



TABLE - 2.7

Commodity-wise Break-up of Containerised Cargo

(In Tonnes)

Commodity	2011-2012		2012-2013	
	KDS	HDC	KDS	HDC
Export:				
Tea	140746	1566	122087	246
Jute & Jute Products	289351	3887	226816	1074
Mica	104162	280	84921	-
Shellac	5536	-	3033	-
Cast Iron Goods	216056	-	197349	-
Metal & Metal Products	68491	333526	81141	366319
Leather & Leather Goods	31170	639	28371	464
Iron & Steel	441835	322259	488598	288387
Machinery & Spares	43597	1682	34540	2332
Pig Iron	4283	300	2713	359
Ferrochrome	81444	27194	103129	25543
Silicon / Silicon Manganese	430227	24680	452285	295
Carbon Black	42457	25	38724	21
Chemicals & Drugs	14184	2934	16578	1474
Cotton & its Products/ Textile	27966	516	17706	151
Rubber and its Products	8587	-	8737	19736
Polythene / Plastic Products	18347	240610	17832	214325
Refractory	55321	1975	34285	6754
Woolen Products	5635	218	4047	74
Other General Cargo	800762	157898	1053731	127359
Tare Weight of Containers	425045	158777	488971	156850
Total Export:	3255202	1278966	3505594	1211763
Grand Total (Import & Export):	6818291	2618680	6959693	2868519

2.13 During the year 2012-2013, 633 feeder vessels, carrying exclusively containers and having connection with mother ships at relay ports like Singapore, Colombo, Port Klang, etc. were handled at KDS against 577 feeder vessels handled during 2011-2012. During 2012-2013, the average parcel load of feeder vessels per voyage for KDS was 712 TEUs against 705 TEUs in 2011-2012. At HDC, 333 Container vessels were handled during 2012-2013 against 291 vessels in 2011-2012. The corresponding parcel loads were 414 TEUs and 479 TEUs, respectively.

2.14 At the CFS of the Container Terminal at KDS, 742 TEUs were destuffed with average output of 5.41 TEUs per gang per shift during 2011-2012, as against 1070 TEUs during 2011-2012 with average output of 7.33 TEUs.


2.15 ICD Traffic :

Details of Containers despatched to / received from various ICDs and others from / to KDS and HDC during 2012-2013 are given below :-

A. Kolkata Dock System :

ICDs		By Rail				By Road			Total By Rail & Road
		No. of Rakes	TEUs	FEUs	Total By Rail	TEUs	FEUs	Total By Road	
Birgunge	Despatched	232	14694	2568	19830	34	24	82	19912
	Received	*	323	179	681	5	4	13	694
Amingaon	Despatched	*	0	4	8	41	20	81	89
	Received	36	102	1399	2900	424	115	654	3554
Jamshedpur	Despatched		0	0	0	0	0	0	0
	Received	1	70	0	70	2	1	4	74
Durgapur	Despatched		0	0	0	3312	352	4016	4016
	Received		0	0	0	2549	1610	5769	5769
Madhosing	Despatched	*	7	5	17	0	0	0	17
	Received		0	0	0	1	0	1	1
Grand Total	Despatched		14701	2577	19855	3387	396	4179	24034
	Received		495	1578	3651	2981	1730	6441	10092

* Wagons arrived / despatched on piecemeal basis

B. Haldia Dock Complex :

	Received			Despatched		
	No. of Trains	No. of TEUs		No. of Trains	No. of TEUs	
		Load	Empty		Load	Empty
Jamshedpur ICD	1	70	-	-	-	-
Others	175	9993	4705	168	7228	7108

2.16 Ship Traffic :

During 2012-2013, 3180 Merchant vessels called at Kolkata Port as against 3183 vessels in 2011-2012. Comparative position of ship calls at the port for the last five years is shown in table 2.8.

TABLE - 2.8
Ship Calls at Kolkata Port*

Y e a r	KDS	HDC	Total
2008-2009	1096	2398	3494
2009-2010	1354	2156	3510
2010-2011	1330	2197	3527
2011-2012	1223	1960	3183
2012-2013	1260	1920	3180

* Includes non-working vessels.



- 2.17** Break-up of ships according to nationality, which left KDS and HDC during 2012-2013 and 2011-2012, is shown in table 2.9.

