

CARGO *Wise* *(Sept 2017)*

BY Traffic Department (Kolkata Port Trust)



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From the Chairman's Desk.....



It is indeed heartening to know that Traffic Department Is bringing out an In-house Journal called 'CARGOWise' wherein people from the Kolkata Port fraternity will be sharing their professional experiences with their colleagues. This is certainly a promising endeavor and I wish it all success.

**Shri M.T. Krishna Babu, IAS
Chairman, Kolkata Port Trust**

Deputy Chairman (KDS) Speaks....



It is a pleasure to know that Traffic Department is bringing out an In-House Journal called 'CARGOWise'. Exchange of interdisciplinary professional ideas and experiences in a house journal is an enriching endeavor and I wish it all success

**Shri S Balaji Arunkumar, IRTS
Dy.Chairman (K)
Kolkata Port Trust**

Traffic Manager's Note

Capt. Himanshu Shekhar, has taken over the charge of Traffic Manager, Kolkata Dock System ,KoPT after spending some illustrious years in the Shipping Industry. We welcome him to this new responsibility and wish him success at this new role that he has assumed.



Dear colleagues from KoPT and stakeholders,

Traffic Department has decided to come out with this regular journal to share information regarding the ports activities and challenges. We will also be honouring employees in every issue who have shown dedication and hard work.

Just to highlight that in August 2017 for the first time this fiscal we were able to handle more containers than corresponding month last year. This has also given KDS its highest ever monthly container throughput at **58103 TEUs**.

Continued....

Some data is also shared on various parameters regarding the port's performance. Feeder wise dwell time is shared because we actively want to reduce the import and export dwell times. Hope you will appreciate this journal. Best wishes for Durga Pujo, Diwali and Chaath.

Feedback, suggestion, contribution or new business proposal may be sent to the editor at

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Post: "CARGOWise"
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Best Regards.

**Capt. Himanshu Shekhar
Traffic Manager (KDS)
Kolkata Port Trust**

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Traffic Manager (KDS)**



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**Tanay Kumar Pal
Sr. Asst. Traffic Manager**



Meet Sri Alakendra Prasad Biswas, the "Model Employee" of CARGOWise working as Office Superintendent in the Traffic Department. Sri Biswas has earned the reputation of "Mr. Solution" to any small or big office issue. CARGOWise spoke to his colleagues, peers and bosses. All of them had words of praise for him. We wish him all the best in life.

Joining Kolkata Port Trust in 1982 as a Sportsman (Footballer) he has been a glorious contributor to our CPT Sports Club for 15 years earning trophies and laurels for our team. He says he derives his motivation from his "field days" where each game is a new opportunity to show skill, labour and strategy. He also wishes to remember the contribution of his parents who instilled a deep sense of "right-wrong" in him during his childhood especially his mother who was a working woman in those times. With a hint of sadness in his voice (his mother passed away in 1986) and pride he recalled his mother's hard work and fearlessness that has had a lasting influence on him. CARGOWise also wishes to salute Sri Biswas's mother ,who made him to be what he is today.

The Calm Dock worker : Shri Pradip Bhattacharya



Meet Sri Pradip Bhattacharya our second "Model Employee" of "CARGOWise" currently working as Shed Clerk (Grade I) in the Netaji Subhas Docks of Kolkata Dock System. "CARGOWise" spoke to many of his bosses and peers. His bosses unanimously acknowledged that Sri Bhattacharya is a hard worker and is always eager to learn new things. His peers too had only positive things to talk about him.

The ex volleyball player has been a star player in Sub-Junior, Junior, East-Zone Youth National and Senior National and All India Major Ports' team for many years. We spoke to him about his life and work and the first thing that struck us about him was calm nature. He responded to our questions with ease and a smile underplaying the accolades heaped on to him. He maintained that he doesn't wish to be highlighted as a star worker but would like to share his achievements with his team. He joined KDS in 1993 and has worked in various sections of the Traffic Department thus acquiring a vast work experience. When asked about his dreams and passion he fondly talked about his niece who was brought up under his guidance since childhood. Sri Bhattacharya is a bachelor and he considers his niece to be his foster daughter. The little girl is a brilliant post graduate from Jadavpur University and wishes to pursue her Ph.D. from USA. The cool and calm uncle had immense pride in his voice and twinkle in his eyes talking about her. CARGOWise wishes the niece "More girl Power" and the uncle all the best in his life.

