (Mtrs)	Maximum size of Vessel that can be accommodated Length over all (Mtrs)	DWT (Designed)
1	1	Multipurpose Berth for handling Dry Bulk mainly Coke, Coal, Ore & Limestone	10.0	7.1	260	238	75000
2	2	Multipurpose Berth for handling Dry Bulk mainly Coke, Coal, Ore & Limestone along with POL (Product) and Chemicals.	12.2	8.1	337	239	75000
3	3	Mechanized Berth for handling Thermal Coal	12.2	9.1	284	239	75000
4	4	Mechanized Berth for handling Coking Coal	12.2	8.4	245	230	75000
5	5	Multipurpose Berth for handling Dry Bulk & Break Bulk Cargo.	12.2	8.6	181	180	75000
6	6	Multipurpose Berth for handling Dry Bulk, Break Bulk & Liquid Bulk Cargo	12.2	8.2	195	183	75000
7	7	Multipurpose Berth for handling Dry Bulk, Break Bulk & Liquid Bulk Cargo	12.2	8.7	234	212	75000
8	8	Multipurpose Berth for handling Dry Bulk, Break Bulk & Liquid Bulk Cargo	12.2	7.0	234	212	75000
9	9	Multipurpose Berth for handling Dry Bulk & Break Bulk Cargo	12.2	8.3	218	220	75000
10	10	Multipurpose Berth for handling Dry Bulk & Break Bulk cargo	12.2	8.8	218	210	75000
11	11	Multipurpose Berth for handling General & Dry Bulk cargo	12.2	8.9	220	210	75000
12	12	Berth for handling Container & general cargo	12.2	9.6	220	210	75000
13	13	Berth for handling Container & general cargo	12.2	8.8	220	210	75000
14	14	Multipurpose Berth for handling Dry Bulk, general cargo.	10.0	8.5	220	210	75000
15	Berth-16(O)	Multipurpose Berth for handling Dry Bulk, general cargo	12.2	6.2	290	236	90000
16	Berth-17(O)	POL Crude, POL Product & LPG	12.2	6.2	330	277	150000
17	Berth-18(O)	POL Crude and POL Product	12.2	10.5	345	275	150000
18	Outer Terminal (OT-II)	POL Crude and POL Product	9.0	7.2	282	185	40000

Note:

- *The above distances for Oil Jetties show the distance between the two outermost mooring dolphins
- **Multiple vessels within a total LOA of 1270 mtrs. can be simultaneously accommodated from Berth Nos. 8 to 13.
- *** Vessels with maximum beam of 32.3 metres can enter the Impounded Dock. There is no beam restriction of vessels at the Oil Jetties.

Table : I(CONTD.)
VITAL PORT STATISTICS
(D) FLOATING CRAFTS

KOLKATA DOCK SYSTEM (2024-25)

Owned by Port			Hired by Port		
Description	Number	Capacity	Description	Number	Capacity
<u>DREDGERS</u>	NIL		<u>DREDGERS</u>	4/5 out of 5	
			D.C.I. Dr. XII		4500 cub. m.
<u>Tugs</u>	3		DCI DR-XIV		4500 CUB.M
Golap		2 X 475 BHP	D.C.I. Dr. XIX		5550 cub. m.
Kalikata		2 X 475 BHP	D.C.I. Dr. XXI		5500 cub. m.
Gobindapur		2 X 475 BHP	River Pearl – 4 (Dredger)		1500 Cu.m
<u>Launches</u>	5				
Pilot Launch (Gopal)		2 X 455 BHP	<u>Tugs</u>	3	
Pilot Launch Rupsa		2 X 940 BHP	Gladiator-VI		2 X 470 BHP
Pilot Launch Hugli		2 X 940 BHP	Gladiator-IX		2 x 600 BHP
M. L. Sidho		2 X 195 BHP	Gladiator-III		2 X 600 BHP
Mir Madan		195 BHP	<u>Launch (for shipping)</u>	1	
<u>Water Barges</u>	0		Mooring Boat (BajBaj) (Moonlight-VII)	1	133 BHP
Launch Survey	1		<u>Water Barge (SONE)</u>	1	2 x 194 BHP F. Water tank capacity- 325 Ts
M. L. Kanho		2 X 195 BHP	<u>Pilot Launch</u>	4	
<u>Others</u>			Awadhoot		2x670 KW
<u>RiverSurveyVessel</u>	1		Deep Blue		2x447 KW
R. S. V. Sarojini		2 X 700 BHP	Sarayu		2 x 447 KW
<u>Despatch Vessel</u>	1		RajlakshmiVedika		2 x 447 KW
D.V. Rabindra		2 X 1327 BHP	Survey-cum-Pilot Launch River Pearl 1	1	2x447 KW
<u>Pilot Vessel</u>	1		<u>Marine Hopper (Dredger)</u>	1	Hopper capacity- 700 T
Ma Ganga		2 X 600 BHP	Mooring Boat (NSD) (Moonlight-V & VI)	2	133 BHP

Table : I(CONTD.)
VITAL PORT STATISTICS
(D) FLOATING CRAFTS

HALDIA DOCK COMPLEX (2024- 25)

Sl. No.	Description	Owned by Port		Hired byPort	
		Number	Capacity	Number	Capacity
1.	Grab Dredgers	0	-	1	Hopper Capacity – 750 CuM
2.	Tug	2	45 Tons Bollard Pull	6	40 Tons Bollard Pull
3.	Anti Pollution Vessel	-	-	1*	*One 40 tonner hired tug used as anti-pollution vessel
4.	Mooring Boat	-	-	4	165 BHP
5.	Survey Launch			-	-

TABLE-I (CONTD.)
VITAL PORT STATISTICS
(E) CARGO HANDLING EQUIPMENTS DURING 2024-25

A: KOLKATA DOCK SYSTEM:

Sl. No.	Description	Owned by Port		Hired by Port		Remarks
		Number	Rated Capacity (Tonnes)	Number	Rated Capacity (Tonnes)	
1	MOBILE CRANE	NIL	NIL	NIL	NIL	Port owned Mobile Cranes' disposal carried out.
	TOTAL	NIL	NIL	NIL	NIL	
2	WHARF CRANE	1	200T	NIL	NIL	The 200T Crane was out of commission due to electrical issues from 11.02.2025 to 14.02.2025 (1250 hours). It was put back in commission from 15.02.2025.
	TOTAL	1	200T	NIL	NIL	
3	FORK LIFT TRUCK	2	3T	NIL	NIL	2 nos. 3T Fork Lift Truck are no more required by Traffic Department. The Condemnation Committee has also declared them as surplus. Awaiting disposal.
		2	5T	NIL	NIL	2 nos. 5T Fork Lift Truck are no more required by Traffic Department. The Condemnation Committee has also declared them as surplus. Awaiting disposal.
	TOTAL	4	--	--	--	
4	TRACTOR	NIL	NIL	NIL	NIL	
5	REACH STACKER	NIL	NIL	NIL	NIL	
6	RUBBER TYRED GANTRY	1	40T	NIL	NIL	1 no. 40T R.T.G. Crane is awaiting disposal.
	TOTAL	1	--	--	--	
7	TRAILERS	NIL	NIL	NIL	NIL	
8	LOCOMOTIVE	NIL	NIL	NIL	NIL	

Note: Adani Port and Special Economic Zone Ltd. was awarded a contract on 18.08.2024 for a period of 5 years for integrated ship-to shore services including back-up operations at 2, 3, 4, 5, 7 & 8 NS Dock of KDS. The project comprising 6 MHCs, 3 RTGs, 12 Reach Stackers & 35 TTCs started work on 01.12.2024.

TABLE-I (CONTD.)
VITAL PORT STATISTICS
(E) CARGO HANDLING EQUIPMENTS DURING 2024-25

B. HALDIA DOCK COMPLEX

Sl. No.	Description	Owned by Port		Hired by Port	
		Number	Rated Capacity (Tonnes)	Number	Rated Capacity (Tonnes)
1	RMQC	3	40 Tons	-	-
2	RTGYC	4	40 Tons	-	-

TABLE-II (CONTD.)
TRAFFIC HANDLED IN 2024-25

ALDIA DOCK COMPLEX:

Commodities	(In '000 Tonnes)														Grand Total (Imp+Exp)
	Import			Transshipment(Import)			Total	Export			Transshipment(Export)			Total	
	Overseas	Coastal	Total	Overseas	Coastal	Total	Import	Overseas	Coastal	Total	Overseas	Coastal	Total	Export	
Container & Containerised Cargo:															
Aluminium & Its product	39	0	39	0	0	0	39	73	0	73	0	0	0	73	112
Non Black Feed Stock	0	0	0	0	0	0	0	9	3	12	0	0	0	12	12
Chemicals & Drugs	43	16	59	0	0	0	59	1	0	1	0	0	0	1	60
Electrical & Electronics goods	33	0	33	0	0	0	33	30	0	30	0	0	0	30	63
Grain /Food Items	129	132	261	0	0	0	261	217	76	293	0	0	0	293	554
& Steel Products	27	0	27	0	0	0	27	238	58	296	0	0	0	296	323
& Steel Scrap	59	0	59	0	0	0	59	6	0	6	0	0	0	6	65
Industrial Raw Material	454	0	454	0	0	0	454	21	0	21	0	0	0	21	475
& Jute Products	0	0	0	0	0	0	0	7	0	7	0	0	0	7	7
Leather & Its Product	1	0	1	0	0	0	1	1	0	1	0	0	0	1	2
Logs/Timbers	2	0	2	0	0	0	2	0	0	0	0	0	0	0	2
Mineral Product	36	0	36	0	0	0	36	0	0	0	0	0	0	0	36
Machinery & Spares parts	60	12	72	0	0	0	72	4	0	4	0	0	0	4	76
Metals & Minerals	86	0	86	0	0	0	86	71	0	71	0	0	0	71	157
& Oil Products	14	1	15	0	0	0	15	2	0	2	0	0	0	2	17
Plastic, Paper & Its Products	287	0	287	0	0	0	287	5	0	5	0	0	0	5	292
Plastic & Plastic Products	29	0	29	0	0	0	29	80	0	80	0	0	0	80	109
Plastic Scrap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Purified Terephthalic Acid	0	0	0	0	0	0	0	11	11	0	0	0	0	11	11
Refractory Material	34	16	50	0	0	0	50	0	0	0	0	0	0	0	50
Soda Ash	2	12	14	0	0	0	14	0	0	0	0	0	0	0	14
Sulphur Ash	0	0	0	0	0	0	0	4	0	4	0	0	0	4	4
Uranium	0	0	0	0	0	0	0	52	0	52	0	0	0	52	52
Uranium	0	0	0	0	0	0	0	35	0	35	0	0	0	35	35
Uranium	6	0	6	0	0	0	6	1	0	1	0	0	0	1	7
Uranium	0	0	0	0	0	0	0	2	0	2	0	0	0	2	2
Uranium	22	0	22	0	0	0	22	3	0	3	0	0	0	3	25
Uranium	269	111	380	0	0	0	380	178	95	273	0	0	0	273	653
Sub-Total for Containers	1632	300	1932	0	0	0	1932	1040	243	1283	0	0	0	1283	3215
Number of TEUs	(80304)	(14580)	(94884)	0	0	0	(94884)	(73086)	(16764)	(89850)	0	0	0	(89850)	(184734)
Break Bulk (BB)															
Aluminium & Steel	217	0	217	0	0	0	217	0	0	0	0	0	0	0	217
Project Cargo	1	0	1	0	0	0	1	1	0	1	0	0	0	1	2
Uranium	11	0	11	0	0	0	11	83	0	83	0	0	0	83	94
Uranium	0	0	0	0	0	0	0	24	0	24	0	0	0	24	24
Uranium	33	0	33	0	0	0	33	0	0	0	0	0	0	0	33
Purified Terephthalic Acid (P.T.Acid)	26	0	26	0	0	0	26	0	0	0	0	0	0	0	26
Uranium	90	0	90	0	0	0	90	0	0	0	0	0	0	0	90
Uranium	0	0	0	0	0	0	0	161	0	161	0	0	0	161	161
Sub-Total for BB	378	0	378	0	0	0	378	269	0	269	0	0	0	269	647
Dry Bulk (DB)															
Aluminium Ore	0	0	0	0	0	0	0	458	0	458	0	0	0	458	458
Aluminium Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aluminium Ore	0	0	0	0	0	0	0	0	316	316	0	0	0	316	316
Aluminium Ore	8162	80	8242	0	0	0	8242	0	0	0	0	0	0	0	8242
Aluminium Ore	5526	65	5591	0	0	0	5591	0	0	0	0	0	0	0	5591
Aluminium Ore	689	0	689	0	0	0	689	0	0	0	0	0	0	0	689
Aluminium Ore	164	0	164	0	0	0	164	0	0	0	0	0	0	0	164
Aluminium Ore	3057	0	3057	0	0	0	3057	0	0	0	0	0	0	0	3057
Aluminium Ore	28	0	28	0	0	0	28	0	0	0	0	0	0	0	28
Aluminium Ore	343	0	343	0	0	0	343	0	0	0	0	0	0	0	343
Aluminium Ore	33	0	33	0	0	0	33	0	0	0	0	0	0	0	33
Aluminium Ore	110	0	110	0	0	0	110	0	0	0	0	0	0	0	110
Aluminium Ore	149	0	149	0	0	0	149	0	0	0	0	0	0	0	149
Aluminium Ore	3202	114	3316	0	0	0	3316	0	0	0	0	0	0	0	3316
Aluminium Ore	657	0	657	0	0	0	657	0	0	0	0	0	0	0	657
Aluminium Ore	77	0	77	0	0	0	77	0	0	0	0	0	0	0	77
Aluminium Ore	71	0	71	0	0	0	71	0	0	0	0	0	0	0	71
Aluminium Ore	237	0	237	0	0	0	237	0	0	0	0	0	0	0	237
Aluminium Ore	407	0	407	0	0	0	407	0	0	0	0	0	0	0	407
Aluminium Ore	53	0	53	0	0	0	53	0	0	0	0	0	0	0	53
Aluminium Ore	25	0	25	0	0	0	25	0	0	0	0	0	0	0	25
Aluminium Ore	24	0	24	0	0	0	24	0	0	0	0	0	0	0	24
Aluminium Ore	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aluminium Ore	92	0	92	0	0	0	92	0	0	0	0	0	0	0	92
Aluminium Ore	0	0	0	0	0	0	0	1688	0	1688	0	0	0	1688	1688
Aluminium Ore	1439	0	1439	0	0	0	1439	427	0	427	0	0	0	427	1866
Sub-Total for DB	24545	259	24804	0	0	0	24804	2573	316	2889	0	0	0	2889	27693
Liquid Bulk (LB)															
Aluminium Ore	21	0	21	0	0	0	21	0	0	0	0	0	0	0	21
Aluminium Ore	1280	2092	3372	0	0	0	3372	178	659	837	0	0	0	837	4209
Aluminium Ore	5592	0	5592	0	0	0	5592	0	0	0	0	0	0	0	5592
Aluminium Ore	3158	0	3158	0	0	0	3158	0	71	71	0	0	0	71	3229
Aluminium Ore	2200	230	2430	0	0	0	2430	262	12	274	0	0	0	274	2704
Sub-Total for LB	12251	2322	14573	0	0	0	14573	440	742	1182	0	0	0	1182	15755
Total Traffic(A+B+C+D)	38806	2881	41687	0	0	0	41687	4322	1301	5623	0	0	0	5623	47310

Includes Tare weight.

TABLE - III
FLAG-WISE DISTRIBUTION OF CARGO HANDLED IN 2024-2025

(In Tonnes)

A. KOLKATA DOCK SYSTEM:

Nationality	* Number of Ships Left	Volume of Cargo (In thousand tonnes)						
		Import	Transshipment (Import)	Total Import	Export	Transshipment (Export)	Total Export	Total (Import + Export)
<u>Overseas</u>								
Indian Flag	30	153577	24902	178479	102026	0	102026	280505
Foreign Flag	943	6654397	2957989	9612386	5363309	43214	5406523	15018909
Sub Total for Overseas	973	6807974	2982891	9790865	5465335	43214	5508549	15299414
<u>Coastal</u>								
Indian Flag	56	734914	0	734914	566392	0	566392	1301306
Foreign Flag	9	32408	0	32408	282	0	282	32690
IVW Traffic		4401	0	4401	3152	0	3152	7553
Sub Total for Coastal	65	771723	0	771723	569826	0	569826	1341549
Total: (Overseas + Coastal)	1038	7579697	2982891	10562588	6035161	43214	6078375	16640963

* Includes Non-Working Vessels

J. HALDIA DOCK COMPLEX

TABLE- III (CONTD.)
FLAGWISE DISTRIBUTION OF CARGO HANDLED IN 2024-25

(IN TONNES)

Nationality	Number of Vessels			VOLUME OF CARGO (IN TONNES)								
	Overseas	Coastal	Total	Import			Export			Grand Total		
				Overseas	Coastal	Total	Overseas	Coastal	Total	Overseas	Coastal	Total
ANTIGUA	8	0	8	139326	0	139326	0	0	0	139326	0	139326
BAHAMAS	26	0	26	491406	0	491406	0	0	0	491406	0	491406
BANGLADESH	10	0	10	170009	0	170009	0	0	0	170009	0	170009
BARBADOS	14	5	19	275152	40823	315975	20662	0	20662	295814	40823	336637
BELIZE	4	0	4	83535	0	83535	0	0	0	83535	0	83535
CAYMAN ISLAND	2	0	2	35085	0	35085	0	0	0	35085	0	35085
CHINA	44	0	44	691136	0	691136	26373	0	26373	717509	0	717509
COOK ISLANDS	17	2	19	229222	0	229222	99891	0	99891	329113	0	329113
CYPRUS	23	0	23	369948	0	369948	0	0	0	369948	0	369948
DENMARK	8	1	9	138366	19692	158058	0	0	0	138366	19692	158058
DJIBOUTI	1	0	1	22976	0	22976	0	0	0	22976	0	22976
GABON	5	0	5	94734	0	94734	0	0	0	94734	0	94734
GERMANY	1	0	1	19499	0	19499	0	0	0	19499	0	19499
GREECE	8	0	8	137630	0	137630	0	0	0	137630	0	137630
HONG KONG	99	6	105	1645494	71378	1716872	53846	0	53846	1699340	71378	1770718
INDIA	189	117	306	3398669	1262430	4661099	0	310516	310516	3398669	1572946	4971615
INDONESIA	10	0	10	153233	0	153233	11287	0	11287	164520	0	164520
KOREA, REP. OF	1	0	1	19976	0	19976	0	0	0	19976	0	19976
KUWAIT	23	0	23	391251	0	391251	0	0	0	391251	0	391251
LIBERIA	332	11	343	6302021	183728	6485749	316242	0	316242	6618263	183728	6801991
MALTA	44	4	48	745062	8847	753909	6282	3897	10179	751344	12744	764088
MARSHALL ISLAND	252	6	258	3829480	259019	4088499	104698	0	104698	3934178	259019	4193197
NETHERLANDS	1	0	1	0	0	0	19161	0	19161	19161	0	19161
NORWAY	8	0	8	148256	0	148256	10413	0	10413	158669	0	158669
PALAU	19	0	19	336992	0	336992	0	0	0	336992	0	336992
PANAMA	417	34	451	6969472	1239995	8209467	291484	23784	315268	7260956	1263779	8524735
PHILIPPINES	11	0	11	99034	0	99034	91955	0	91955	190989	0	190989
PORTUGAL	15	0	15	219265	0	219265	29795	0	29795	249060	0	249060
SAUDI ARABIA	6	0	6	99877	0	99877	0	0	0	99877	0	99877
SINGAPORE	130	45	175	3099624	0	3099624	327070	0	327070	3426694	0	3426694
SOUTH KOREA	52	2	54	917820	126117	1043937	31401	0	31401	949221	126117	1075338
ST. KITTS-NEVIS-ANGUILLA	6	0	6	99417	0	99417	0	0	0	99417	0	99417
ST. VINCENT	2	0	2	31655	0	31655	6836	0	6836	38491	0	38491
SWITZERLAND	3	0	3	84671	0	84671	0	0	0	84671	0	84671
THAILAND	17	0	17	295681	0	295681	0	0	0	295681	0	295681
TURKEY	1	0	1	22611	0	22611	0	0	0	22611	0	22611
TUVALU	7	0	7	120280	0	120280	0	0	0	120280	0	120280
UNITED KINGDOM	6	0	6	99502	0	99502	0	0	0	99502	0	99502
VIETNAM S. REP. OF	36	1	37	719079	9014	728093	0	10662	10662	719079	19676	738755
TOTAL	1858	234	2092	32746446	3221043	35967489	1447396	348859	1796255	34193842	3569902	37763744

*Figures based on sailing vessels.