TABLE - 2.9
Ships Left According to Nationality*

Nationality	2011-2012			2012-2013		
	KDS	HDC	Total	KDS	HDC	Total
Indian Flag	261	493	754	239	438	677
Foreign Flag	961	1469	2430	995	1483	2478
Total :	1222	1962	3184	1234	1921	3155

* Includes non-working vessels.

2.18 **Passenger Traffic :**

The Shipping Corporation of India (SCI) operates passenger services between Kolkata and Port Blair for carrying passengers from Mainland to Andaman and Nicobar Islands and vice-versa. Vessels used for this purpose during 2012-2013 were M.V. Harshavardhana, M.V. Akbar, M.V. Nicobar, M.V. Swaraj Dweep and M.V. Nancowry. During 2012-2013, 40,349 passengers embarked and disembarked at KDS as against 52,239 passengers during 2011-2012. The number of passengers embarked and disembarked at KDS during the last five years is shown in table 2.10.

TABLE - 2.10
Passengers Embarked / Disembarked During Last Five Years

Year	Number of Passengers Embarked	Number of Passengers Disembarked	Total
2008-2009	30,911	27,181	58,092
2009-2010	34,843	32,902	67,745
2010-2011	31,196	32,346	63,542
2011-2012	26,969	25,270	52,239
2012-2013	20,336	20,013	40,349

2.19 **Dry Dock :**

The number of commercial and KoPT vessels serviced at the dry docks of KDS during 2012-2013, under each category, were 20 and 12, respectively. The corresponding figures for 2011-2012 were, however, 21 and 16 in the respective categories. The total number of vessel-days with regard to handling of commercial vessels was 963 days in 2012-2013 vis-à-vis 779 days in 2011-2012, implying a rise of 23.62% in 2012-2013, over last fiscal.



2.20 Railway Traffic :

In 2012-2013, the Port Railway traffic was 237.45 lakh tonnes, as against 257.29 lakh tonnes during 2011-2012. The shares of KDS and HDC in the Railway traffic handled during 2012-2013 were 41.52 lakh tonnes and 195.93 lakh tonnes, respectively, compared to 41.47 lakh tonnes and 215.82 lakh tonnes during 2011-2012. Railway traffic handled at the port during the last five years is shown in table 2.11.

TABLE - 2.11

Railway Traffic Handled at Kolkata Port During Last Five Years.

(In '000 tonnes)

Y e a r		Inward	Outward	Total
2008-2009	KDS	2379	957	3336
	HDC	9195	10253	19448
	Total	11574	11210	22784
2009-2010	KDS	2591	1327	3918
	HDC	7993	12508	20501
	Total	10584	13835	24419
2010-2011	KDS	2384	1412	3796
	HDC	7696	13582	21278
	Total	10080	14994	25074
2011-2012	KDS	2508	1639	4147
	HDC	7149	14433	21582
	Total	9657	16072	25729
2012-2013	KDS	2346	1806	4152
	HDC	5951	13642	19593
	Total	8297	15448	23745

Note:- Includes traffic handled by KDS for CONCOR.

**CHAPTER - III****REVIEW OF FINANCIAL POSITION**

- 3.1 The total income of Kolkata Port Trust during the period under report was ₹1402.20 crore as against the corresponding figure of ₹ 1693.19 crore for the previous year. There is a Net Deficit of ₹ 298.22 crore before tax as against Net Surplus of ₹ 138.24 crore for the previous year 2011-2012.
- 3.2 There has been an decrease of ₹ 290.99 crore in the earning for the year 2012-2013 over that of the previous year 2011-2012. This is due to reduction in income on 'Cargo Handling & Storage', 'Port & Dock Charges', 'Railway Earnings' and 'Estate Rentals'.
- 3.3 The Decreases in different heads are as follows: -

	(₹ In Crore)
Cargo Handling Wharfage (excluding containers)	22.35
Demurrage (on non-containerised cargo)	4.77
Income from Cargo Operation at berth 2 & 8	46.41
Dry Docking Charges	0.53
Freight & Haulage	4.92
Siding Charges	3.02
Terminal Charges	3.14
Wharfage & Demurrage (Railway)	5.08
Rent from Land	10.97
Rent from Buildings, Sheds, Godowns etc.	34.72
Miscellaneous Income (Land)	2.64
Interest Income on General Reserve Fund	15.10
Arrear Dredging Subsidy Receivable	3.55
Sundry Receipts	5.26
Misc. Income (Cargo Handling, Port & Dock & Railway Earnings)	0.12
Reimbursement of Cost of Dredging & River Maint.	203.37
Surcharge	1.89
Total	367.84



