


4.16 Berth Occupancy :

Section / Berth-wise total Berth Occupancy at KDS and HDC during 2012-2013 and 2011-2012 are shown in table 4.7.

TABLE - 4.7
Berth Occupancy

(In Percentage)

Sections / Berths	2011-2012	2012-2013
A. Kolkata Dock System:		
KPD Berths	74.01	74.05
NSD Berths (Excluding Container and Liquid Cargo Berths)	52.33	53.56
Container Berths (4, 5, 7 & 8 NSD)	70.39	67.92
12 NSD (Liquid Cargo Berth)	25.19	35.66
Budge Budge Jetties (Liquid Cargo Berths)	42.14	41.06
Overall	64.16	64.79
B. Haldia Dock Complex:		
HOJ – I	79.41	78.87
HOJ – II	72.07	71.00
HOJ – III	31.75	17.44
Berth No. 2	70.11	46.45
Berth No. 3	61.49	65.58
Berth No. 4	63.56	65.32
Berth No.4A	61.78	62.23
Berth No. 4B	83.11	85.75
Berth No. 5	93.63	95.35
Berth No. 6	81.58	79.22
Berth No. 7	71.06	77.18
Berth No. 8	62.39	37.72
Berth No. 9	86.77	96.02
Berth No. 10	64.04	61.41
Berth No. 11	74.55	71.30
Berth No. 12	65.72	70.65
Berth No. 13	78.95	75.11
Overall	70.65	68.04

- 4.17** At KDS, overall Berth Occupancy as well as occupancy for KPD Berths increased marginally during 2012-2013 vis-à-vis 2011-2012. Occupancy increased for General Cargo Berths at NSD primarily due to increase in cargo volume. Rise in occupancy at 12 NSD primarily owed to decrease in productivity. Occupancy of Container Berths at NSD decreased during 2012-2013 essentially due to decrease in cargo volume at these berths. Decline in productivity at Budge Budge Jetties due to poor pumping capacity of tankers resulted in lower berth occupancy.



- 4.18** At HDC, overall Berth Occupancy decreased during 2012-2013 as compared to 2011-2012. Occupancy increased at Berths no. 3, 4A, 5 and 7 owing to increase in cargo handling at these berths. Decrease in occupancy at HOJ-I and Berths no. 6, 10 and 13 despite increase in traffic, primarily owed to increase in productivity at these berths. Occupancy decreased at HOJ-II, III and Berths no. 2, 8 and 11 primarily owing to less handling of cargo at these berths. Diminished output led to increase in occupancy of Berths no. 4, 4B, 9 and 12 despite fall in traffic at these berths.

4.19 Berth-wise Traffic :

Section / Berth-wise traffic handled at KDS and HDC during the year 2012-2013, alongwith corresponding traffic figures for 2011-2012, are shown in the table below: -

TABLE - 4.8

Berth / Section-wise Traffic Handled

(In '000 tonnes)

Berth / Jetty	2011-2012			2012-2013		
	Import	Export	Total	Import	Export	Total
A. Kolkata Dock System						
Kidderpore Docks	1084	225	1309	772	250	1022
Netaji Subhas Dock	3982	3248	7230	3769	3507	7276
Budge Budge Jetties	1208	114	1322	1263	146	1409
Pipeline/ Kantapukur / Surinam Jetty / Noorpur	0	1	1	0	0	0
Anchorage at Sandheads, Sagar, Diamond Harbour, etc.	653	459	1112	571	161	732
IWT Jetties / Buoys / Moorings	54	1117	1171	71	1079	1150
IVW Traffic	22	66	88	25	230	255
Total for KDS:-	7003	5230	12233	6471	5373	11844
B. Haldia Dock Complex						
HOJ-I	889	958	1847	667	1232	1899
HOJ-II	1995	956	2951	1956	607	2563
HOJ-III	3211	0	3211	1461	0	1461
Berth No. 2	2805	206	3011	1558	25	1583
Berth No. 3	337	949	1286	710	692	1402
Berth No. 4	0	2141	2141	0	1954	1954
Berth No. 4A	1828	0	1828	2752	0	2752
Berth No. 4B	1845	103	1948	1766	73	1839
Berth No. 5	767	585	1352	1535	142	1677
Berth No. 6	1045	154	1199	1282	28	1310
Berth No. 7	834	304	1138	1131	62	1193
Berth No. 8	2590	0	2590	1185	0	1185
Berth No. 9	868	1292	2160	1416	531	1947
Berth No. 10	551	430	981	734	571	1305
Berth No. 11	782	821	1603	875	620	1495
Berth No. 12	231	617	848	464	264	728
Berth No. 13	387	111	498	1054	156	1210
Barge Jetty	0	158	158	0	236	236
IWAI Jetty	0	265	265	0	345	345
Total for HDC:	20965	10050	31015	20546	7538	28084