TABLE-IV

DISTRIBUTION OF EXPORT CARGO ACCORDING TO THE DESTINATION DURING THE YEAR 2024-2025

A. KOLKATA DOCK SYSTEM:																			(In tonnes)	
Commodity	Indian Coastal Ports	Indian Coastal Ports (Transhipping at Calcutta)	Bangladesh	Sri Lanka	Myanmar	Japan	China	Far East S.E. Asia	Middle East and Other Asian Countries	U.K. / Continent	Germany	Other European Countries	C.I.S.	Canada	U.S.A.	Other American Countries	African Countries	Australia & New Zealand	Total	
1	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	
(i) Liquid Bulk (LB)																				
POL (Product)	71399	0	1	12	0	0	0	512	0	0	0	0	0	0	0	0	0	0	71924	
Sub Total of LB	71399	0	1	12	0	0	0	512	0	0	0	0	0	0	0	0	0	0	71924	
(ii) Dry Bulk (DB)																				
Sand	2443	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2443	
Coking Coal	0	0	3733	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3733	
Other Coal / Coke	0	0	24131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24131	
Fly Ash	0	0	1256303	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1256303	
Sub Total of DB	2443	0	1284167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1286610	
(iii) Break Bulk (BB)																				
Iron & Steel (Including Steel Scrap)	23479	2896	2211	0	0	0	284	0	0	0	0	0	0	0	0	0	0	0	28870	
Sponge Iron	0	0	18177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18177	
Machinery	0	0	149	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	179	
Coal Tar Pitch	0	0	0	0	0	0	0	24574	0	0	0	0	0	0	0	0	0	0	24574	
Project Cargo	0	0	0	0	0	0	0	0	482	0	0	0	0	0	0	0	0	0	482	
Rice	80	0	104907	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104987	
Wagon	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Roro	532	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	532	
Other General Cargo(Including IVW Traffic)	4195	0	1102	0	0	0	0	5331	5732	0	0	0	0	0	0	0	0	0	16360	
Sub Total of BB	28286	2896	126546	0	0	0	284	29935	6214	0	0	0	0	0	0	0	0	0	200639	
(iv) Container	467598	26836	73694	412672	11706	84703	236048	1419199	373110	76500	54369	313698	37324	43037	397059	137762	297592	56194	4519202	
TOTAL EXPORT	569826	29732	1484408	412684	11706	84703	236332	1449646	379324	76500	54369	313698	37324	43037	397059	137762	304070	56194	6078375	
	(0)	(1414)	(28433)	(13367)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(43214)	

LEGEND:

IF: INDIAN FLAG

FF: FOREIGN FLAG

Note:- Figures in brackets indicate transhipment traffic, which have been included in figures outside brackets.

TABLE-IV (CONTD.)

DISTRIBUTION OF EXPORT OVERSEAS CARGO ACCORDING TO DESTINATION IN 2024-25

COMMODITY																				
(Fig. in Tonnes)																				
SL.No	Name of Country	POL(Products)	MTBE	Butadiene	Benzene	Coal Tar Pitch	Liquid bulk	Iron Ore	Fly- Ash Jetty	IWAI TRAFFIC	Other Dry Bulk Cargo	Dry Bulk	Steel	Project Cargo	Rice	Sugar	Other Break Bulk	Break Bulk	Contr	Grand Total
1	Bangladesh	25880	13663	0	0	0	37443	0	122915	1565395	0	1688310	450	183	67083	0	0	67716	2874	1796343
2	China	0	0	2992	6268	0	9260	457608	0	0	0	457608	0	0	0	0	0	0	121144	588012
3	Indonesia	0	0	2970	8909	0	11879	0	0	0	0	0	0	0	0	0	0	0	0	11879
4	Libya	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34222	0	24222	0	24222
5	Malaysia	17263	2843	29165	12260	0	61651	0	0	0	0	0	0	0	0	0	0	0	71685	133356
6	Myanmar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	234
7	Philippines	0	0	0	0	0	0	0	0	0	0	0	0	0	15802	0	0	15802	0	15802
8	Singapore	137764	40031	0	33537	0	210732	0	0	0	0	0	0	505	0	0	0	505	58505	269742
9	South Africa	0	0	14542	0	6161	20703	0	0	0	0	0	0	0	0	0	0	0	0	20703
10	South Korea	0	0	23104	0	0	23104	0	0	0	0	0	0	0	0	0	0	0	0	23104
11	Sri Lanka	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	715167	715167
12	Taiwan	0	0	0	64974	0	64974	0	0	0	0	0	0	0	0	0	0	0	0	64974
13	UAE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69801	69801
14	Unloaded at HDC rail sidings	0	0	0	0	0	0	0	0	0	427670	427670	0	0	0	0	160643	160643	0	588513
Total		178207	56837	72973	125968	6161	439416	457608	122915	1565395	427670	2573588	450	688	82685	24222	160643	268888	1039410	4321852

DISTRIBUTION OF EXPORT COASTAL CARGO ACCORDING TO DESTINATION IN 2024-25

(In Tonnes)

(in 1 tonnes)

NAME OF INDIAN PORTS(COASTAL)														
SLN o.	CARGO												TOTAL	
		BIHAR	PARADIP	MUMBAI	ENNORE	MUNDRA	CHENNAI	PORT BLAIR	KAKINADA	KRISHNAPA TNAM	VIZAG	BUDGE BUDGE		UNLOADED AT HDC RAIL SIDINGS
1	POL PRODUCT	0	96474	73933			290731	76248	0	0	3137	0	118682	659205
2	CDSBO	0	0	0	0	0	0	0	0	0	0	70644	0	70644
3	BITUMEN	0	0	0	0	0	0	0	12185	0	0	0	0	12185
4	THERMAL COAL	0	112369	0	30000	0	0	0	0	173752	0	0	0	316121
5	CNTR	0	10092	0	0	6152	137660	0	7618	0	29304	0	52466	243292
	TOTAL	0	218935	73933	30000	6152	428391	76248	19803	173752	32441	70644	171148	1301447

(In Tonnes)

Commodity	Indian Coastal Ports	STS transshipment Cargo	Indian Coastal Ports transshipment Cargo	Bangladesh	Sri Lanka	Myanmar	Japan	China	Far East/ S.E. Asia	Middle East and Other Asian Countries	U.K./ Continent	Germany	Other European Countries	C.I.S. TOTAL	U.S.A.	Canada	Other American Countries	African Countries (TOTAL)	Australia & New Zealand	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(i) Liquid Bulk (LB)																				
POL (Product)	175792	0	14506	0	0	0	0	2591	32690	114929	0	0	0	0	0	0	0	0	0	340508
Vegetable Oil	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(25877)	(94996)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(120873)
Other Liquid	0	0	0	0	0	0	0	0	367548	0	0	0	0	0	0	0	0	0	0	367548
Propane	0	36368	0	0	0	0	0	0	76761	22380	0	0	0	0	0	0	0	0	0	99141
Butane	(0)	(36368)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(36368)
Sub Total of LB	175792	77160	14506	0	0	0	0	2591	476999	137309	0	0	0	0	0	0	0	0	0	40792
	(0)	(77160)	(0)	(0)	(0)	(0)	(0)	(0)	(25877)	(94996)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(198033)
(ii) Dry Bulk (DB)																				
Rock Phosphate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12100	0	12100
Sulphur	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	11000	0	0	0	0	0	0	0	11000	0	11000
Limestone	0	0	0	0	0	0	0	0	0	256795	0	0	0	0	0	0	0	0	0	256795
Steam /Other / Non Coking Coal	0	0	210100	0	0	0	0	0	123138	0	0	0	0	0	44243	0	0	0	199490	576971
	(0)	(0)	(183100)	(0)	(0)	(0)	(0)	(0)	(123138)	(0)	(0)	(0)	(0)	(0)	(44243)	(0)	(0)	(0)	(199490)	(549971)
Petroleum Coke	0	0	0	0	0	0	0	0	0	13800	0	0	0	0	5065	0	0	0	18665	0
Metallurgical Coke	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(13800)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(13800)
Coking Coal	0	0	231168	0	0	0	0	0	39250	0	0	0	0	0	0	0	0	0	0	18445
Calcite chips	(0)	(0)	(231168)	(0)	(0)	(0)	(0)	(0)	(39250)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(18445)
Gypsum	0	0	0	0	0	0	0	0	8200	227282	0	0	0	0	25120	0	0	0	329324	625162
Manganese Ore	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(149814)	(0)	(0)	(0)	(0)	(25120)	(0)	(0)	(0)	(329324)	(625162)
Other	24816	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210035	0	33500
	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(210035)	(0)	(13500)
Sub Total of DB	24816	0	441268	0	0	0	0	0	170888	508877	0	33500	18445	25120	49308	0	0	222135	528814	2023171
	(0)	(0)	(414268)	(0)	(0)	(0)	(0)	(0)	(162688)	(397679)	(0)	(13500)	(18445)	(25120)	(44243)	(0)	(0)	(222135)	(528814)	(1826892)
(iii) Break Bulk (BB)																				
Pulses/ Peas	0	0	0	0	0	3742	0	0	0	0	0	0	89539	161251	0	430763	0	0	443877	1131172
Fertilizer	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(89539)	(161251)	(0)	(156341)	(0)	(0)	(175197)	(582228)
Iron & Steel (including pipe & steel scrap)	0	0	0	0	0	0	0	145000	174336	208304	0	0	0	0	0	0	0	0	0	57640
Machinery	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(145000)	(43060)	(77028)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(265088)
Project Cargo	0	0	0	0	0	0	0	28347	0	0	0	0	0	0	0	0	0	0	0	28347
RoRo	0	0	0	8	0	0	1715	46566	0	0	0	9	0	0	0	0	0	0	0	48298
Mazoe	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)
Timber / Logs	0	0	0	0	0	0	0	0	107764	0	0	0	0	0	0	0	0	0	0	108139
Other General Cargo(Including IVW Traffic)	58544	0	532	518	0	0	0	0	87340	0	0	0	0	0	0	0	0	0	0	163864
Sub Total of BB	59024	0	532	526	0	82266	1715	420681	2852	208304	0	9	89539	161694	0	430763	0	0	443877	2269130
	(0)	(0)	(0)	(0)	(0)	(39695)	(0)	(145375)	(94228)	(77028)	(0)	(0)	(89539)	(161251)	(0)	(156341)	(0)	(0)	(175197)	(938854)
(w) Container	512091	0	113600	13180	520062	71445	13060	923048	1958750	248189	33749	44367	386874	74594	65352	59234	102088	137276	204272	5385930
	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(0)	(19112)
TOTAL IMPORT	771723	77160	569905	13706	520062	153711	119775	1346320	2976338	1102879	33749	77876	294458	261408	114660	489997	102088	359411	1176963	10562588
	(0)	(77160)	(414268)	(0)	(19112)	(39695)	(0)	(145375)	(282993)	(568703)	(0)	(13500)	(107984)	(186371)	(44243)	(156341)	(0)	(222135)	(704011)	(2983891)

LEGEND:

IF INDIAN FLAG

FF FOREIGN FLAG

Note - Figures in brackets indicate transshipment traffic, which have been included in figures outside brackets

TABLE-V (CONTD.)