Kolkata Port– a workplace wedged between reality and dreams

Gautam Chakrabarti
Security Adviser

Until the day I walked into the huge stoic ramparts of the Port's old Head office on Strand Road, as my first “in-search-of-destiny” cross-over from the University, little did I know what the Port was all about. That was the day of my interview for the post of a Class I officer in the Traffic Department with the historic Port of Calcutta , exactly 35 years down memory lane. My idea of someplace in my city where ships used to come from unknown romantic sojourns, wove around misty childhood memories of every last day of every cold December, when my father used to tenderly wake me up at midnight to let me hear the choric bellowing of ships welcoming the new Year. I never imagined that some two-score years on, I would be finding myself walking along the long contiguous smelly sheds of the 1920s-built screw-pile Garden Reach jetties, looking out towards the quiet shimmer of the Hooghly river, with ships still bellowing the way they used to, but my mind and existence no longer travelling on the impaired wings of imagination. There I was, poring on details of cargo and their daily statistics and how fast and quick the “turnaround” would be, because ships were no longer mystical sailboats named the Royal Fortune or Hispaniola with a Bartholomew Roberts or Long John Silver astride aboard, but were rough, reckonable “working vessels” meant to disgorge and lap up cargo by the hour. And for the Traffic Officer, all that mattered was to ensure that it happened fast. Or else, the “Deputy” would cry himself hoarse during rounds the next morning over “falling” output ! Yet, so much of ebb and flow downstream and critical, depressing, rewarding , edifying events and eventualities *en passant* , the sight of a ship towed by the Port's tugs away and away further from the lock gate makes me pine unmindfully for what were the sunny days of this historic trading route , and for what could still be done to restore that glory. Within touching distance of superannuation, one feels how those days in trade promotion during the most worrying phases in the first decade of the new millennium, or my tenure in Container, or Shipping, or in legal or in Security Administration had moulded me . How my interaction with Chairmen like Dr A K Chanda who strove to give this port an all-round identity in terms of its past, present and future as also some of the other fine men in the helm of affairs , every-day colleagues and the user fraternity from whom one learns each day - had helped me attain a point of realization, which is no less than a state of personalized karmic enlightenment

Continued....

Taking over, in 2012, admittedly of the largest departmental security wing in any port of the country, my eyes opened up to the expanse, variety and challenge that this port was! It looked like the old bioscope man was back once again, streaming out colourful dreams through his box of wonders. Stretching from Sagar where the river meets sea to where it first touches the Port's 300 km long conservancy limit beginning at the upper reaches, through intermediate points like Khejuri or Hooghly point, the huge once-backyards of industry at Howrah , Calcutta , 24 Parganas or Midnapore or yet unexplored waterine domains like Balagarhwhich other Port in space and time can boast of a trading citadel spanning centuries across so many districts and riverine outreach ? When we talk of "Make in India", the call of modern India, which other port-made and port-maintained icon in the colonial era can we recall other than the Howrah Bridge (Rabindra Setu) , still standing the test of time and contributing to the nation's economy? Which other port can silently claim so much distinction in having shaped the eastern hinterland and the nation as a whole including our land-locked neighbours? Which other Indian port can lay its claim to serving two world wars as such a vital conduit point? Which other port is now a dearer cynosure as a port of memories to the world's Diaspora other than the port of Calcutta? The pride is not hidden, and perhaps impossible to hide, when one talks about living and working with the oldest port of India, arguably the second largest and busiest in the British Empire until Indian Independence and one that has been struggling every moment against ignorance and apathy of all kinds even to this day, to justify that it has a right to exist if not flourish on the banks of the hopefully ever-flowing *Ganga*.