Details of Berth-wise, commodity-wise traffic handled at KDS and HDC during 2012-2013 is given at Appendix-I.


4.20 Productivity per Hook-Shift :

Average Output per Hook-Shift for different types of commodities handled at KDS and HDC during 2012-2013 and 2011-2012 are shown in table 4.9.

TABLE - 4.9
Productivity per Hook-Shift

Commodity	Average Output per Hook-Shift (In tonnes)	
	2011-2012	2012-2013
A. Kolkata Dock System:		
Bagged Cargo	402.42	626.68
Metals including Iron & Steel Products (Excepting Metal Scrap)	192.00	266.89
Fertiliser	197.00	355.92
Raw Materials for Fertiliser	470.22	623.55
Iron Ore	501.24	609.27
Coking Coal	657.25	947.91
Other Dry & Break Bulk Cargo	172.00	191.99
Container	1391.77 (84 TEUs)	1118.92 (75 TEUs)
B. Haldia Dock Complex:		
Fertiliser (Grab)	678	804
Fertiliser (Sling)		167
Sulphur	335	563
Rock Phosphate	355	393
Coking Coal	2068	1344
Metallurgical Coke	1444	558
Non Coking Coal	979	745
Limestone	2021	767
Iron Ore	720	868
Iron Oxide	849	955
Steel	780	480
Manganese Ore	750	725
Sugar	495	558
Others (Project Cargo & Machinery)	112	106
Container (Spreader)	25 TEUs	17 TEUs
Container (RMQC)	75 TEUs	73 TEUs



- 4.21** During 2012-2013, average Output per Hook-Shift improved at KDS for Bagged Cargo, Metals including Iron & Steel Products, Fertiliser, Raw Materials for Fertiliser, Iron Ore, Coking Coal and Other Cargo. Output decreased for Containers primarily due to lower productivity of ship's gears.
- 4.22** At HDC, average Output per Hook-Shift during 2012-2013 improved for Fertiliser (Bulk), Sulphur, Rock Phosphate, Iron Ore, Iron Oxide and Sugar and container handling through RMQC recorded only marginal decline as compared to 2011-2012. Shortfall in output for rest of the commodities was primarily due to various reasons i.e. dependence on capacity of ship's gears, variation in cargo mix, interim survey, slower evacuation / aggregation of cargo for want of adequate equipment on shore, etc.

4.23 Port-Railways :

Performance of Port Railways at KDS during 2012-2013 compared to that of 2011-2012, is given below :

- i) Average Turn-Round Time of wagons was 0.76 day during 2012-2013 against 0.97 day in 2011-2012.
- ii) Average daily wagon balance was 56.73 in 2012-2013 in comparison to 89.58 in 2011-2012.
- iii) Number of trains received in 2012-2013 was 1084 with 1,25,145 wagons against 1136 trains with 1,27,645 wagons in 2011-2012. Number of trains despatched was 895 with 1,28,130 wagons during 2012-2013 against 1000 with 1,31,155 wagons during 2011-2012. (These include traffic handled by KDS for CONCOR).
- iv) Average Wagon Holding / Wagon Input ratio was 1.02 in 2012-2013 against 1.05 during 2011-2012.