DISTRIBUTION OF IMPORT COASTAL CARGO TO ORIGIN REGIONWISE IN 2024-25

B. HALDIA DOCK COMPLEX

(In Tonnes)

Sl. No.	CARGO	NAME OF INDIAN PORTS(COASTAL)									
		CHENNAI	KAKINADA	MUNDRA	COCHIN	MUMBAI	PARADIP	VIZAG	SIKKA	Loaded from HDC rail sidings	TOTAL
	Liquid Bulk (A)										
1	POL PRODUCT	0	0	0	757151	50619	584535	172082	417669	110096	2092152
2	Paraxylene	0	0	0	0	0	0	0	22718	0	22718 *
3	Bitumen	0	0	0	0	0	0	197260	0	0	197260
4	Caustic Soda	0	0	0	0	0	0	0	0	0	0
5	Low Sulphur Heavy Stock	0	0	0	0	9897	0	0	0	0	9897
	Total of A	0	0	0	757151	60516	584535	369342	440387	110096	2322027
	Dry Bulk (B)										
1	C.COAL	0	0	0	0	0	80275	0	0	0	80275
2	Non Coking Coal	0	0	0	0	0	9640	55470	0	0	65110
3	Mangancse Ore	0	0	0	0	0	0	113500	0	0	113500
	Total of B	0	0	0	0	0	89915	168970	0	0	258885
	CONTAINER(Tonnes)	213503	9693	13120	0	0	17486	34971	0	10972	299745
	GRAND TOTAL	213503	9693	13120	757151	60516	691936	573283	440387	121068	2880657

NUMBER AND TYPE OF CONTAINERS HANDLED DURING THE YEAR 2024-2025

[illegible]

NUMBER AND TYPE OF CONTAINER HANDLED IN THE YEAR 2024-25

(In TEUs)

B. HALDIA DOCK COMPLEX

	TYPE	20 FT			40 FT			OTHER			TOTAL (In TEUs)		
		Normal	Reefer	Total	Normal	Reefer	Total	Normal	Reefer	Total	Normal	Reefer	Total
A. IMPORT :	FCL	41214	4	41218	25051	196	25247	0	0	0	66265	200	66465
	LCL	0	0	0	0	0	0	0	0	0	0	0	0
	EMPTY	2792	0	2792	190	0	190	0	0	0	2982	0	2982
	TOTAL	44006	4	44010	25241	196	25437	0	0	0	69247	200	94884
B. EXPORT	FCL	34473	0	34473	9076	105	9181	0	0	0	43549	105	52835
	LCL	0	0	0	0	0	0	0	0	0	0	0	0
	EMPTY	11139	0	11139	12938	0	12938	0	0	0	24077	0	37015
	TOTAL	45612	0	45612	22014	105	22119	0	0	0	67626	105	89850
C. GRAND TOTAL (A +B)		89618	4	89622	47255	301	47556	0	0	0	136873	305	184734
D. TRANSHIPMENT :	LOADED	0	0	0	0	0	0	0	0	0	0	0	0
	EMPTY	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
E.(a) ICD AMINGAON CONTAINER :													
	MOVED IN	0	0	0	0	0	0	0	0	0	0	0	0
	MOVED OUT	0	0	0	0	0	0	0	0	0	0	0	0
E.(b) OTHER ICD CONTAINER() :													
	MOVED IN *	6198	0	6198	3777	0	3777	0	0	0	9975	0	13752
	MOVED OUT*	10111	0	10111	3213	0	3213	0	0	0	13324	0	16537
E.(c) NON-ICD CONTAINERS :													
	MOVED IN *	11622	0	11622	43	0	43	0	0	0	11665	0	11708
	MOVED OUT *	9498	0	9498	0	0	0	0	0	0	9498	0	9498
TOTAL:E(a)+E(b)+E(c)		37429	0	37429	7033	0	7033	0	0	0	44462	0	51495

TABLE-VII**NUMBER AND SIZE OF SHIPS THAT LEFT THE PORT DURING THE YEAR 2024-2025****A. KOLKATA DOCK SYSTEM:**

(In Tonnes)

CATEGORY OF SHIPS	NUMBER	SIZE		
		NRT	GRT	DWT
A. SHIPS FOR CARGO OPERATION				
1. CONTAINER				
Cellular	672	3179477	6782318	8667596
Combination*	0	0	0	0
2. BREAK BULK				
Exclusively Cargo Vessels	168	1028026	1954770	3008355
Passenger-cum-Cargo Vessels	2	4097	13657	2176
SUB-TOTAL FOR BREAK BULK	170	1032123	1968427	3010531
3. DRY BULK				
Conventional	77	1836906	3028447	5482945
4. LIQUID BULK				
POL(Product)	43	225764	460615	749296
Vegetable Oil	46	181607	386202	602821
Other Liquid Cargo	28	144329	331136	445058
SUB-TOTAL FOR LIQUID BULK	117	551700	1177953	1797175
5. LASH	0	0	0	0
6. RO-RO	0	0	0	0
TOTAL OF SHIPS FOR CARGO OPERATION	1036	6600206	12957145	18958247
B. PASSENGER CARRIERS				
(Non-Cargo)	0	0	0	0
C. OTHERS	2	4654	11091	14441
GRAND TOTAL (A+B+C)	1038	6604860	12968236	18972688

* Included in item 2.

TABLE-VII (CONTD.)**NUMBER AND SIZE OF SHIPS THAT LEFT THE PORT DURING THE YEAR 2024-2025**

(In Tonnes)

HALDIA DOCK COMPLEX

CATEGORY OF SHIPS	Number	S I Z E		
		NRT	GRT	DWT
SHIPS FOR CARGO OPERATION :				
1. Container (Cellular)	312	1916705	4141713	5316308
2. Break Bulk	25	269098	491249	810127
3. Dry Bulk				
a) Conventional	625	14352895	23580027	42919917
b) Mechanical	90	2336038	3724645	6979163
SUB TOTAL :	715	16688933	27304672	49899080
4. Liquid Bulk :				
a) Crude	1	21409	38832	70347
b) POL Products	218	2386822	5321297	8776594
c) Chemical	307	1526229	3305625	4986831
d) Edible Oil	264	1807849	3973944	6317223
e) Others	250	4082482	11845702	12929353
-(common)	0	0	0	0
SUB TOTAL :	1040	9824791	24485400	33080348
PASSENGER CARRIERS :	0	0	0	0
OTHERS	0	0	0	0
Total	2092	28699527	56423034	89105863
-(common)	0	0	0	0
GRAND TOTAL(NET) :	2092	28699527	56423034	89105863

NOTE :

Lash vessels are excluded.

Volume of traffic handled at Barge Jetty is excluded.

Figures based on vessels sailed.

TABLE-VIII

PERFORMANCE OF CARGO SHIPS DURING 2024-2025

A. KOLKATA DOCK SYSTEM:

Description	Liquid Bulk	Dry Bulk		Container	Break Bulk		Total	
		Mechanised	Conventional		Including Passenger-cum-Cargo Vessels	Excluding Passenger-cum-Cargo Vessels	Including Passenger-cum-Cargo Vessels	Excluding Passenger-cum-Cargo Vessels
*Number of Ships sailed after Cargo Operation	110	0	3	672	124	122	909	907
Cargo handled by Ships (In tonnes)	522133	0	11566	8759686	537321	537064	9830706	9830449
				(574306 TEUs)				
Average Turn-Round Time (In Hrs.)	44.16	0	116.16	77.87	135.09	135.92	81.73	81.72
Average Turn-Round Time on Port a/c (In Hrs.)	22.61	0	56.56	55.05	78.56	79.51	54.34	54.41
Average Pre-Berthing Time (In Hrs.)	0.19	0	1.52	14.54	2.13	2.17	11.07	11.09
Average Pre-Berthing Time on Port a/c (In Hrs.)	0.00	0.00	1.52	4.50	1.07	1.08	3.48	3.48
Average Stay at Berth (In Hrs.)	26.22	0	61.52	48.14	113.16	114.02	54.40	54.39
Average Working Time (In Hrs.)	20.54	0	50.08	44.35	72.91	73.84	45.39	45.45
Average Non-Working Time at Working Berth (In Hrs.)	5.67	0	11.44	3.79	40.25	40.18	9.02	8.94
Average Parcel Size (In tonnes)	4747	0	3855	13035	4333	4402	10815	10838
				(855 TEUs)				
Average Output per Ship-day (In tonnes)	4345	0	1504	6499	919	927	4771	4783
				(426 TEUs)				
Percentage of Non-Working Time at Working Berth to Total Time at Working Berth	21.64	0	18.60	7.87	35.57	35.24	16.57	16.43

* Excludes vessels engaged in lighterage operation at Anchorages

TABLE-VIII (CONTD.)

PERFORMANCE OF SHIPS IN 2024-25

B. HALDIA DOCK COMPLEX

Sl. No.	Description	Liquid Bulk	Dry Bulk (Mech.)	Dry Bulk (Conv.)	Break Bulk	Container (Cellular)	Total
1	No. of ships sailed (in Nos.)	1040	90	625	25	312	2092
2	Cargo handled (in tonnes)	14352760	2791863	17292197	319073	3007851	37763744
3	Average parcel size (in tonnes)	13801	31021	27668	12763	9641	18052
4	Average output per ship per day (in tonnes)	10659	15406	17792	6111	10552	13311
5	Average turn round time (in days)	1.81	2.84	2.30	2.62	1.42	1.95
6	Average pre-berthing time (in days)	0.01	0.00	0.02	0.00	0.02	0.01
7	Average stay at berth (in days)	1.60	2.41	1.86	2.16	1.11	1.65
8	Average stay at working berth (in days)	1.29	2.01	1.56	2.09	0.91	1.36
9	Average working time (in days)	1.18	1.91	1.44	1.93	0.83	1.24
10	Average non-working time (in days)	0.12	0.11	0.12	0.16	0.08	0.11
11	Average idle time (in days)	0.43	0.50	0.42	0.23	0.28	0.40
12	Percentage of non-working time at working time	9.14	5.31	7.42	7.62	8.79	8.24
13	Percentage of idle time at stay at berth	26.63	20.83	22.71	10.52	24.87	24.52

NOTE :

Lash vessels are excluded.

Volume of traffic handled at Barge Jetty is excluded.

Figures based on sailing vessels only.

TABLE- IX

DISTRIBUTION OF PRE-BERTHING DELAY ACCORDING TO REASONS IN 2024-2025

A. KOLKATA DOCK SYSTEM:

(Figure in Days)

Category of Ships	Number of Vessels which left the Port after Cargo Operation (Overall)	Number of Vessels which left the Port after Cargo Operation (Excl. Anch.)	Number of Vessels which suffered Pre-Berthing Detention (Excl. Anch.)	PORT ACCOUNT			NON-PORT ACCOUNT										Grand Total (Col.4 + Col.16)
				Waiting for Working Berth	Want of Tug	No Suitable Berth Vacant	Total Port Account	Time spent at Non-Working Berth	Escaped	Draft Restriction	Cargo Not Ready	Agent's Option	Priority Berthing	Others	Total Non-Port Account		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Liquid Bulk	117	110	1	0	0	0.85	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	
Dry Bulk	77	3	1	0.19	0	0.00	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	
Container	672	672	382	54.12	0.02	71.78	125.92	213.48	13.97	1.51	0.02	48.16	2.47	1.52	281.13	407.05	
Break Bulk	170	124	11	0	0	5.51	5.51	3.78	1.74	0.00	0.00	0.00	0.00	0.00	5.52	11.03	
Total:	1036	909	395	54.31	0.02	78.14	132.47	217.26	15.71	1.51	0.02	48.16	2.47	1.52	286.65	419.12	

TABLE-IX (CONTD.)