KOLKATA DOCK SYSTEM

An Overview through facts and figures

Container Terminal Highlights

DRAFT
(meters)

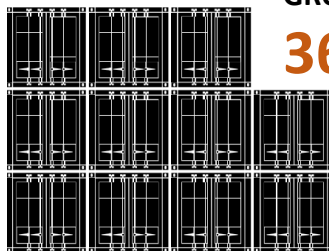
8.0



BERTHS
05

6,35,848

Throughput (TEUs)
(2016-17)



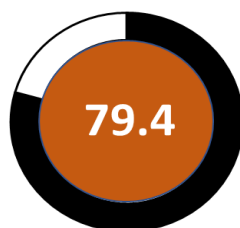
GROUND SLOTS

3600 TEUs

**INSTALLED
CAPACITY**
(million
TEUs)

0.8

**CAPACITY
UTILIZATION**
(percentage)



13
**YARD
AREA**
(hectares)

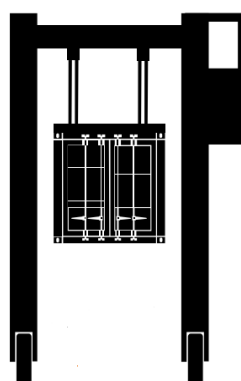


4.6

Average Turn
Round Time
(days)

CARGO PROFILE

CHEMICALS & DRUGS
MACHINERY & SPARE PARTS
PEAS and PULSES
ELECTRONIC GOODS
PLASTIC PRODUCTS
OIL & OIL PRODUCTS,
NEWSPRINT,
C I GOODS,
JUTE & JUTE PRODUCTS,
ALUMINIUM & ITS PRODUCTS,
TEA, ALUMINIUM INGOTS,
IRON & STEEL



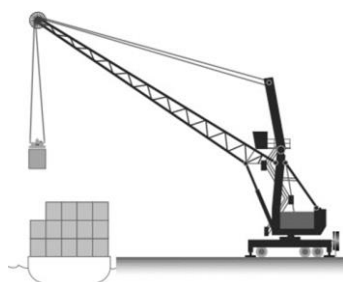
4
**RTG
Cranes**

20

**AVERAGE
CRANE MOVES
PER HOUR**

3

**MHC
OPERATED
MECHANIZED
BERTHS**



10
**Reach
Stackers**



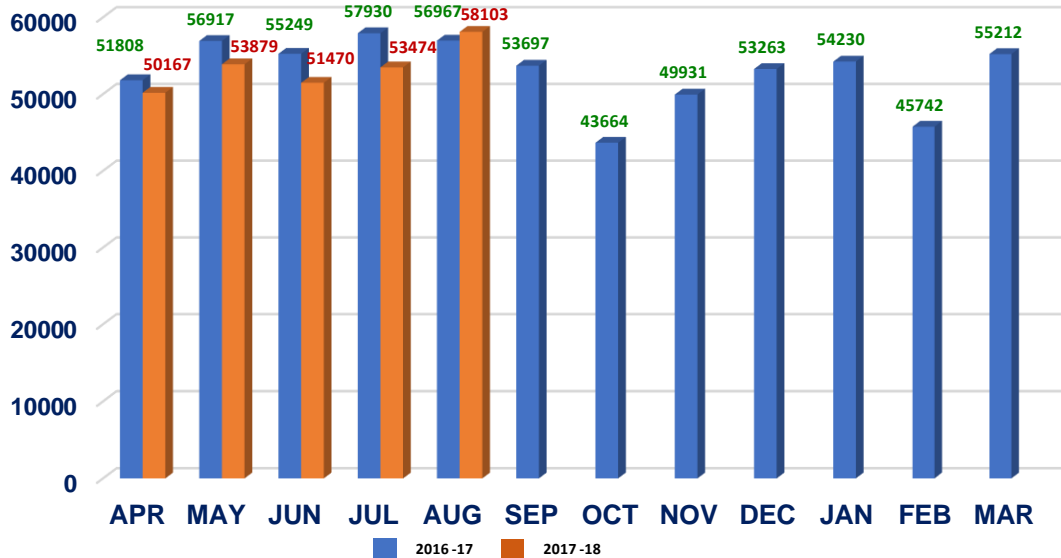
RAIL CONNECTIVITY

Excellent connectivity to **Nepal**
Sealdah-Budge Budge- KDS,
KDS-Diamond Harbour Station