4.24 Performance of Port Railway of Haldia Dock Complex during 2012-2013, compared to 2011-2012, is shown below :

	2011-2012	2012-2013
a) Annual Rail-borne traffic	21.58 million tonnes (Highest ever)	19.59 million tonnes
b) Maximum throughput in a month	2230153 MT (May 2011) (Highest ever)	1839309.5 MT (January 2013)
c) Average daily Wagon Balance	2321 Wagons (in terms of 4 wheelers)	2415 Wagons (in terms of 4 wheelers) (Highest ever)
d) Maximum interchange of trains in a day	35 trains on 18.05.2011 (Highest ever)	32 trains on 30.12.2012
e) Maximum interchange of trains in a month	893 trains in May, 2011 (Highest ever)	761 trains in January, 2013
f) Interchange of trains in a year	9313 trains (Highest ever)	8115 trains
g) Average Turn-Round Time of (i) POL Wagons (ii) Box Wagons	1.09 days 1.13 days	1.12 days 0.90 day
h) Maximum loading/despatch (Box/Bulk) in a day	789 Box / 51433 MT on 21.05.2011	823 Box / 54554 MT on 22.07.2012
i) Coking Coal loaded/ lifted in a year	84383 Wagons / 5534738 MT	72924 Wagons / 4812984 MT
j) Non-Coking Coal loaded / lifted in a year	44242 Wagons / 2902711 MT (Highest ever)	23460 Wagons / 1548360 MT
k) Maximum Coking Coal lifted in a month	9778 Box Wagons/ 635570 MT (May 2011)	7401 Box Wagons/ 488466 MT (July 2012)
l) Maximum Non-Coking Coal lifted in a month	5191 Box Wagons/ 342606 MT (September 2011) (Highest ever)	4393 Box Wagons/ 289938 MT (June 2012)
m) Maximum loading of POL in a month	9097.5 Tank Wagons/ 196506 MT (October 2011) (Highest ever)	8835 Tank Wagons/ 190836 MT (May 2012)
n) Maximum loading of POL in a day	600 Tank Wagons/ 12960 MT (on 12.3.2012) (Highest ever)	490 Tank Wagons/ 10584 MT (on 31.5.2012)
o) Arrival of Iron Ore Wagons in a year	19215 Box Wagons/ 1291601 MT/ 329 rakes	7599 Box Wagons / 516732 MT / 129 rakes
p) Arrival of Thermal Coal Wagons in a year	38391 Box / 2520830 MT / 659 rakes	28607 Box / 1888062 MT / 492 rakes
q) Maximum arrival of Thermal Coal rakes in a month	5218 Box Wagons / 90 rakes / 344388 MT (December 2011)	3659 Box Wagons / 63 rakes / 241494 MT (December 2012)
r) Maximum arrival of Thermal Coal wagons in a day	295 Box Wagons / 19470 MT (on 31.12.2011)	293 Box Wagons / 19338 MT (on 04.03.2013)
s) Maximum Thermal Coal Wagons tipped - (i) In a day (ii) In a month (iii) In a year	170 Box Wagons (on 17.04.2011) 5218 Box Wagons (December 2011) 39391 Box Wagons (2011-2012)	292 Box Wagons (on 16.03.2013) 3659 Box Wagons (December 2012) 28607 Box Wagons (2012-2013)