The decrease in income was, however, partially offset by increase in Income under the following heads: -

	(₹ In Crore)
Charges for Container handling (including Demurrage)	13.28
Income from BOT Contracts	5.77
Fees for Pilotage, Towage etc.	7.97
Berth Hire Charge	4.52
Port Dues	4.82
Premium on Leased land	0.22
Compensation Charges (on Land & Building)	0.94
Interest on Staff Advances, Delayed Payments etc.	15.81
Profit on Sale / Disposal of Capital Assets	2.21
Sale of Unserviceable Materials	5.68
Prior Period Income	15.63
Total	76.85

3.4 The expenditure for 2012-2013 has increased by ₹ 145.47 Crore compared to that of previous year 2011-2012. The increase in expenditure is mainly under the following heads:-

	(₹ In crore)
Salaries & Wages	16.85
Variable Overtime	0.25
Fixed Overtime	2.32
Stores (Diesel, POL, Bunker Oil, Petroleum)	5.20
Stores (General)	0.28
Stores (Uniform)	0.11
Stores (Provision)	0.15
Reimbursement of Medical Expenses	0.11
L.T.C.	1.43
Repair & Maint. Works	17.55
Travelling Expenses	0.34
Hire of Vehicles	1.33
Hire of Locomotives & Accident Relief Train	0.09
Direct purchase of Spare Parts & Materials Consumed on Jobs	0.26
Direct Purchase of Medicine & Medical Appliances	0.72
Hire of Plant, Machinery and Equipment etc.	7.95
Channel Dredging by DCI	20.19
Operation & Maintenance of RMQC & RTYGC	1.57
Electricity	5.94
Port Security & Related Expense	5.40
Hire of Boats & Launches	0.25
License & Fees	0.81
Up-keep of Water Cooler, Refrigerators etc.	0.12
Maintenance of Computers	0.20
Academic & Technical Training Expenses	0.11
Honorarium & Fees to Outside Consultants	0.73
CDLB On-Board Handling Charge of Containers	6.17
Contribution to School	0.26
Legal Expenses & Lawyer's Fees	1.16
Retirement Benefits	6.93
Transaction Applicable to Previous Year	1.36
Contribution to Gratuity Fund	1.00
Provision for Arrear Pay & Allowances	80.14
Provision for Arrear Pension	63.17
Interest on Loan	0.04
Total	250.49



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

	(₹ In Crore)
Stores (Repair & Maintenance)	2.27
Performance Reward /PLR	1.31
Leave Encashment	3.10
Hire of Wagons	5.08
Hire of Tug	0.15
Dry Docking Expenses of KoPT Vessels	0.49
Depreciation	0.24
Advertisement	0.79
Telephone Rental & Call Charges	0.18
Municipal Tax	0.28
Operation & Maintenance of Cargo Handling System at HDC	22.33
Reimbursement of Medical Expenses of Retired Employees	0.33
Rebate Allowed on Bills Receivable	0.23
Adjustment of Excess Dredging Subsidy	68.24
Total	105.02

- 3.6 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 Kolkata Port Trust have been drawn for the year ended on 31st March,2012.
- 3.7 Operating Surplus for the year 2012-13 is ₹ 70.25 crores as against ₹439.12 crores for the previous year 2011-12.
- 3.8 Finance Act, 2008 amended the provision of Section 2(15) of the Income Tax Act and due to the said amendment, Kolkata Port Trust 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 Kolkata Port Trust, no Provision for taxation has been made in the financial year 2012-13 assuming the Govt order for Pay Revision of Group C and D will be issued before filing of Income Tax Return of Income of KoPT.
- 3.9 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. However, during the current year, no provision has been made to these funds by appropriating the available surplus since the surplus available after Provision for Deferred Income Tax Liability and Transfer to Escrow Account was insufficient.
- 3.10 The Government of India has decided vide letter No.PR/15021/5/92-PG dated 2.2.1994 to reimburse 100% of the cost on 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 onwards provided that the depreciation on Capital expenditure on Haldia Channel Dredging would not qualify for subsidy. Expenditure incurred during the year 2012-13 on account of River dredging and river maintenance is