Container Ship Face Handling

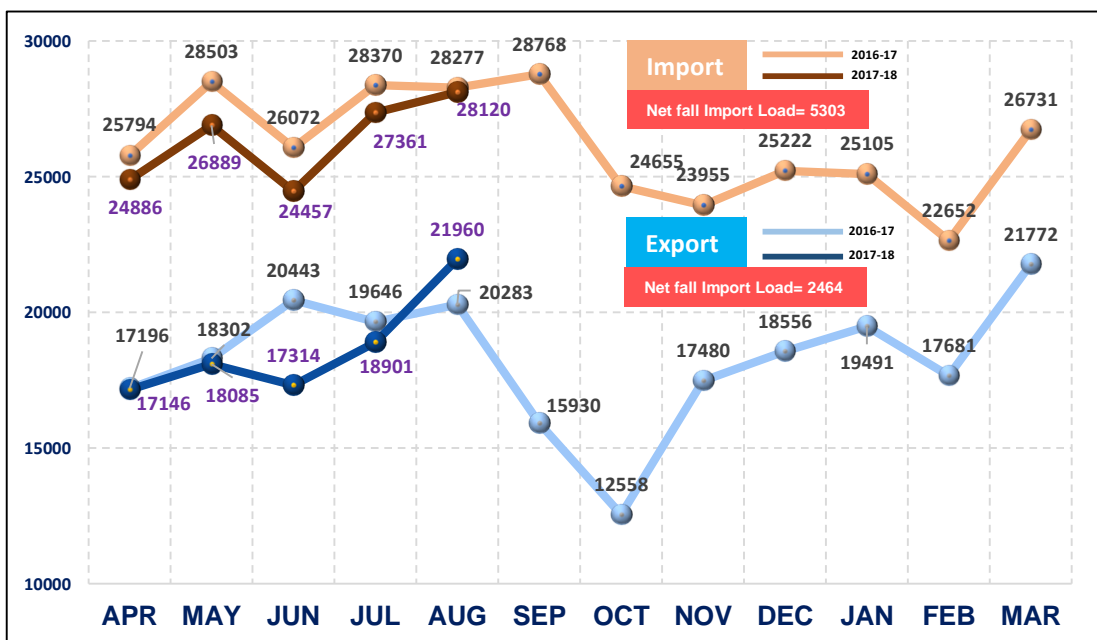
Cumulative(Apr- Aug 2017)= 267093 TEUS

Net Fall = 11778 (TEUs)



- Total Number of Container Vessels Called in at KDS during the period from April-August 2017 was 306.
- The Average Ship Face Handling per day is 1735 TEUs
- The Average Exchanges to and from KDS is 1710 TEUs

Import and Export Containerized Load



Top 10 Containerized Import Commodities	
Rank	Commodity
1	GENERAL BREAK BULK CARGO
2	PLASTIC PRODUCTS
3	PAPER & ITS PRODUCTS
4	ELECTRICAL & ELECTRONIC GOODS
5	MACHINERY & SPARE PARTS
6	FOOD GRAINS/SEEDS
7	FOOD ITEMS
8	NEWSPRINT
9	OIL & OIL PRODUCTS
10	INDUSTRIAL RAW MATERIAL

Top 10 Importers (Containerized Cargo)	
Rank	Commodity
1	KRISHNA TISSUES
2	SUDARSHAN PAPER & BOARD
3	ABP PVT.LTD
4	THE SUPREME INDUSTRIES
5	KKALPANA INDUSTRIES
6	WACKER METROARK CHEMICALS
7	CENTURY PLYBOARDS
8	RHI INDIA
9	STEEL AUTHORITY OF INDIA LIMITED
10	PODDAR BUSINESS