CHAPTER-V

NAVIGATIONAL CHANNEL TO THE PORT

- 5.1** The condition of the navigational channel of the river Hooghly leading to Kolkata Dock System and Haldia Dock Complex is assessed under the following sections:
- (i) For Kolkata Dock System (KDS), governing depths in the shipping channel downstream of Kolkata through the Maragolia area, Silver Tree Crossing and Hooghly Point area bars.
 - (ii) For Haldia Dock Complex (HDC), governing depths in the shipping channel downstream of Haldia through Auckland Jellingham - Haldia Channel.
- 5.2** Drafts at both KDS and HDC vary with the river bathymetry, in long and short terms. The bathymetry is governed by complex interaction of tides, dry season upland discharge, monsoon run-off, geo-technical, environmental and meteorological conditions.
- 5.3** In order to ensure stability of navigational channel and to avail of maximum possible depths, river maintenance in the form of river training works and river dredging (upper bars above Diamond Harbour) were taken up at different locations.
- 5.4** Average monsoon (July to October) discharge in 2012 at Swarupgunj, about 120 km upstream of Kolkata, was 1583.25 metre cube per second (55912 Cusec approx) including the discharge from Farakka Barrage. The peak discharge of 2151 metre cube per second (75963 Cusec approx) occurred on 21st August, 2012.
- 5.5** In the navigational channel leading to KDS en route Rangafalla channel (upstream of Sagar), there are thirteen bars and crossings, while in the shipping channel leading to HDC, there are four estuarine bars. Table 5.1 gives the mean navigable depths over these bars during the freshet and dry season periods for the years 2012-2013 and 2011-2012.



TABLE - 5.1

**Mean Navigable Depths of Bars between Kolkata-Haldia and
Estuarine Bars in 2011-2012 and 2012-2013**

(In metres)

Name of the Bars/ Crossings	July 2011- October 2011	July 2012- October 2012	November 2011- March 2012	November 2012- March 2013
1	2	3	4	5
Kolkata-Haldia Bars				
Panchpara	5.43	6.17	6.11	6.33
Sankrail	8.45	6.43	9.44	7.53
Munikhali	6.61	6.95	8.37	7.35
Pirserang	7.13	6.76	8.75	7.91
Poojali	5.75	6.20	6.78	5.77
Moyapur	3.96	3.89	4.20	4.31
Royapur	4.62	4.47	5.62	4.76
Phalta	3.11	3.04	4.51	3.11
Ninan	3.60	3.65	3.52	4.23
Eastern Gut	4.31	4.03	3.74	3.27
Silver Tree Crossing	4.26	5.03	5.49	5.70
Maragolia Crossing	4.61	3.75	4.26	-
Estuarine Bars				
Jellingham	3.94	3.80	3.90	3.87
Auckland	4.10	4.64	4.19	4.28
Middleton	6.60	7.00	6.60	7.05
Gasper	6.80	6.90	6.80	6.90

5.6 During the freshet period (July 2012 to October 2012), shifts of navigable tracks occurred over Pirserang, Poojali, Moyapur, Royapur and Ninan while during the dry season (November 2012 to March 2013) shifts of tracks occurred over Panchpara, Pirserang and Royapur.

5.7 To sustain navigable depths, maintenance dredging was carried out in the river Hooghly and frequent hydrographic surveys and hydrological observations were carried out in the critical reaches to assess the status of the training works and requirement of nourishment / refurbishment of those works. Table 5.2 gives the bar-wise dredging data for the years 2010-2011, 2011-2012 and 2012-2013. Table 5.3 gives the dredger-wise, bar-wise dredging data for 2012-2013. Table 5.4 shows the performance of dredgers in 2012-2013.