₹ 97,43,36,944.41 and on account of Maintenance dredging in the shipping channel leading to Haldia is ₹ 324,56,90,066.35 (totalling ₹ 422,00,27,010.76). The Government of India has reimbursed a total sum of ₹105,71,30,000.00 during the year 2012-13 under the following heads:

i) Re-imbursement of cost by the Govt. towards River Dredging and River Maintenance	₹ 37,13,77,000.00
ii) Re-imbursement of cost by the Government towards Maintenance Dredging in the Shipping Channel leading to Haldia	₹ 68,57,53,000.00
Total	₹ 105,71,30,000.00

In this connection it may be pointed out that as per Audit Certificate of 2010-11, Kolkata Port Trust was entitled for reimbursement of ₹ 410,94,51,345.00 (on account of River Dredging and River Maintenance ₹85,63,41,839.00 and on account of Maintenance Dredging in the Shipping Channel leading to Haldia ₹325,31,09,506.00). The Govt of India had released a sum of ₹339,54,75,828.00 in 2010-11 as Adhoc Advance for 2010-11 along with outstanding dues for earlier years. Consequently, a sum of ₹71,39,75,517.62 towards dues for 2010-11 remained outstanding due to inadequate provision in Government of India's Revised Budget Estimates for 2011-12. However, in the month of November'12, the Ministry of Shipping, has released the sum of ₹71,40,00,000.00 (on account of River Dredging and River Maintenance ₹25,70,00,000.00 and on account of Maintenance Dredging in the Shipping Channel leading to Haldia ₹ 45,70,00,000.00). Extra payment of ₹24,483.38 (₹71,40,00,000.00 minus ₹71,39,75,517.62) has been suitably adjusted.

In the financial year 2011-12, the Government of India has reimbursed a total sum of ₹ 237,68,33,080.00 (on account of River Dredging and River Maintenance ₹41,95,59,714.00 and on account of Maintenance Dredging in the Shipping Channel leading to Haldia ₹195,72,73,366.00) and the same was booked in the Accounts of 2011-12. In terms of Audit Certificate, KoPT was entitled for reimbursement of ₹358,24,16,662.00 (on account of River Dredging and River Maintenance ₹73,77,76,466.00 and on account of Maintenance Dredging in the Shipping Channel leading to Haldia ₹284,46,40,196.00). In the month of February'13 and March'13, the Ministry of Shipping, has released the sum of ₹34,31,30,000.00 (on account of River Dredging and River Maintenance ₹11,43,77,000.00 and on account of Maintenance Dredging in the Shipping Channel leading to Haldia ₹22,87,53,000.00) which has been booked in the Accounts of 2012-13 and the balance ₹86,24,29,099.00 is still outstanding and receivable from the Govt of India on the basis of Audit Certificate till 31.03.2013.

The total expenditure towards dredging and other reimbursable expenditure for the current year is ₹422,00,27,010.76 subject to Audit which is to be reimbursed by the Central Government for 2012-13. Out of the total amount of ₹422,00,27,010.76, an amount of ₹ 377,77,94,893.20 towards River Dredging & River Maintenance and Maintenance Dredging in the Shipping Channel leading to Haldia has been shown as Operating Expenditure and the balance amount of ₹44,22,32,117.56 has been shown as Finance and Miscellaneous Expenditure for the year 2012-13.

- 3.11 Compensation billing for unauthorised occupation of KoPT property has been made with applicable Service Tax, Education Cess and Higher Education Cess as per rule. During the year 2012-13 basic amount involved in the bills amounted to ₹228,14,32,098.68. In absence of any contractual agreement, considerable uncertainties are involved in actual realisation of such claims. Actual amount realized for the year 2012-13 amounting to ₹ 76,01,63,183.42 has been recognised as revenue in the Accounts following the Accounting Policy followed by the Port and the balance unrealised amount is lying as Credit Balance in the Claim Suspense Account.