DISTRIBUTION OF PRE-BERTHING DETENTION ACCORDING TO REASON IN 2024-2025

B. HALDIA DOCK COMPLEX

(IN DAYS)

SL.N O.	DESCRIPTION	LIQUID BULK	DRY BULK (Mech)	DRY BULK (Conv)	BREAK BULK	CONTAINER (Cellular)	TOTAL
A	NO. OF SHIPS SAILED	1040	90	625	25	312	2092
B	REASON OF PRE-BERTHING DETENTION						
	PORT ACCOUNT						
1	Non availability of Working Berth as the berth is occupied by another working vessel	0.10	0.00	0.00	0.00	1.36	1.46
2	Want of Pilot	0.00	0.00	0.00	0.00	0.00	0.00
3	Non availability of Berth as all other berth fully occupied	0.00	0.00	0.00	0.00	0.00	0.00
4	Non availability of working berth for any other reason	0.00	0.00	0.00	0.00	0.00	0.00
5	Non availability of mooring dolphin as it is occupied	0.00	0.00	0.00	0.00	0.00	0.00
6	Others	0.00	0.00	0.00	0.00	0.00	0.00
	Total Port Account	0.10	0.00	0.00	0.00	1.36	1.46
	NON-PORT ACCOUNT						
1	Late for Tide	0.00	0.00	0.00	0.00	0.00	0.00
2	Agent's Option	9.17	0.27	9.73	0.00	4.71	23.88
3	Neaped	0.00	0.00	0.00	0.00	0.00	0.00
4	Weather Constraints	0.00	0.00	0.00	0.00	0.00	0.00
5	Document not Ready	0.00	0.00	0.00	0.00	0.00	0.00
6	Beakdown of Vessel & Ship's own Account	0.00	0.00	0.00	0.00	0.00	0.00
7	Immediate Berthing	0.00	0.00	0.00	0.00	0.00	0.00
8	Marginal waiting Time, vessel berthed on sameday	0.00	0.00	0.00	0.00	0.00	0.00
9	Waiting for Mother / Daughter Vessel	0.00	0.00	0.00	0.00	0.00	0.00
10	Mid-stream discharge to meet the draft requirement	0.00	0.00	0.00	0.00	0.00	0.00
11	Discharging/Loading in Mid-stream at agents option	0.00	0.00	0.00	0.00	0.00	0.00
12	Other	0.00	0.00	0.00	0.00	0.00	0.00
	Total Non-Port Account	9.17	0.27	9.73	0.00	4.71	23.88
	GRAND TOTAL	9.27	0.27	9.73	0.00	6.07	25.34

TABLE-X

DISTRIBUTION OF IDLE TIME AT WORKING BERTH ACCORDING TO REASONS DURING 2024-2025

(In days)

A. KOLKATA DOCK SYSTEM

Category of Ships	R E A S O N S																	Grand Total (Col. 4+ Col. 17)
	NON-PORT ACCOUNT																	
	Number of Ships which left the Port after Cargo Operation (Overall)	Number of Ships which left the Port after Cargo Operation (Excl. Anch.)	PORT ACCOUNT	Want of Cargo/ Container	Hatch Opening & Other Arrangeme nts	Draft Checking of Ship Gear	Breakdown of Ship Gear	Agent's Option	Holiday/ Recess	Rain	Docume nt Not Ready	Cleaning of Pipeline	Waiting for Shifting Equipment	Non- Availabi ty of Equipme nt	Other Non Port Account Reasons	Sub Total for Non-Port Account (Col. 5 To Col. 16)		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
Liquid Bulk	117	110	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.57	18.80	4.64	0.00	0.00	26.01	26.01	
Dry Bulk	77	3	0.00	0.00	0.74	0.00	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.15	0.00	1.43	1.43	
Container	672	672	50.55	6.01	32.23	0.00	2.04	1.71	0.00	0.33	0.00	0.00	11.08	2.10	0.00	55.50	106.05	
Break Bulk	170	124	0.00	6.54	15.62	2.00	24.72	74.38	37.71	1.33	0.00	0.00	6.48	14.54	24.66	207.98	207.98	
Total:	1036	909	50.6	12.55	48.59	2.00	26.76	76.09	38.25	1.66	2.57	18.80	22.20	16.79	24.66	290.92	341.47	

NOTE: Non-working time of vessels at berth excludes vessels engaged in lightering operation.

TABLE-X (CONTD.)

DISTRIBUTION OF IDLE TIME AT BERTH ACCORDING TO REASONS IN 2024-2025

(in days)

B. HALDIA DOCK COMPLEX

Sl. No.	Description	Liquid Bulk	Dry Bulk (Mech.)	Dry Bulk (Conv.)	Break Bulk	Container (Cellular)	Total
	Port Account :						
1.	Non-availability of Working Berth	0.00	0.00	0.00	0.00	0.00	0.00
2.	Non-availability of Workers	0.00	0.00	0.00	0.00	0.00	0.00
3.	Non-availability of Pilots	0.00	0.00	0.00	0.00	0.00	0.00
4.	Breakdown of mechanical handling system	0.00	0.00	0.00	0.00	0.00	0.00
5.	Breakdown of shore cargo handling equipment	0.00	0.00	0.00	0.00	0.00	0.00
6.	Shutdown of plant for preventive maintenance	0.00	0.00	0.00	0.00	0.00	0.00
7.	Night Navigation	0.00	0.00	0.00	0.00	0.00	0.00
8.	Spillage/Grizzly/Big Lump Clearance	0.00	0.00	0.00	0.00	0.00	0.00
9.	Other Reasons	0.00	0.00	0.00	0.00	0.00	0.00
	Non-Port Account :						
10.	Want of Tide	110.56	11.00	44.00	1.59	21.20	188.35
11.	Hatch/opening/closing etc.	92.50	12.00	35.06	2.30	22.20	164.06
12.	Waiting for sailing instructions	65.00	11.00	32.00	3.20	10.25	121.45
13.	Strike/stoppage/holiday/recess	0.00	0.00	0.00	0.00	0.00	0.00
14.	Want of cargo/containers	0.00	0.00	4.35	0.00	20.80	25.15
15.	Shifting of vessel	0.00	0.00	40.00	1.50	0.00	41.50
16.	Bad weather	0.00	0.00	37.65	0.00	4.38	42.03
17.	Power failure	0.00	0.00	0.90	0.00	2.22	3.12
18.	Breadown of ship's gears/engine failure	0.00	0.00	0.00	0.00	0.00	0.00
19.	Shed Congestion due to non or poor clearance	0.00	0.00	4.26	0.00	0.00	4.26
20.	Non readiness of ship/stoppage at master/agent/others	197.20	11.45	77.02	2.75	17.50	305.92
	Total of Port Account :	0.00	0.00	0.00	0.00	0.00	0.00
	Total of Non-Port Account :	465.26	45.45	275.24	11.34	98.55	895.84
	Grand Total :	465.26	45.45	275.24	11.34	98.55	895.84

TABLE - XI
BERTH OCCUPANCY IN 2024-2025

A. KOLKATA DOCK SYSTEM:

KOLKATA DOCK SYSTEM.						
Sl. No.	Berth	Type of Berth*	No. of days		Percentage of Occupancy (5/4 X 100)	
			Available	Occupied		
1	2	3	4	5	6	
A. Kidderpore Dock (KPD)						
1	1	General Cargo	354	202.92		57.32
2	3	General Cargo	354	76.54		21.62
3	4	General Cargo	354	8.44		2.38
4	5/7	General Cargo	354	128.19	(45)	36.21
5	6	General Cargo	354	47.31	(61)	13.36
6	8	General Cargo	354	242.76	(62)	68.58
7	9	General Cargo	354	224.13	(4)	63.31
8	10	General Cargo	354	348.67	(181)	98.49
9	11	Passenger & Coastal	354	188.50	(78)	53.25
10	12	Coastal	354	95.48	(365)	26.97
11	22	General Cargo	354	346.85	(89)	97.98
12	23	General Cargo	354	314.04		88.71
13	24	General Cargo	354	352.91		99.69
14	25	General Cargo	354	351.00		99.15
15	26	General Cargo	354	287.02		81.08
16	27	General Cargo	354	243.01		68.65
17	28	General Cargo	354	283.45		80.07
18	29	General Cargo	354	222.05		62.73
19	Combined Coal Berths (17& 18 KPD temporary coal berths)		354	13.40	(59)	3.79
Sub total for KPD			6726.00	3976.68	(944)	59.12
B. Netaji Subhas Dock (NSD)						
1	1	General Cargo	363	216.13	(5)	59.54
2	2	General Cargo	363	266.06		73.29
3	3	Container	363	315.41		86.89
4	4	Container	363	305.58		84.18
5	5	Container	363	299.92		82.62
6	#7	Container	149	99.41		66.72
7	8	Container	363	305.80		84.24
8	12	Liquid Bulk	316	171.87	(2)	54.39
9	13	General Cargo	363	224.81	(37)	61.93
10	14	General Cargo	363	211.60	(19)	58.29
Sub total for NSD			3369.00	2416.58	(63.00)	71.73
C. Budge - Budge Jetties						
1	1	Liquid Bulk	316	56.40		17.85
2	2	Liquid Bulk	316	24.68		7.81
3	3	Liquid Bulk	316	0.00	(4)	0.00
4	5	Liquid Bulk	316	59.47		18.82
5	7	Liquid Bulk	316	37.80		11.96
6	8	Liquid Bulk	316	28.61		9.05
Sub total for Budge-Budge			1896.00	206.97	(4)	10.92
Grand Total (A+B+C)			11991.00	6600.22	(1011)	55.04

Note:- # Berth No. 7NSD was commission on 03.11.2024.

- (1) * Berths other than 'Container' and 'Liquid Cargo' berths are generally for 'Break Bulk/ Multipurpose' Cargo.
- (2) Figures in brackets in column 5 indicate the number of days for which berth was occupied by Port owned craft, navy vessels, dredgers etc. The other set of figures in the said column relates to total occupancy of the berth including figures given in brackets under column 5.
- (3) Number of days of berth availability (column 4) excludes the days for which berth was not available for dredging, berth /lock repairing, bore tide restriction, etc.