TABLE - 5.2
Dredging over Bars

Bars	Quantum of Dredging (In thousand cubic metres)		
	2010-2011	2011-2012	2012-2013
A. Kolkata-Haldia Bars			
Moyapur	89.72	36.55	-
Royapur	-	-	-
Ninan-Nurpur	-	70.65	14.30
Eastern Gut	77.37	70.92	124.89
Maragolia Crossing	-	-	-
KPD & NSD Lock Entrance	-	-	23.98
Phalta	238.28	164.82	219.18
Silver Tree Crossing	-	-	3.34
Sub Total of 'A'	405.37	342.94	385.69
B. Estuarine Bars			
Haldia Anchorage, SSOJ, 2nd and 3rd Oil Jetty	612.02	38.01	-
Jellingham	4415.97	4086.51	3345.26
Auckland	18714.36	10552.21	13799.12
Gaspar	-	-	-
Sub Total 'B'	23742.35	14676.73	17144.38
C. Balari Bar	-	-	-
Grand Total (A+B+C)	24147.72	15019.67	17530.07



TABLE - 5.3

Vessel-wise and Bar-wise Dredging over Bars during the year 2012-2013

(In cubic metres)

Sl. No.	Name of Vessels	Eastern Gut	Ninan/Nurpur	Phalta	KPD & NSD Lock Entrance	Silver Tree Crossing	Jellingham	Auckland	Total (Vessel-wise)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)
KoPT DREDGER									
1	S.D. Mahaganga	0	0	0	0	0	72501	179267	251768
2	S.D. Subarnarekha	122397	14300	219178	23983	0	0	0	379858
D.C.I. DREDGER									
	DCI Dredge V	0	0	0	0	0	286384	1639540	1925924
	DCI Dredge VI	0	0	0	0	0	626341	1377585	2003926
	DCI Dredge IX	2493	0	0	0	1803	386556	653055	1043907
	DCI Dredge XII	0	0	0	0	0	343958	1458816	1802774
	DCI Dredge XIV	0	0	0	0	0	333907	4758682	5092589
	DCI Dredge XVI	0	0	0	0	1538	1086438	2613785	3701761
	DCI Dredge XVII	0	0	0	0	0	209173	1118392	1327565
	Total (Bar-wise)	124890	14300	219178	23983	3341	3345258	13799122	17530072

**TABLE - 5.4****Performance of Dredgers during the year 2012-2013**

Name of Dredgers	No. of days available	No. of days utilised	No. of days out of commission	Spoil lifted (in cubic mtrs)	Spoil lifted per working day (in cubic mtrs)
(1)	(2)	(3)	(4)	(5)	(6)
KOLKATA DOCK SYSTEM & HALDIA DOCK COMPLEX					
<u>River Dredgers</u>					
S.D. Mahaganga	244	84	121	251768	2997
S.D. Subarnarekha	302	165	63	379858	2302
DCI Dredge V	*	223	*	1925924	8636
DCI Dredge VI	*	188	*	2003926	10659
DCI Dredge IX	*	90	*	1043907	11599
DCI Dredge XII	*	149	*	1802774	12099
DCI Dredge XIV	*	307	*	5092589	16588
DCI Dredge XVI	*	238	*	3701761	15554
DCI Dredge XVII	*	73	*	1327565	18186
Total		1517		17530072	
*Dredgers belong to DCI Ltd. and the information is not available with KoPT.					

**5.8 RIVER TRAINING WORKS :****5.8.1 Maintenance Works****A. Moyapur- Phalta-Shibgunj-Ninan-Nurpur Reaches**

The spurs 92A and 93 at Moyapur Reach have been inspected and surveyed at regular intervals and no corrective measures in the form of nourishment in its toe and body are taken up as the spurs remained stable. Other spurs at Phalta, Shibgunj and Ninan-Nurpur area are found to be moderately stable except Spur No. 134 and 132, which need nourishment. In order to nourish and fill up scour holes in the said spurs, a river training plan has been drawn up for its implementation. The said measures are being taken up by the concerned department with the approval of the competent authority. Regular hydrographic surveys and hydrological observations (velocity and surface float) are conducted to assess the physical conditions and efficacy of the spurs vis-à-vis flow in the vicinity of spurs. The replenishment work of the above spurs was drawn on the strength of detailed hydrographic survey and discharge measurement in the river stretch.