- 3.12 The total expenditure booked for the year 2012-2013 on capital works has amounted to ₹25,65,95,287.45 as briefly summarised below:-

A. Plan Projects	₹	13,55,30,268.56
B. Non Plan Projects	₹	8,88,52,151.89
C. River Regulatory Works	₹	3,22,12,687.00
Total	₹	25,65,95,287.45

- 3.13 The principal amount of Capital Debts repaid up to 31st March, 2012 was ₹ 654,72,09,063.59 excluding interest. Capital debts amounting to ₹22,04,38,468.00 and interest for the year 2011-12 amounting to ₹1,86,17,897.00 was to be deducted by the Govt. of India while disbursing the Reimbursement of cost towards River Dredging and River Maintenance and Maintenance Dredging in the Shipping Channel leading to Haldia. The said amount has not been deducted by the Government of India during the year 2011-12 due to curtailment in Govt. Budget in the Revised Estimates for 2011-12. Provision for accrued expenditure towards interest amount of ₹1,86,17,897.00 has been made in the Annual Accounts of 2011-12. Similarly, Capital debts amounting to ₹ 21,76,88,470.00 and Interest for the year 2012-13 amounting ₹ 1,91,29,885.00 was supposed to be recovered in 2012-13 by the Ministry of Shipping along with outstanding dues for 2011-12. But the Ministry of Shipping has not deducted any amount in 2012-13. While releasing the Dredging Subsidy, Ministry of Shipping had directed KOPT to utilize the entire amount for paying the outstanding dues of DCI. This had resulted in non-recovery of loan and interest of Government loan for 2011-12 and 2012-13. However, Kolkata Port Trust has made necessary provision for interest payable in the Annual Accounts of 2011-12 and 2012-13 anticipating that the same would be recovered in 2013-14. The outstanding loan as on 31.03.2013 is ₹ 53,83,62,288.96 which includes Converted Single Loan without interest for ₹ 37,33,41,238.96.
- 3.14 In the Financial Year 2012-13, KoPT had decided to contribute ₹ 40,00,00,000.00 to LIC towards purchase of Annuity towards payment of pension to the pensioners who retired from Trustees' service prior to 01.04.2004 and made contribution of ₹ 9,20,21,763.00 in the current year. In addition to said contribution, KoPT had made a provision of ₹ 30,79,78,237.00 in the Annual Accounts of 2012-13.
- 3.15 In terms of the provisions of Section 36 (1) (iv) of the Income Tax Act, 1961, read with Rule 89 (i) of 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" and "Gratuity Fund". The said two Funds are maintained separately under separate Trust Deeds in the name of (1) "Kolkata Port Trust Employees' Superannuation Fund" and (2) "Kolkata Port Trust Employees' Gratuity Fund", covering the liability towards payment of retirement benefits including monthly pension in respect of 11,714 No. of employees existing as on 01-04-04. During 2012-13, Trustees have physically contributed ₹ 59,36,25,000.00 and ₹ 24,35,60,000.00 totalling ₹ 83,71,85,000.00 to the said Superannuation Fund and Gratuity Fund respectively. During the current year, an amount of ₹ 80.00 crores and ₹16.00 crores were provided to 'Kolkata Port Trust Employees' Superannuation Fund' and 'Kolkata Port Trust Employees' Gratuity Fund' respectively as yearly contribution to those funds for topping up the balance left out in those funds. During the current year, provision has been made for contribution of ₹ 54,63,75,000.00 to the Superannuation Fund.



- 3.16 Investment of Kolkata Port Trust Employees' Superannuation Fund internally maintained is ₹ 251,80,00,000.00 as on 31.03.2013.
- 3.17 Actuarial valuation towards the liability for Pension of 7622 nos. of existing employees as on 01.03.2013 is ₹ 1913.80 crores. Actuarial valuation towards the liability for Gratuity of 7622 nos. of existing employees as on 01.03.2013 is ₹ 300.60 crores. This is as per assessment by the Life Insurance Corporation of India. The balance available in such funds with LIC is ₹ 1120.25 crores as against the total Actuarial Valuation of ₹ 2214.40 crores. The Actuarial Valuation of the pensioners, who had retired before 01.04.2004, was carried out as on 30.11.2012 and the said liability was assessed at ₹ 1693.38 crores.
- 3.18 Estimated arrear pension amounting to ₹ 26,63,22,805.63 arising out of revision of pay and allowances of Group C and D employees w.e.f. 01.01.2012, and arrear pension for all classes of employees, officers, family pensioners amounting to ₹ 36,54,00,000.00 arising out of recent Govt. Orders in connection with enhancement of Pension on attaining the age of 80/85/90/95/100 years, has been provided in the Accounts under Finance and Misc. Expenditure.
- 3.19 In the financial year 2012-13, estimated arrear dues amounting to ₹ 80,13,63,673.25 arising out of revision of pay and allowances of Group C and D employees w.e.f. 01.01.2012, has been provided in the Accounts under Finance and Misc. Expenditure.
- 3.20 The modalities for setting up CSR Fund and its utilisation is under active consideration of the KoPT management and is yet to be finalised. The amount of expenditure incurred during 2012-13 on activities which can qualify under CSR related expenses is ₹ 5,06,37,069.36 which is 3.66% of the PBT of ₹ 1,38,23,91,088.45 for the year 2011-12