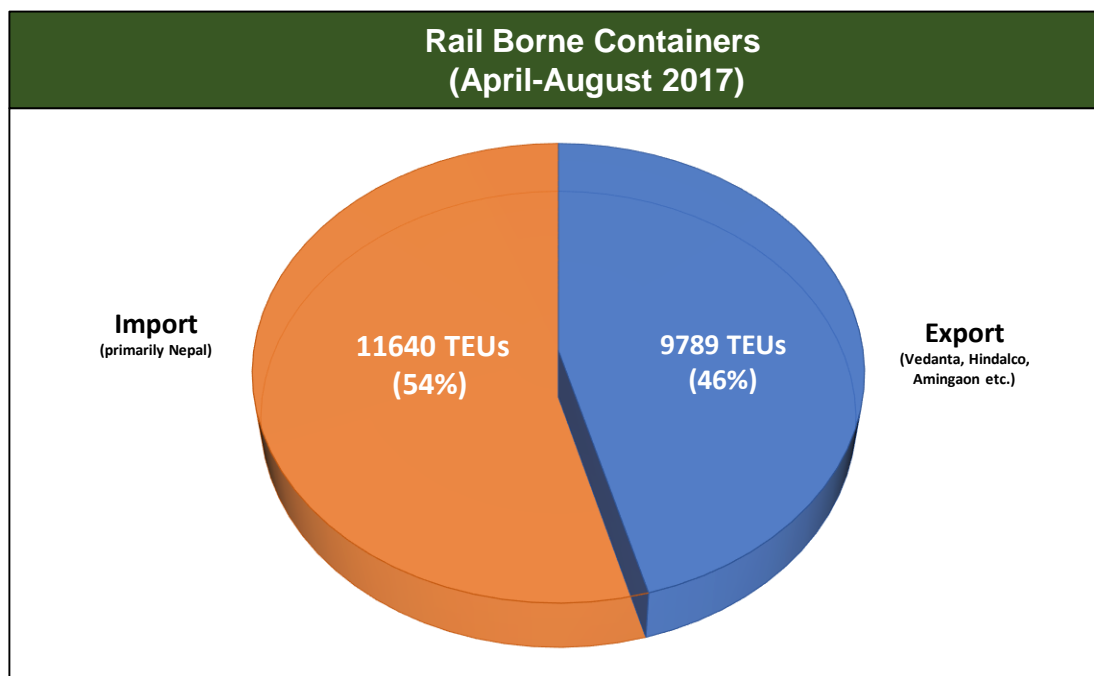
Top 10 Containerized Export Commodities	
Rank	Commodity
1	IRON & STEEL
2	RICE
3	RICE BRAN
4	ALUMINIUM INGOTS
5	FOOD ITEMS
6	C I GOODS
7	JUTE & JUTE PRODUCTS
8	TEA
9	SILICON
10	ALUMINIUM & ITS PRODUCTS

Top 10 Exporters (Containerized Cargo)	
Rank	Commodity
1	HINDALCO INDUSTRIES
2	BHUSHAN POWER & STEEL
3	VEDANTA LIMITED
4	SUNNY TREXIM PVT. LTD.
5	ELECTROSTEEL CASTINGS
6	NATIONAL ALUMINIUM CO.LTD
7	RADHASHYAM INDUSTRIES PRIVATE LIMITED
8	BHARAT ALUMINIUM CO LTD
9	BALASORE ALLOYS LTD.
10	PHILLIPS CARBON BLACK LTD.