B. Kalpi Reach

Out of 154 spurs which were constructed along the left bank of the river from Kalpi Pagoda to Silver Tree Point for holding the estuarine frame, spurs from 1 to 89 have been stabilized. On the basis of physical inspection, satellite data interpretation and detailed hydrographic surveys, Spur No. 105 to 112, Spur No. 117 to 128, Spur No. 130 and Spur No. 131 were identified as damaged / washed away, exposing the bank to severe erosion causing outflanking of the river. The undesirable sediments arising out of the said erosion had transported to the lower part of the estuary causing reduction of depth within the shipping channel. The aforesaid damaged / washed away spurs were nourished / re-built by May, 2010 as per formulated scheme. As expected and conceptualized, silt was found to have deposited along the bank as well as over the nourished / re-built spurs, thus stabilizing the bank and preventing bank erosion, eventually resulting in guidance of flow towards the desired direction. Fresh scheme has been prepared to nourish the Spur No. 104, 130, 131, 134, 135, 137, 138 & 139 and re-build Spur No. 129, 132, 133, 136 & 152 for preventing bank erosion and resultant soil loss and sediment intrusion further downstream, affecting the river regime.

C. Ghoramara Island :

River inspection and temporal analysis of satellite data of Ghoramara Island revealed that western edge and south-west edge of the island was under the threat of severe erosion. Hydrographic survey and hydrological observations were conducted to assess the conditions of the bank facing the main river. Scheme for protection of the bank was formulated with the hydrological input and hydrographic survey data to arrest the undesired supply of sediment into the river system which adversely affected the navigability of shipping channel of lower estuarine bars. The bank protection work at the western edge and south-west edge of the island for a stretch of about 2.8 Km. was carried out and completed in June, 2010. The protection work is being monitored regularly and it was found that the erosion of bank at the location has abated considerably. Recent monitoring shows that the northern part of the protected bank is getting eroded due to concentration of flow. A fresh scheme is being formulated to divert the flow away from the bank which would result in prevention of erosion at the desired location.



5.8.2 CAPITAL WORKS :

River Regulatory Measures (RRM)

A detailed scheme on River Regulatory Measure (RRM) for improvement of draught in the Hugli estuary was formulated by WAPCOS in association with CWPRS, Pune and Lanka Hydraulic Institute, Sri Lanka. Based on the scheme, a draft PIB Memo along with detailed cost estimate (Rs. 1020.22 Crore) was prepared and forwarded to the Ministry of Shipping (MoS) on 31st March, 2011 with due approval of the Board of Trustees of Kolkata (meeting held on 22.03.2011) for obtaining approval from Govt. of India as 'Grant-in-Aid' scheme.

The observations/ suggestions received from the Integrated Finance Wing of the MoS from time to time on the draft PIB Memo were replied in the meanwhile.

Pending approval of RRM from the competent authority and apprehending delayed / non-implementation of the scheme, TAC recommended to review & prioritise the RRM scheme by an international expert/ organization having knowledge in coastal & Hydraulic Engineering.

As per recommendation of TAC as well as discussion with the MoS, WAPCOS was engaged on 18.04.2012 with due approval of the Board of Trustees of Kolkata to review/ prioritise the RRM scheme through M/s. H.R. Wallingford, U.K., an international expert/ organization at a cost of Rs. 1.58 Crore (plus service tax), in the backdrop of developmental schemes taken up by KoPT.

The Kick-off meeting of the study was held at CWPRS, Pune on 17.09.2012. The officials of H.R. Wallingford made their first visit on 20.09.2012 to the critical areas of the river and interacted with the officials of KoPT, CWPRS & WAPCOS regarding the proposed recommendations on RRM, dredging contract/techniques, dumping of dredged materials, possibility of shore dumping etc. WAPCOS submitted the Inception report prepared by H.R. Wallingford on 10.10.2012. During the period, 04.11.2012 to 06.11.2012, the officials of H.R. Wallingford (Team leader and one International dredging expert) made their second visit to the river and had a prolonged discussion with D.A. (Ports), senior officials of Marine/Hydraulic Study Department on the issues related to maintenance dredging.