CHAPTER-IV

PORT PERFORMANCE

4.1 Turn-Round Time :

Average Turn-Round Time of vessels at Kolkata Dock System (KDS) improved to 4.49 days in 2012-2013 from the corresponding figure of 4.95 days in 2011-2012. At Haldia Dock Complex (HDC), average Turn-Round Time increased to 3.99 days in 2012-2013 from 3.66 days in 2011-2012. Average Turn-Round Time (TRT) of different categories of vessels for 2012-2013 alongwith those for 2011-2012 is 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)	
	2011-2012	2012-2013
<u>A. Kolkata Dock System:</u>		
Tankers (POL Product)	3.43	2.86
Other Tankers	3.95	3.77
Container	4.21	3.93
Dry Bulk Cargo	6.38	6.76
Other Cargo	7.32	6.76
Overall	4.95	4.49
<u>B. Haldia Dock Complex:</u>		
Tankers (POL Crude)	1.49	1.39
Tankers (POL Product)	2.27	3.19
LPG	2.25	2.61
Other Tankers	3.33	3.55
Coking Coal	3.36	4.03
Thermal Coal	2.96	3.33
Iron Ore	6.08	5.71
Fertiliser	6.06	14.70
Raw Materials for Fertiliser	8.16	7.43
Container	2.43	2.20
Overall	3.66	3.99

- 4.2 At KDS, average TRT improved during 2012-2013 for all categories of vessels except Dry Bulk as compared to the previous year. Average TRT for Dry Bulk cargo increased primarily due to decrease in average ship-day output.



- 4.3** At HDC, average TRT improved during 2012-2013 for POL (Crude), Iron Ore, Raw Materials for Fertiliser as well as for Container vessels. Increase in TRT of POL (Product) tankers was primarily due to decrease in average ship-day output on account of poor pumping capacity of the tankers. TRT of LPG tankers increased primarily due to increase in average parcel size by 17.5% in 2012-2013 vis-à-vis 2011-2012. Increase in TRT of Other tankers in 2012-2013 was primarily due to increase in average PBD. Increase in TRT for Coking Coal and Thermal Coal vessels was essentially due to increase in average parcel size as well as decrease in productivity in 2012-2013 compared to 2011-2012. Sharp increase in average PBD as well as decrease in average output led to increase in TRT of Fertiliser vessels.
- 4.4** Overall average TRT on 'Port Account' improved at KDS to 2.79 days during 2012-2013 from 3.04 days in 2011-2012. At HDC, TRT on 'Port Account' was 3.05 days in 2012-2013 compared to 2.53 days in the previous year. Average Turn-Round Time on 'Port Account' and overall average TRT at KDS and HDC for various categories of cargo, for 2012-2013 and 2011-2012 are given in table 4.2 :-

TABLE - 4.2
Average TRT on Port Account vis-à-vis Overall TRT

Category	2011-2012		2012-2013	
	Port A/c	Overall	Port A/c	Overall
A. Kolkata Dock System :				
Liquid Bulk	2.06	3.77	1.73	3.47
Dry Bulk (Conventional)	4.60	6.38	4.98	6.76
Break Bulk	4.45	7.32	4.21	6.76
Container	2.71	4.21	2.59	3.93
Overall	3.04	4.95	2.79	4.49
B. Haldia Dock Complex:				
Liquid Bulk	2.04	2.67	2.61	3.30
Dry Bulk (Mechanised)	2.73	4.06	2.96	3.79
Dry Bulk (Conventional)	3.16	5.14	4.37	5.88
Dry Bulk (Mech + Conv)	3.11	4.94	3.99	5.30
Break Bulk	5.71	7.35	5.34	7.44
Container	1.81	2.43	1.68	2.20
Overall	2.53	3.66	3.05	3.99