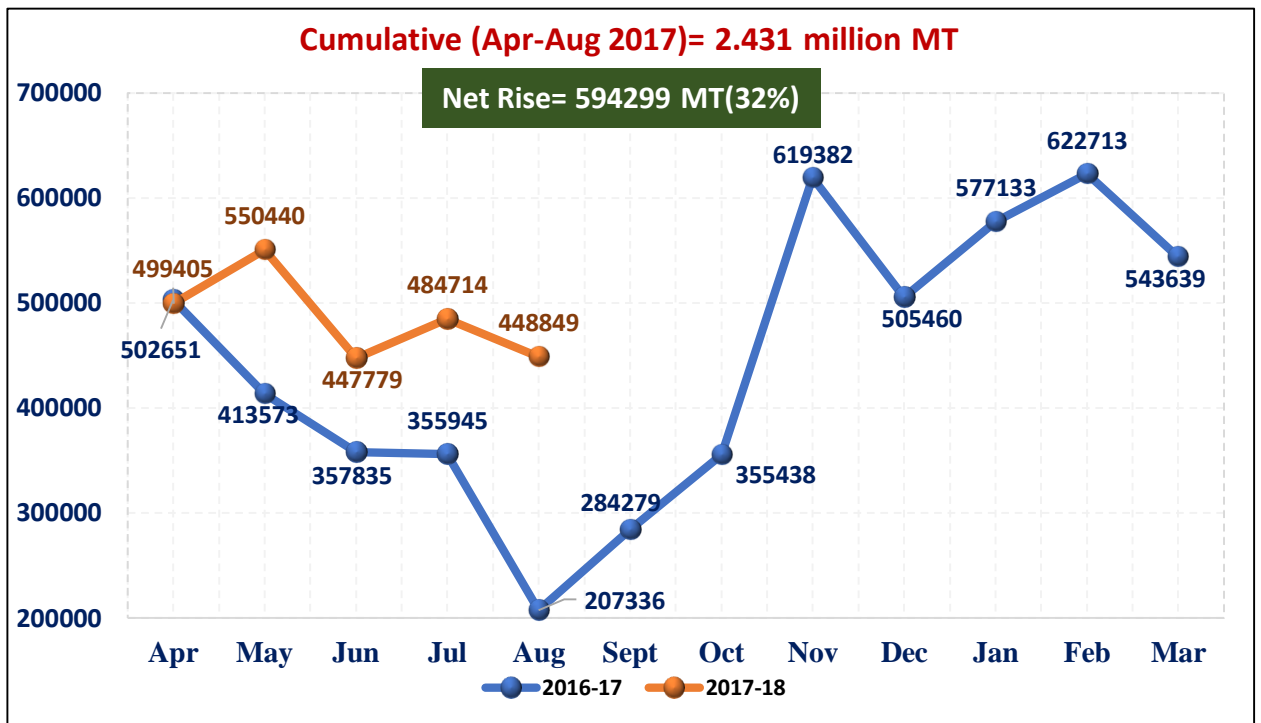
Top Performing Vessel Agents	
Rank	Vessel Agent
1	TRANSWORLD GLOBAL LOGISTICS SOLUTIONS (INDIA) PVT LTD
2	SEA CONSORTIUM SHIPPING (INDIA) PVT.LTD.
3	PIL (INDIA) PRIVATE LIMITED
4	SHREYAS SHIPPING & LOGISTICS LTD
5	FAR SHIPPING(INDIA) PVT.LTD.
6	BENGAL TIGER LINE (INDIA) PVT.LTD.
7	SAMUDERA SHIPPING LINE (INDIA) PVT.LTD.
8	SEAHORSE SHIP.AGENCIES PVT.LTD.
9	MSC AGENCY (INDIA) PVT.LTD.
10	B.GHOSE & CO.PVT.LTD.

Top Performing Container Agents	
Rank	Container Agent
1	MAERSK LINE INDIA PVT.LTD.
2	MSC AGENCY (INDIA) PVT.LTD.
3	PIL (INDIA) PRIVATE LIMITED
4	SEABRIDGE MARITIME AGENCIES PVT.LTD.
5	MARINE CONTAINER SERVICES (I) PVT.LTD.
6	CMA CGM AGENCIES (I) P.LTD.
7	OOCL (INDIA) PVT.LTD.
8	SAMUDERA SHIPPING LINE (INDIA) PVT.LTD.
9	APL (INDIA) PVT.LTD.
10	MTSUI O.S.K.LINES (I) PVT.LTD.