The 1st and 2nd Review reports prepared by H.R. Wallingford were received from WAPCOS on 04.12.2012 and 24.01.2013 respectively. WAPCOS submitted the draft final report of H.R. Wallingford on 28.03.2013. KoPT sought certain clarifications on the draft final report and it is expected that the Final report of H.R. Wallingford will be received from WAPCOS by the middle of April, 2013 after due incorporation of the clarifications sought by KoPT.

**CHAPTER - VI****PLAN AND NON-PLAN WORKS**

- 6.1** The total approved outlay for plan capital works at Kolkata Port during 2012-2013 was Rs. 45.98 crore. Besides, for other non-plan schemes, an outlay of Rs. 58.94 crore was envisaged in 2012-2013. Breakdown of outlay/expenditure incurred during the year in the respective categories are given below :-

TABLE - 6.1 (A)**OUTLAY VIS-À-VIS EXPENDITURE**

(Rupees in crore)

Plan Capital Works	Total Outlay in 2012-2013	Expenditure during 2012-2013
(1)	(2)	(3)
Kolkata Dock System	11.73	7.32
Haldia Dock Complex	33.25	10.02
River Related Works	1.00	-
Total	45.98	17.34

TABLE - 6.1 (B)**OUTLAY VIS-À-VIS EXPENDITURE**

(Rupees in crore)

Non-Plan Works	Outlay as approved in BE 2012-2013	Expenditure during 2012-2013
(1)	(2)	(3)
Kolkata Dock System	44.62	5.39
Haldia Dock Complex	14.32	4.02
Total	58.94	9.41



6.2 No new plan capital schemes were sanctioned and no currently on-going plan schemes registered physical completion at KoPT in 2012-2013.

6.3 Works in respect of the following schemes were in progress during 2012-2013 (including those which were completed / closed with reduced scope etc).

A. Kolkata Dock System :

Plan Schemes :

1. Development, Refurbishment and Reconditioning of Civic facilities and allied Infrastructure in and around dock areas at KDS.
2. Infrastructure Upgradation and Allied Works in and around Dock Area at KDS in 11th & 12th Plan.

B. Haldia Dock Complex :

Plan Schemes :

1. Augmentation/Upgradation of Railway Yard and facilities.
2. Development and upgradation of storage, drainage, roads and other infrastructure.

C. River Related Works :

Plan Schemes :

Nil



6.4 Major Projects under Execution at Kolkata Port Trust in 2012-2013 :

A. Kolkata Dock System :

➤ Development, Refurbishment and Reconditioning of Civic facilities and allied Infrastructure in and around dock areas at KDS

The scheme with three major work components viz., Development of Infrastructure, within and outside the dock area, Revamping of No 8 Workshop at KDS at an overall cost of Rs. 27.40 crore was earlier sanctioned by the KoPT Board of Trustees on 2.4.2007.

Development /upgradation of certain roads outside the docks at a capital cost of Rs. 9.60 crore were taken up within the fold of the scheme, for which the Trustees had already sanctioned the scheme cost at an enhanced level of Rs. 36.94 crore at its meeting held on 5.2.2008. Additional works related to important roads around dock area, resurfacing of berths, construction of truck parking yard, construction of two new roads, etc. have been incorporated within the ambit of the scheme at an incremental cost of Rs. 12.81 crore, which was approved by KoPT's Board of Trustees at its meeting held on 28.10.2009.