- 4.5.1** At KDS, average TRT on 'Port Account' improved in 2012-2013 vis-à-vis 2011-2012 for all categories of vessels except Dry Bulk. Average TRT (Port A/c) for Dry Bulk cargo increased primarily due to decrease in average ship-day output.
- 4.5.2** At HDC, average TRT on 'Port Account' improved in 2012-2013 for Break Bulk and Container vessels as compared to 2011-2012. TRT on 'Port Account' increased during 2012-2013 for Liquid Bulk vessels owing to increase in average PBD (Port A/c) vis-à-vis the previous year and also on account of poor pumping capacity of the tankers. TRT (Port A/c) increased during 2012-2013 for Dry Bulk vessels owing to increase in average parcel load as compared to the previous year.



4.6 Pre-Berthing Detention :

During 2012-2013, overall average Pre-Berthing Detention (PBD) of vessels improved at KDS to 0.59 day from 0.69 day in 2011-2012. Average PBD also improved at HDC to 2.32 days in 2012-2013 from 2.57 days in 2011-2012. The average PBD of different types of vessels at KDS and HDC 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)	
	2011-2012	2012-2013
A. Kolkata Dock System:		
Tankers (POL Product)	0.81	0.65
Other Tankers	1.10	1.14
Container	0.61	0.44
Dry Bulk Cargo	-	0.22
Other Cargo	0.60	0.59
Overall	0.69	0.59
B. Haldia Dock Complex:		
Tankers (POL Crude)	0.93	1.25
Tankers (POL Product)	3.32	2.84
LPG	5.96	5.09
Other Tankers	2.25	2.36
Coking Coal	0.77	1.40
Thermal Coal	0.82	0.81
Iron Ore	5.30	3.79
Fertiliser	1.27	10.88
Raw Materials for Fertiliser	3.95	3.59
Container	0.70	0.69
Overall	2.57	2.32

- 4.7** During 2012-2013, average PBD at KDS improved considerably for all categories of vessels as compared to 2011-2012 except for Other Tankers for which PBD increased primarily due to Non-Port account reasons like 'Late for Tide', 'Neaped', etc.
- 4.8** Average PBD improved at HDC during 2012-2013 for POL (Product), LPG, Thermal Coal, Iron Ore, Raw Materials for Fertiliser as well as Container vessels as compared to the previous year. Average PBD increased for POL (Crude), Other Tankers, Coking Coal and Fertiliser in 2012-2013 primarily due to the reasons 'Non-availability of Suitable Berth', 'Agent's Option', etc.



- 4.9** During 2012-2013, PBD suffered by vessels at KDS due to the reasons on 'Port Account' improved to 0.001 day from 0.028 day in 2011-2012. At HDC, PBD on Port Account was 0.85 day in 2012-2013 as against 0.55 day in 2011-2012. Average PBD on 'Port Account' and overall average PBD, during 2012-2013 for KDS and HDC, alongwith those for 2011-2012, are given below :-

TABLE - 4.4

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

Category	2011-2012		2012-2013	
	Port A/c	Overall	Port A/c	Overall
A. Kolkata Dock System:				
Liquid Bulk	0.082	0.99	-	0.98
Dry Bulk (Conventional)	-	-	-	0.22
Break Bulk	0.035	0.60	0.004	0.59
Container	0.002	0.61	-	0.44
Overall	0.028	0.69	0.001	0.59
B. Haldia Dock Complex:				
Liquid Bulk	0.72	2.94	1.18	2.78
Dry Bulk (Mechanised)	0.21	1.60	0.31	1.20
Dry Bulk (Conventional)	0.60	3.08	0.95	2.85
Dry Bulk (Mech + Conv)	0.50	2.71	0.75	2.36
Break Bulk	0.48	4.55	0.89	3.51
Container	0.16	0.70	0.19	0.69
Overall	0.55	2.57	0.85	2.32