TABLE - XI(CONTD.)
BERTH OCCUPANCY IN 2024-2025

B. HALDIA DOCK COMPLEX

Sl. No.	Berth No. (Old)	Berth No. (New)	Type of Berth	Number of days		Percentage occupancy
				Available	Occupied	
1	HOJ-I	Berth No. 16 (O)	POL , Liquid Ammonia & Paraxylene	365	271.92	74.50
2	HOJ-II	Berth No. 17 (O)	POL	365	247.04	67.68
3	HOJ-III	Berth No. 18 (O)	POL	365	246.02	67.40
4	Berth No.2	Berth No. 1	General Cargo Berth	365	262.56	71.93
5	*Berth No. 3	Berth No. 2	Multipurpose Berth for handling Dry Bulk mainly Coke, Coal, Ore & Limestone along with POL (Product), and Chemicals.	0	0.00	0.00
6	Berth No. 4	Berth No. 3	Mechanised Berth for handling of Iron Ore	365	205.45	56.29
7	Berth No.4A	Berth No. 4	Mechanised Berth for handling of Coking Coal	365	193.31	52.96
8	Berth No.4B	Berth No. 5	General Cargo Berth	365	225.93	61.90
9	Berth No. 5	Berth No. 6	General and Liquid Cargo Berth	365	163.35	44.75
10	Berth No. 6	Berth No. 7	General and Liquid Cargo Berth	365	205.21	56.22
11	Berth No. 7	Berth No. 8	General and Liquid Cargo Berth	365	179.03	49.05
12	Berth No. 8	Berth No. 9	General Cargo Berth	365	235.30	64.47
13	Berth No. 9	Berth No. 10	General Cargo Berth	365	114.51	31.37
14	Berth No. 10	Berth No. 11	General Cargo-cum-Container Berth	365	174.44	47.79
15	Berth No. 11	Berth No. 12	General Cargo-cum-Container Berth	365	181.00	49.59
16	Berth No. 12	Berth No. 13	General Cargo Berth	365	154.20	42.25
17	Berth No.13	Berth No. 14	General Cargo Berth	365	217.48	59.58
18	**RMF (HOMB)		Edible Oil	365	0.00	0.00
19	OT-II		Liquid Bulk	365	171.75	47.05
	ALL BERTHS :			6570	3448.50	52.49

*The implementation of the PPP project work is in progress at Berth No. 3 .

** Due to Draft constraints and Marine constraints no vessels has been handled at RMF(HOMB).

APPENDIX

APPENDIX - 1 (Contd.)

H2A		H2B		H2C		H2D		H2E		H2F		H2G		H2H		H2I		H2J		H2K		H2L		H2M		H2N		H2O		H2P		H2Q		H2R		H2S		H2T		H2U		H2V		H2W		H2X		H2Y		H2Z		H2AA		H2AB		H2AC		H2AD		H2AE		H2AF		H2AG		H2AH		H2AI		H2AJ		H2AK		H2AL		H2AM		H2AN		H2AO		H2AP		H2AQ		H2AR		H2AS		H2AT		H2AU		H2AV		H2AW		H2AX		H2AY		H2AZ		H2BA		H2BB		H2BC		H2BD		H2BE		H2BF		H2BG		H2BH		H2BI		H2BJ		H2BK		H2BL		H2BM		H2BN		H2BO		H2BP		H2BQ		H2BR		H2BS		H2BT		H2BU		H2BV		H2BW		H2BX		H2BY		H2BZ		H2CA		H2CB		H2CC		H2CD		H2CE		H2CF		H2CG		H2CH		H2CI		H2CJ		H2CK		H2CL		H2CM		H2CN		H2CO		H2CP		H2CQ		H2CR		H2CS		H2CT		H2CU		H2CV		H2CW		H2CX		H2CY		H2CZ		H2DA		H2DB		H2DC		H2DD		H2DE		H2DF		H2DG		H2DH		H2DI		H2DJ		H2DK		H2DL		H2DM		H2DN		H2DO		H2DP		H2DQ		H2DR		H2DS		H2DT		H2DU		H2DV		H2DW		H2DX		H2DY		H2DZ		H2EA		H2EB		H2EC		H2ED		H2EE		H2EF		H2EG		H2EH		H2EI		H2EJ		H2EK		H2EL		H2EM		H2EN		H2EO		H2EP		H2EQ		H2ER		H2ES		H2ET		H2EU		H2EV		H2EW		H2EX		H2EY		H2EZ		H2FA		H2FB		H2FC		H2FD		H2FE		H2FF		H2FG		H2FH		H2FI		H2FJ		H2FK		H2FL		H2FM		H2FN		H2FO		H2FP		H2FQ		H2FR		H2FS		H2FT		H2FU		H2FV		H2FW		H2FX		H2FY		H2FZ		H2GA		H2GB		H2GC		H2GD		H2GE		H2GF		H2GG		H2GH		H2GI		H2GJ		H2GK		H2GL		H2GM		H2GN		H2GO		H2GP		H2GQ		H2GR		H2GS		H2GT		H2GU		H2GV		H2GW		H2GX		H2GY		H2GZ		H2HA		H2HB		H2HC		H2HD		H2HE		H2HF		H2HG		H2HH		H2HI		H2HJ		H2HK		H2HL		H2HM		H2HN		H2HO		H2HP		H2HQ		H2HR		H2HS		H2HT		H2HU		H2HV		H2HW		H2HX		H2HY		H2HZ		H2IA		H2IB		H2IC		H2ID		H2IE		H2IF		H2IG		H2IH		H2IJ		H2IK		H2IL		H2IM		H2IN		H2IO		H2IP		H2IQ		H2IR		H2IS		H2IT		H2IU		H2IV		H2IW		H2IX		H2IY		H2IZ		H2JA		H2JB		H2JC		H2JD		H2JE		H2JF		H2JG		H2JH		H2JI		H2JJ		H2JK		H2JL		H2JM		H2JN		H2JO		H2JP		H2JQ		H2JR		H2JS		H2JT		H2JU		H2JV		H2JW		H2JX		H2JY		H2JZ		H2KA		H2KB		H2KC		H2KD		H2KE		H2KF		H2KG		H2KH		H2KI		H2KJ		H2KL		H2KM		H2KN		H2KO		H2KP		H2KQ		H2KR		H2KS		H2KT		H2KU		H2KV		H2KW		H2KX		H2KY		H2KZ		H2LA		H2LB		H2LC		H2LD		H2LE		H2LF		H2LG		H2LH		H2LI		H2LJ		H2LK		H2LL		H2LM		H2LN		H2LO		H2LP		H2LQ		H2LR		H2LS		H2LT		H2LU		H2LV		H2LW		H2LX		H2LY		H2LZ		H2MA	
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TABLE-XII

AVAILABILITY OF CARGO HANDLING EQUIPMENT DURING 2024-25

A. KOLKATA DOCK SYSTEM:

A. KOLKATA DOCK SYSTEM:																
Sl. No.	Description	Average Fleet Strength	Number of Equipment Required to meet the Traffic Demand (Average) vis-à-vis Number of Equipment Supplied (Average)						Short Supply due to (Percentage)					No. of units Under went major repairs	Remarks	
			1st Shift		2nd Shift		3rd Shift		Absenteesm of Staff	Shortage of Equipmt	Equipmt Break down	Stoppage of work	Others			No. of Units Over- hauled
			Demand	Supply	Demand	Supply	Demand	Supply								
1	Wharf Crane (200T)	1	1	1	1	1	0	0	--	--	--	--	0	1	Though the crane is scheduled to work normally at first shift only, but the crane is to work in other shifts also as per traffic demand during April,2024 to March, 2025.	
2	Mobile Crane	NIL	0	0	0	0	0	0	--	--	--	--	0	0		
3	RTG Crane	1	0	0	0	0	0	0	--	--	--	--	0	0	1 no. 40T R.T.G. Crane is awaiting disposal.	
4	Fork Lift Truck	4	0	0	0	0	0	0	--	--	--	--	0	0	Awaiting for disposal	
5	Tractor	NIL	0	0	0	0	0	0	--	--	--	--	0	0	Port owned Tractors' disposal carried out.	

TABLE-XII (CONTD.)
HALDIA DOCK COMPLEX

AVAILABILITY OF CARGO HANDLING EQUIPMENT FOR THE YEAR 2024-2025

Sl. No.	Description of the equipment	Nos.	Average Traffic Demand	Average supply of Equipment	Number of Unit Overhauled	Number of Units under went Major Repair
1	Rail Mounted Quay Crane	3	2	2	0	0
2	Rubber Tyred Granty Crane	4	4	4	0	0

TABLE- XIII

UTILISATION OF CARGO HANDLING EQUIPMENT FOR THE YEAR 2024-25

A. Kolkata Dock System

Sl. No.	Description	No. of equipment (Average)	Total No. of Hours Available (Gross)	Non-availability due to (Hours)				Available working Hours (Net) [4-(5+6+7+8)]	Actual working time (Hours)	% Availability (9/4x100)	% of Utilization (10/4x100)	% of Utilization (10/9x100)	Reasons for less Utilization
				Overhaul	Holiday and off time	Break-down Hours	Other Reasons						
1	2	3	4	5	6	7	8	9	10	11	12	13	14
1	Wharf Crane (200T)	1	8395	0	0	79	0	8316	560	99.05%	6.67%	6.73%	As per Traffic demand.
2	Mobile Crane	NIL	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	Port owned Mobile Cranes' disposal carried out.
3	R.T.G. Crane	1	0	0	0	0	0	0	0	0	0	0	1 no. 40T R.T.G. Crane is awaiting disposal.
4	Fork Lift Truck	4	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	Awaiting for disposal
5	Tractor	NIL	0	0	0	0	0	0	0	0.00%	0.00%	0.00%	Port owned Tractors' disposal carried out.