Works have already been completed worth more than Rs 34 crore for various works related to extension of Container Parking Yard at Basra, construction of developing yards adjacent to 13 and 14 NSD berths, strengthening of road with paver blocks, repair of road side drain from Gate No. 2 to 4 KP Dock, renewal of wearing course and repair of sub-base works at selected stretches of Transport Depot Road, Old and New Taratola Road, construction of dock boundary wall including repair of the existing damaged boundary wall from Gate No. 5 to Kantapukur, repair of Strand Road from Jagannath Ghat Crossing to Bichali Ghat and alley roads etc, construction of Arterial Road from Transport Depot Road to EJC Yard etc. Work order has been placed for strengthening of north and west peripheral road and surrounding drains at NSD (85% complete) while estimates are being prepared for Transport Depot Road to low level Brace Bridge Road.

The scheme is expected to get completed within March 2014.

➤ Infrastructure Upgradation and Allied Works in and around Dock Area at KDS in 11th and 12th Plan

The scheme was sanctioned by the Board of Trustees of KoPT in February 2010 at a cost of Rs. 41.20 crore while a recast scheme, with inclusion/exclusion of certain work components, perceived to be operationally exigent, was reformulated and approved by the Trustees at its meeting held on 22.3.2012 at a pruned cost of Rs. 38.40 crore.

Works have been completed for those related to development of 2/3 NSD Yard and adjacent areas / resurfacing of CFS extension, roads from 26 Dump to Gate No 13, KPD including drain / culverts and surrounding sheds, thorough renovation of sheds 27, 28 & 29, thorough repair and painting of Shed No 2 at NSD, strengthening of roads near JJP, thorough renovation of sheds 1,5,7 & 9 of Dock-I, KPD, repairing/strengthening of Sick line road from CGR Road to Oil installation road.

Works are currently in progress for development of berm of diverted CGR Road including repairs of road/ drainage at NSD, thorough renovation and replacement of damaged worn-out CGI sheets and valley gutter including waterproofing treatment etc while NIT has been issued for thorough renovation of shed No. 3, 13 & 14 at NSD. Work has commenced for planning, designing and installation etc. of modular Water Treatment Plant (WTP) with related ancillary work on Turn Key basis including O&M works at NSD.

The scheme is slated for completion within March 2015.


B. Haldia Dock Complex :
➤ Augmentation/Upgradation of Railway Yard and Facilities

The project with involvement of works worth Rs. 30 crore, comprises three components viz., i) Railway siding and hardstand, ii) Connecting Railway line related to a comprehensive project of Rs. 20.7254 crore for realignment of Western Boundary wall of GC Berth with development of allied facilities like peripheral roads, gates, drainage network and illumination and iii) Construction of Common User railway siding with adjacent hardstand areas and construction of connecting railway line.

Various works related to lifting of the BG Railway Track at Transtainer Yard and Engine Escape Track upto the level of the newly constructed CPY and concrete roads (Rs. 89 lakh), complete track renewal including points and crossings and lifting of new line including approaches to the back-up area of Berth No. 4B (Rs. 100 lakh) have been completed. Construction of Engine Escape line from Line No. 1 to Berth No. 2 including preparation of embankment, has since been completed at a value of Rs. 128.42 lakh.

Work has been completed regarding reconstruction of Railway siding for holding full rake capacity at back-up area of Berth No. 5 at a value of Rs. 115.33 lakhs. Regarding construction of Common Users Siding / hardstand and in respect of embankment and hardstanding, an order was placed in August 2010 at a total cost of Rs. 1203 lakh (with completion envisaged in October, 2010) but the same has been terminated due to non-execution of contract.

➤ Development and upgradation of storage, drainage, roads and other Infrastructure

Currently work in respect of 'Development of Hardstand in between the rail lines behind berth No. 4B and 13', at a total order value of 1038.64 lakh, is underway with completion scheduled on 28.02.2014.

6.5 Schemes Sanctioned in 2012-2013

Sl. No.	Name of the Scheme	Sanctioned Cost (Rs. In lakh)	Scheduled date of completion.
A. Kolkata Dock System :			
Plan Schemes :			
Nil			
B. Haldia Dock Complex :			
Plan Schemes :			
Nil			
C. River Related Works :			
Plan Schemes :			
Nil			