- 4.10.1** At KDS, no PBD on 'Port Account' was suffered by Liquid Bulk, Dry Bulk and Container vessels during 2012-2013. PBD on 'Port Account' improved during 2012-2013 for Break Bulk vessels as compared to the previous year.
- 4.10.2** Increase in PBD on 'Port Account' at HDC for all categories of vessels during 2012-2013 vis-à-vis 2011-2012 was primarily due to the reason 'Non-availability of Suitable Berth'.
- 4.11** **Productivity per Ship Berth-day :**

Average Output per Ship Berth-day improved at KDS during 2012-2013 to 2988 tonnes from 2786 tonnes in 2011-2012. Ship-day Output at HDC was 6078 tonnes in 2012-2013 vis-a-vis 6728 tonnes in 2011-2012. Average Ship-day Output for different commodities at KDS and HDC during 2012-2013 and 2011-2012 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)	
	2011-2012	2012-2013
A. Kolkata Dock System:		
Tankers (POL Product)	3492	3526
Other Tankers	2494	2655
Container	5768	5490
	(355 TEUs)	(364 TEUs)
Dry Bulk Cargo	1229	1180
Other Cargo	609	630
Overall	2786	2988
B. Haldia Dock Complex:		
Tankers (POL Crude)	31493	34297
Tankers (POL Product)	11078	10056
LPG	9653	10064
Other Tankers	4295	4310
Coking Coal	10859	10129
Thermal Coal	9504	8250
Iron Ore	4703	6086
Fertiliser (Bulk)	3832	4094
Fertiliser (Bagged)	-	965
Raw Materials for Fertiliser	2397	2660
Container	5369	5932
	(287 TEUs)	(284 TEUs)
Overall	6728	6078

- 4.12** Average Output per Ship Berth-day at KDS improved in 2012-2013 vis-à-vis 2011-2012 for POL (Product), Other Tankers, Other Cargo and Container vessels (in terms of TEUs). Decrease in productivity for Dry Bulk and Container vessels (in terms of tonnage) was primarily due to decrease in average parcel load as compared to 2011-2012.
- 4.13** At HDC, average Output per Ship Berth-day improved during 2012-2013 for POL (Crude), LPG, Other Tankers and vessels carrying Iron Ore, Fertiliser (Bulk), Raw Materials for Fertiliser and Containers as compared to 2011-2012. Productivity decreased for POL (Product) due to dependence on pumping capacity of the vessels. Reduction of output for Coking Coal was primarily owing to dependence on capacity of ships' gears and slower evacuation of cargo. Output declined for Thermal Coal due to spillage, chute jamming, crusher break-down and deployment of less number of vessels by user.



- 4.14** Details of bulk-wise average Output per Ship Berth-day for KDS and HDC for 2012-2013 and 2011-2012 are given below :

TABLE - 4.6

Bulk-wise Average Output per Ship Berth-day

(In Tonnes)

Category	2011-2012	2012-2013
A. Kolkata Dock System:		
Liquid Bulk	2817	2907
Dry Bulk (Conventional)	1229	1180
Break Bulk	609	630
Container	5768 (355 TEUs)	5490 (364 TEUs)
Overall	2786	2988
B. Haldia Dock Complex :		
Liquid Bulk	8608	7118
Dry Bulk (Mechanised)	8242	9355
Dry Bulk (Conventional)	6484	5459
Dry Bulk (Mech + Conv)	6918	6439
Break Bulk	816	1447
Container	5369 (287 TEUs)	5932 (284 TEUs)
Overall	6728	6078

- 4.15.1** At KDS, overall productivity improved in 2012-2013 vis-a-vis 2011-2012 as also for Liquid Bulk, Break Bulk and Container vessels (in terms of TEUs). Decrease in productivity for Dry Bulk and Container vessels (in terms of tonnage) was primarily due to decrease in average parcel load as compared to 2011-2012.
- 4.15.2** Ship-day Output improved at HDC in 2012-2013 for Container, Break Bulk and Dry Bulk (Mechanised) categories as compared to the previous year. Decrease in productivity of POL (Product) due to poor pumping capacity of the tankers affected the output for Liquid Bulk vessels adversely. Output decreased for Dry Bulk (Conventional) vessels primarily due to dependence on capacity of ships' gears and slower evacuation of cargo.