TABLE-XIII (CONTD.)
UTILISATION OF CARGO HANDLING EQUIPMENT FOR THE YEAR 2024-25

B. HALDIA DOCK COMPLEX

Sl. No.	Description of the equipment	Nos.	Average Traffic demand	Average supply of equipment	No. of Unit overhauled	No. of Units under went major repair
1	Rail Mounted Quay Crane	3	2	2	0	0
2	Rubber Tyred Granty Crane	4	4	4	0	0

TABLE -XIV
SHORE LABOUR PRODUCTIVITY FOR THE YEAR 2024-2025

Sl. No.	Commodity Group	2024-25			2023-24		
		Total tonnage handled	Total no. of Gang shifts deployed	Output per Gang Shift (Tonnes)	Total tonnage handled	Total no. of Hook shifts deployed	Output per Hook Shift (Tonnes)
1	Metal (Incl. Steel Products)- Iron & Steel, Project Cargo, Machinery	193738	881	220	120481	497	242
2	Bagged Cargo	697184	1452	480	411993	817	504
3	Container (Tonnes)	8944965	5052	1771	9845521	5896	1670
	Container (TEUs)	588050	5052	116	639464	5896	108
4	Foodgrains in bulk	-	-	-	-	-	-
5	Fertiliser in bulk	-	-	-	-	-	-
6	Finished Fertiliser (in bags)	249184	527	473	370815	771	481
7	Fert. Raw Materials	23100	34	679	6200	14	443
8	Thermal Coal	-	-	-	-	-	-
9	Coking Coal	625162	260	2404	61985	43	1442
10	Coal/Coke (Other Coal, & Coke)	557675	306	1822	2253836	1616	1395
11	Iron Ore	-	-	-	-	-	-
12	Other Commodities	1563315	2843	550	1140686	2095	544
	Overall :	12854323	11355	1126	14211517	11749	1210

nce, productivity in terms of Hook-Shift Output has been furnished above.
is no concept of Hook/Gang deployment for Barge Traffic in KIDS.

TABLE -XIV(CONTD.)
SHORE LABOUR PRODUCTIVITY FOR THE YEAR 2024-2025

MPK, HALDIA DOCK COMPLEX:

Sl. No.	Category	Mode of	Manning	Average productivity per	
		Handling	per hook	hook/shift (in Tonnes)	
				Current Year	Previous Year
1	Fertilizer (F)	Grab	5	1822	2111
2	Rock Phosphate	Grab	5	1851	1307
3	Sulphur	Grab	7	1830	1310
4	Steel	Sling	11	1349	1354
5	Coking Coal	Grab	5	2695	2496
6	Met. Coke	Grab	5	2383	2254
7	Lime Stone	Grab	5	2705	2577
8	Iron Ore	Grab	5	1159	1467
9	Manganese Ore	Grab	5	2064	1746
10	Non Coking Coal	Grab	5	2901	2714
11	Rice	Sling	11	140	-
12	Sugar	Sling	11	75	152
13	Purified Terephthalic Acid (Bags)	Sling	11	320	-
14	Others (P.Cargo)	Sling	11	107	80
15	Container	Spreader	8	-	-
		RMQC	4	98 TEUs	102 TEUs

TABLE -XV
PRODUCTIVITY OF DOCK LABOUR BOARD 2024-2025

SMPK, KOLKATA DOCK SYSTEM:

Commodities I	No. of Hooks Worked II	Hook Hours Worked III	Effective Hook Hours Worked IV	Man Hours Worked V	Effective Man Hours Worked VI	Tonnage Handled VII	Average Productivity (Tonnes)				
							Per Hook VIII	Per Hook Hour IX	Per Effective Hook Hour X	Per Man Hour XI	Per Effective Can Hour XII
1. Break Bulk, A) Bagged Cargo b) Metals, Iron & Steel and Machinery C) Log	783	6264	5872.5	144072	135067.5	182999	233.72	29.21	31.16	1.27	1.35
	1148	9184	8610	211232	198030	270673	235.78	29.47	31.44	1.28	1.37
	66	528	495	12144	11385	11832	179.27	22.41	23.90	0.97	1.04
	88	704	660	16192	15180	4467	50.76	6.35	6.77	0.28	0.29
2. Dry Bulk a) Bulk Cargo	152	1216	1140	27968	26220	39694	261.14	32.64	34.82	1.42	1.51
3. Container	5826	46608	43695	1071984	1004985	5709142	979.94	122.49	130.66	5.33	5.68

N o. of Containers: 20 Loaded 236224 20' Empty 43094
40 Loaded = 124956 40' Empty 26815

TABLE-XVI

CONTAINERISED CARGO AND TARE WEIGHT OF CONTAINERS IN 2024-2025

A. KOLKATA DOCK SYSTEM:

(In Tonnes)

	Container Cargo Weight	Tare Weight	Total
	1	2	3 (1+2)
Import	4730010	655920	5385930
Export	3875727	643475	4519202
Total	8605737	1299395	9905132

TABLE - XVI (CONTD.)

CONTAINERISED CARGO AND TARE WEIGHT OF CONTAINERS IN 2024-2025

B. HALDIA DOCK COMPLEX

(In Tonnes)

	Container Cargo Weight	Tare Weight	Total
	1	2	3 (1+2)
Import	1743088	188912	1932000
Export	1101998	180703	1282701
Total	2845086	369615	3214701

TABLE - XVII

COMMODITY-WISE EXPORT CARGO RECEIVED BY DIFFERENT MODES OF TRANSPORT DURING 2024-25

A. KOLKATA DOCK SYSTEM:

(In Tonnes)

Sl. No.	Commodity	Received by Rail		Received by Road		Received by Inland Water Transport		Received through Pipeline		Total	
		Tonnage	%	Tonnage	%	Tonnage	%	Tonnage	%	Tonnage	%
1	POL (Product)	0	0%	0	0%	0	0%	71924	100%	71924	100%
2	Container	539499	11.94%	3966337	88%	13367	0.30%	0	0%	4519203	100%
3	(TEUs)	(17143)	5.61%	(287583)	94%	(868)	0.28%	(0)	0%	(305594)	100%
4	Iron & Steel Product	2625	6%	43008	91%	1414	3%	0	0%	47047	100%
5	Other Coal / Coke	3780	14%	24084	86%	0	0%	0	0%	27864	100%
6	Coal Tar Pitch	0	0%	24574	100%	0	0%	0	0%	24574	100%
7	Roro	0	0%	532	100%	0	0%	0	0%	532	100%
8	Wagon	0	0%	6478	100%	0	0%	0	0%	6478	100%
9	Rice	0	0%	76554	73%	28433	27%	0	0%	104987	100%
10	Project Cargo	0	0%	482	100%	0	0%	0	0%	482	100%
11	Machinery	0	0%	179	100%	0	0%	0	0%	179	100%
12	Fly Ash	0	0%	1256303	100%	0	0%	0	0%	1256303	100%
13	Sand	0	0%	2443	100%	0	0%	0	0%	2443	100%
14	General Export	9188	70%	4018	30%	0	0%	0	0%	13206	100%
15	IVW Traffic	0	0%	3153	100%	0	0%	0	0%	3153	100%
	Total Export	555092	9.13%	5408145	88.97%	43214	0.71%	71924	1.18%	6078375	100%

* Domestic Rail Handling (container tonnes & TEUs) incorporated

TABLE-XVII (CONTD.)

COMMODITY-WISE EXPORT CARGO RECEIVED BY DIFFERENT MODE OF TRANSPORT DURING 2024-25

B. HALDIA DOCK COMPLEX

(In Tonnes)

COMMODITY	TOTAL EXPORT (TONNES)	BY RAIL		BY ROAD		BY I.W.T		BY PIPELINE		TOTAL RECEIVED	
		TONNAGE	%	TONNAGE	%	TONNAGE	%	TONNAGE	%	TONNAGE	%
POL PRODUCTS	837212	0	0.00	0	0.00	0	0.00	837212	14.89	837212	14.89
MTBE	56837	0	0.00	0	0.00	0	0.00	56837	1.01	56837	1.01
BUTADIENE	72973	0	0.00	0	0.00	0	0.00	72973	1.30	72973	1.30
BENZENE	125968	0	0.00	0	0.00	0	0.00	125968	2.24	125968	2.24
BITUMEN OIL	12185	0	0.00	0	0.00	0	0.00	12185	0.22	12185	0.22
SOYA OIL	70644	0	0.00	0	0.00	70644	1.26	0	0.00	70644	1.26
COAL TAR PITCH	6161	0	0.00	0	0.00	0	0.00	6161	0.11	6161	0.11
THERMAL COAL	316122	316122	0.00	0	0.00	0	0.00	0	0.00	316122	5.62
IRON ORE	457608	120750	2.15	336858	5.99	0	0.00	0	0.00	457608	8.14
STEEL	450	450	0.01	0	0.00	0	0.00	0	0.00	450	0.01
P. CARGO	357	0	0	174	0.00	183	0.00	0	0.00	357	0.01
RICE	83395	0	0	83395	1.48	0	0.00	0	0.00	83395	1.48
SUGAR	24223	0	0.00	24223	0.43	0	0.00	0	0.00	24223	0.43
CONTAINER	1282701	157263	2.80	1125438	20.01	0	0.00	0	0.00	1282701	22.81
OTHER DRY BULY	427670	427670	7.61	0	0.00	0	0.00	0	0.00	427670	7.61
OTHER BREAK BULY	160463	160463	2.85	0	0.00	0	0.00	0	0.00	160463	2.85
IWAI - FLY ASH	1565395	0	0.00	0	0.00	1565395	27.84	0	0.00	1565395	27.84
FLY-ASH JETTY	122915	0	0.00	0	0.00	122915	2.19	0	0.00	122915	2.19
TOTAL	5623279	1182718	21.03	1570088	27.92	1759137	31.28	1111336	19.76	5623279	100.00

COMMODITY-WISE IMPORT CARGO DESPATCHED BY DIFFERENT MODES OF TRANSPORT FROM THE PORT DURING 2024-25									
A. KOLKATA DOCK SYSTEM									
Sl. No.	Commodity	Despatched by Rail		Despatched by Road		Despatched by Inland Water		Despatched through Pipeline	
		Tonnage	%	Tonnage	%	Tonnage	%	Tonnage	%
1	POI (Product)	0	0.00%	0	0.00%	120873	33.50%	219635	64.50%
2	Vegetable Oil	0	0.00%	0	0.00%	0	0.00%	367548	100.00%
3	Other Liquid (including Propane & Butane)	0	0.00%	0	0.00%	77160	43.77%	99141	56.23%
4	Container	1010375	18.76%	4156447	80.89%	19112	0.33%	5385929	100%
5	Crude Oil	(32466)	10.33%	(280564)	82.28%	(1243)	0.07%	(314381)	100%
6	Re-Ro	0	0.00%	105	100.00%	0	0.00%	105	100%
7	Iron & Steel	0	0.00%	137944	98.65%	375	0.35%	53964	100%
8	Project Cargo	0	0.00%	247364	100.00%	0	0.00%	108139	100%
9	Pipes & Tubes	0	0.00%	247364	100.00%	0	0.00%	2401	100%
10	Mineral	25625	10.88%	75653	46.17%	88211	53.83%	163864	100%
11	Copra	0	0.00%	60943	25.50%	149814	63.62%	233482	100%
12	Starch	0	0.00%	48598	100.00%	0	0.00%	48598	100%
13	Starch	1313	0.12%	547531	44.40%	0	0.00%	113172	100%
14	Raw Materials for Particular	0	0.00%	55677	10.55%	562328	51.48%	0	0.00%
15	Raw Materials for Particular	236475	39.21%	0	0.00%	23100	100.00%	23100	100%
16	Raw Materials for Particular	0	0.00%	0	0.00%	265088	50.24%	0	0.00%
17	Raw Materials for Particular	0	0.00%	18445	100.00%	0	0.00%	18445	100%
18	Metallurgical Coke	0	0.00%	5065	26.85%	13800	73.15%	18865	100%
19	Petroleum Coke	0	0.00%	0	0.00%	549971	93.33%	0	0.00%
20	Other Coal/Steam Coal	15660	2.71%	11340	1.97%	625162	100.00%	0	0.00%
21	Coking Coal	0	0.00%	0	0.00%	210035	100.00%	0	0.00%
22	Manganese Ore/Slag	7375	2.87%	26555	10.36%	220065	88.87%	0	0.00%
23	Limestone	0	0.00%	20000	59.70%	13500	40.30%	0	0.00%
24	Caliche Chips	0	0.00%	10419	100.00%	0	0.00%	0	0.00%
25	Timber / Logs	77128	28.40%	191564	70.55%	2853	1.05%	0	0.00%
26	General Import	0	0.00%	4401	100.00%	0	0.00%	4401	100%
27	D/W Traffic	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total Import		1344351	12.73%	5549022	83%	2982891	28.24%	686324	6.56%
Total								10962588	100%

* Domestic Rail Handling (Container Import & TCU) Incorporated

TABLE-XVIII (CONTD.)

COMMODITYWISE IMPORT CARGO DESPATCHED BY DIFFERENT MODE OF TRANSPORT DURING 2024-25

B. HALDIA DOCK COMPLEX		(In Tonnes)									
COMMODITY	TOTAL IMPORT (TONNES)	BY RAIL		BY ROAD		BY I.W.T		BY PIPELINE		TOTAL DESPATCHED	
		TONNAGE	%	TONNAGE	%	TONNAGE	%	TONNAGE	%	TONNAGE	%
CRUDE	20927	0	0.00	0	0.00	0	0.00	20927	0.05	20927	0.05
POL PRODUCTS	3371908	0	0.00	0	0.00	0	0.00	3371908	8.09	3371908	8.09
LIQUID AMMONIA	115631	0	0.00	0	0.00	0	0.00	115631	0.28	115631	0.28
LPG	5592416	0	0.00	0	0.00	0	0.00	5592416	13.42	5592416	13.42
PARAXYLENE	796580	0	0.00	0	0.00	0	0.00	796580	1.91	796580	1.91
BENZENE	122126	0	0.00	0	0.00	0	0.00	122126	0.29	122126	0.29
BITUMEN	466511	0	0.00	0	0.00	0	0.00	466511	1.12	466511	1.12
METHYL ALCOHOL	19930	0	0.00	0	0.00	0	0.00	19930	0.05	19930	0.05
PHOSPHORIC ACID	356901	0	0.00	0	0.00	0	0.00	356901	0.86	356901	0.86
CBFS	334876	0	0.00	0	0.00	0	0.00	334876	0.80	334876	0.80
PALM OIL	1399255	0	0.00	0	0.00	0	0.00	1399255	3.36	1399255	3.36
SOYA OIL	1627041	0	0.00	0	0.00	0	0.00	1627041	3.90	1627041	3.90
MEG	106037	0	0.00	0	0.00	0	0.00	106037	0.25	106037	0.25
NITRIC ACID	26610	0	0.00	0	0.00	0	0.00	26610	0.06	26610	0.06
ACETIC ACID	72952	0	0.00	0	0.00	0	0.00	72952	0.18	72952	0.18
VEG OIL	132082	0	0.00	0	0.00	0	0.00	132082	0.32	132082	0.32
LOW SULPHUR HEAVY S	9897	0	0.00	0	0.00	0	0.00	9897	0.02	9897	0.02
OTHER LIQUID	2087	0	0.00	0	0.00	0	0.00	2087	0.01	2087	0.01
COKING COAL	8242308	7782313	18.67	459995	1.10	0	0.00	0	0.00	8242308	19.77
NON-COKING COAL	5591477	412479	0.99	5178998	12.42	0	0.00	0	0.00	5591477	13.41
CALCITE CHIPS	28000	0	0.00	28000	0.07	0	0.00	0	0.00	28000	0.07
MET. COKE	688543	34983	0.08	635560	1.57	0	0.00	0	0.00	688543	1.65
R.P. COKE	163578	15525	0.04	148053	0.36	0	0.00	0	0.00	163578	0.39
COKE BREEZE	32646	0	0.00	32646	0.08	0	0.00	0	0.00	32646	0.08
LIMESTONE	3057302	2390971	5.74	666331	1.60	0	0.00	0	0.00	3057302	7.33
MANGANESE ORE	343411	0	0.00	3315915	7.95	0	0.00	0	0.00	3315915	7.95
ROCK PHOSPHATE	109852	18795	0.05	324616	0.78	0	0.00	0	0.00	343411	0.82
SULPHUR	149408	0	0.00	109852	0.26	0	0.00	0	0.00	109852	0.26
FERTILISER	236607	0	0.00	149408	0.36	0	0.00	0	0.00	149408	0.36
IDOLMITE	657195	236607	0.57	0	0.00	0	0.00	0	0.00	236607	0.57
PYROXINITE	77037	657195	1.58	0	0.00	0	0.00	0	0.00	657195	1.58
AMMONIUM SULPHATE	407578	0	0.00	77037	0.18	0	0.00	0	0.00	77037	0.18
GYPSUM	53000	231978	0.56	175600	0.42	0	0.00	0	0.00	407578	0.98
HOT BRIQUETTED IRON	92157	26703	0.06	26297	0.06	0	0.00	0	0.00	53000	0.13
IRON SCRAP	71100	0	0.00	92157	0.22	0	0.00	0	0.00	92157	0.22
SODA ASH	24555	0	0.00	71100	0.17	0	0.00	0	0.00	71100	0.17
LENTILS	23500	0	0.00	24555	0.06	0	0.00	0	0.00	24555	0.06
MAIZE	216923	0	0.00	23500	0.06	0	0.00	0	0.00	23500	0.06
STEEL	1582	51532	0.12	165391	0.40	0	0.00	0	0.00	216923	0.52
MACHINERY	32907	0	0.00	1582	0.00	0	0.00	0	0.00	1582	0.00
MET. COKE(JUMBO BAG)	26228	0	0.00	32907	0.08	0	0.00	0	0.00	32907	0.08
PURIFIED TEREPHTHALIC	90056	0	0.00	26228	0.06	0	0.00	0	0.00	26228	0.06
WOOD PULP	1932000	382220	0.92	90056	0.22	0	0.00	0	0.00	90056	0.22
CONTAINER	1448010	1437686	3.45	1549780	3.72	0	0.00	0	0.00	1932000	4.63
Other Dry Bulk	41686642	13678987	32.81	10324	0.02	0	0.00	0	0.00	1448010	3.47
TOTAL		13678987	32.81	13433888	32.23	0	0.00	14573767	34.96	41686642	100.00

TABLE-XIX**QUANTITY DREDGED DURING THE YEAR 2024-2025****A. KOLKATA DOCK SYSTEM:****(Lakh Cu. Metres)**

Sl.No.	Agency	Capital Dredging	Maintenance Dredging	Remarks
A)	BY PORT DREDGERS	NIL	NIL	
B)	BY D.C.I. DREDGERS	NIL	0.7765109	
C)	BY OTHERS (River Pearl 4)	NIL	7.3901123	
	GRAND TOTAL (A+B+C)	NIL	8.1666232	

<p style="text-align: center;"><u>TABLE-XIX (CONTD.)</u></p> <p style="text-align: center;"><u>QUANTITY DREDGED DURING THE YEAR 2024-2025</u></p> <p style="text-align: center;"><u>B. HALDIA DOCK COMPLEX:</u></p> <p style="text-align: right;">(Lakh Cu. Metres)</p>				
Sl. No.		Agency	Capital Dredging	Maintenance Dredging
A)	Grab Dredger	Port Owned	NIL	NIL
B)	Cutter Suction Dredger	Private	NIL	NIL
C)	Grab Dredger-GD Marine 60	Private	NIL	The dredger has been engaged to achieve and maintain a draft of 7.0 m & above at Approach Jetty of Haldia Dock.

TABLE - XX

EMPLOYMENT AT PORTS – CLASS-WISE (AS ON 31.03.2025)

SYAMA PRASAD MOOKERJEE PORT, KOLKATA :

Name of Dock System	Category-wise Number of Officers			Number of Non-cargo Handling Employees			No. of Cargo Handling Workers other than shore Workers	No. of Cargo Handling Shore Workers	No. of Casual Workers	Others (Specify)	Total
	Class-I	Class-II	Class-III	Class-III	Class-IV	Others					
KDS	270	71	615	155	11	42	-	104	-	-	1268
HDC	116	40	38	31	45	218	56	-	-	-	544
SMPK	386	111	653	186	56	260	56	104	-	-	1812

TABLE – XXI
PARTICULARS OF ACCIDENTS IN THE YEAR 2024-25
SYAMA PRASAD MOOKERJEE PORT, KOLKATA :

Sl. No.	Causation	Fatal		Non-Fatal		Total	
		Port Area	Non-Port Area	Port Area	Non-Port Area	Port Area	Non-Port Area
1.	Stepping on/Striking against Or struck by objects	0	0	0	0	0	0
2.	Falling of objects	0	0	0	0	0	0
3.	Wrong movements	0	0	0	0	0	0
4.	Caught in between	0	0	0	0	0	0
5.	Person falling	0	0	0	0	0	0
6.	Explosions	0	0	0	0	0	0
7.	Run over	0	0	0	0	0	0
8.	Exposure to or contact with harmful substances including radiation	0	0	0	0	0	0
9.	Exposure to or contact with extreme temperature	0	0	0	0	0	0
10.	Others	2 (1 at KDS & 1 at HDC)	0	0	0	2	0
	Total	2	0	0	0	2	0

TABLE- XXII

FINANCIAL INDICATORS

(RS. IN CRORE)

DESCRIPTION	2024-25	2023-24
1. RETURN ON CAPITAL		
i) Capital employed (With working Capital)	3200.64	3472.36
ii) Rate of return	9.92%	14.45%
2. OPERATING RATIO:		
i) Operating Expenditure	1936.44	1943.07
ii) Operating Income	2890.42	3227.67
iii) Ratio (%)	67.00%	60.20%
	Percentage of Cost to earnings	
	Direct cost (excluding depreciation and overheads)	Total cost (including depreciation and overheads)
3.RATIO OF COST TO EARNINGS (ACTIVITY-WISE)		
i) Cargo Handling and Storage	52.26%	94.62% 52.56%
ii) Port and Dock Facilities for Shipping	53.95%	136.81% 56.04%
iii) Railway Workings	34.22%	80.23% 35.25%
iv) Rentable Land and Buildings	17.80%	30.55% 17.52%