Container Dwell Times Vessel Agent wise (April-August 2017)		
Rank	Vessel Agent	Overall Dwell Time(days)
1	PIL (INDIA) PRIVATE LIMITED	5.18
2	MSC AGENCY (INDIA) PVT.LTD.	5.24
3	BENGAL TIGER LINE (INDIA) PVT.LTD.	5.34
4	SAMUDERA SHIPPING LINE (INDIA) PVT.LTD.	5.36
5	SEAHORSE SHIP.AGENCIES PVT.LTD.	5.41
6	SHREYAS SHIPPING & LOGISTICS LTD	5.54
7	SEA CONSORTIUM SHIPPING (INDIA) PVT.LTD.	5.56
8	TRANSWORLD GLOBAL LOGISTICS SOLUTIONS (INDIA) PVT LTD	5.70
9	FAR SHIPPING(INDIA) PVT.LTD.	5.76
10	B.GHOSE & CO.PVT.LTD.	9.30
Average Dwell Time for the containers		5.84 Days



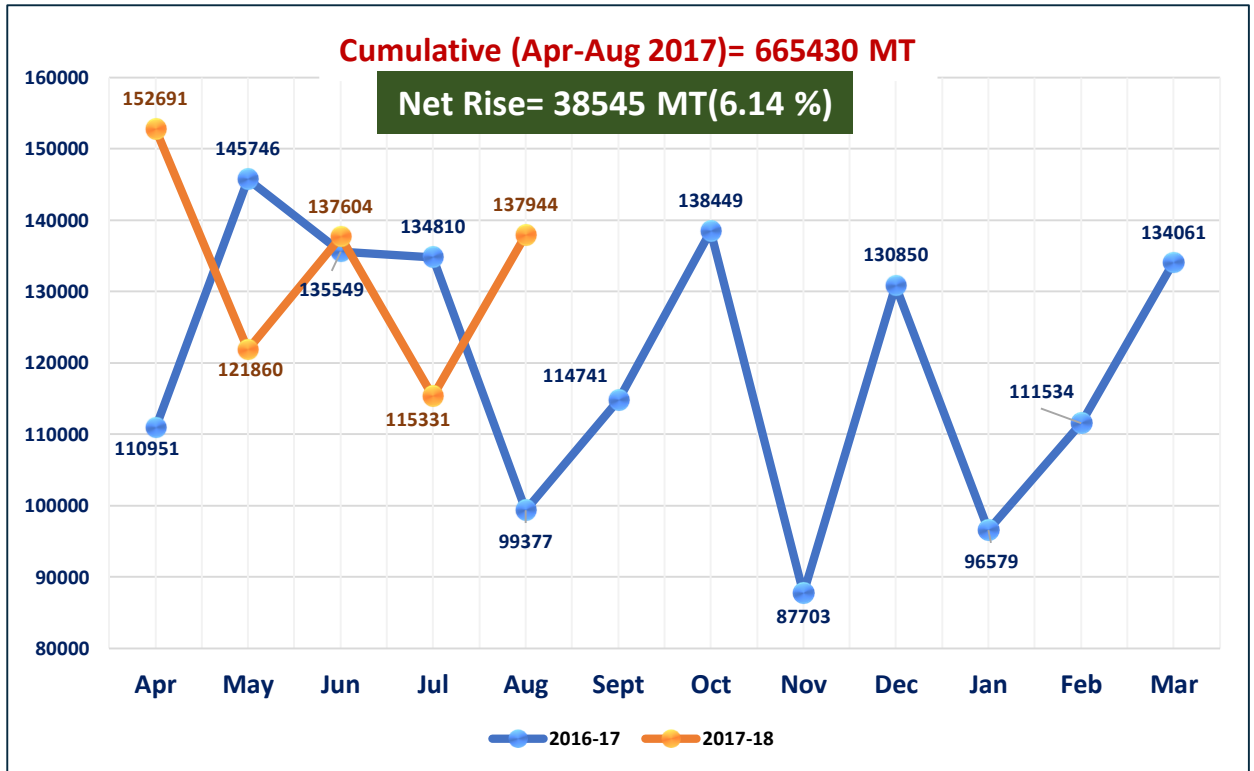
Bulk and Break Bulk Tonnage (MT)



Top 5 Import Commodities (Bulk)	
Rank	Commodity
1	PEAS
2	WHEAT
3	GYPSUM
4	MANGANESE ORE
5	GENERAL BREAK BULK CARGO

Top 5 Export Commodities(Bulk)	
Rank	Commodity
1	RICE
2	SAND
3	IRON & STEEL
4	GENERAL BREAK BULK CARGO
5	COAL TAR PITCH

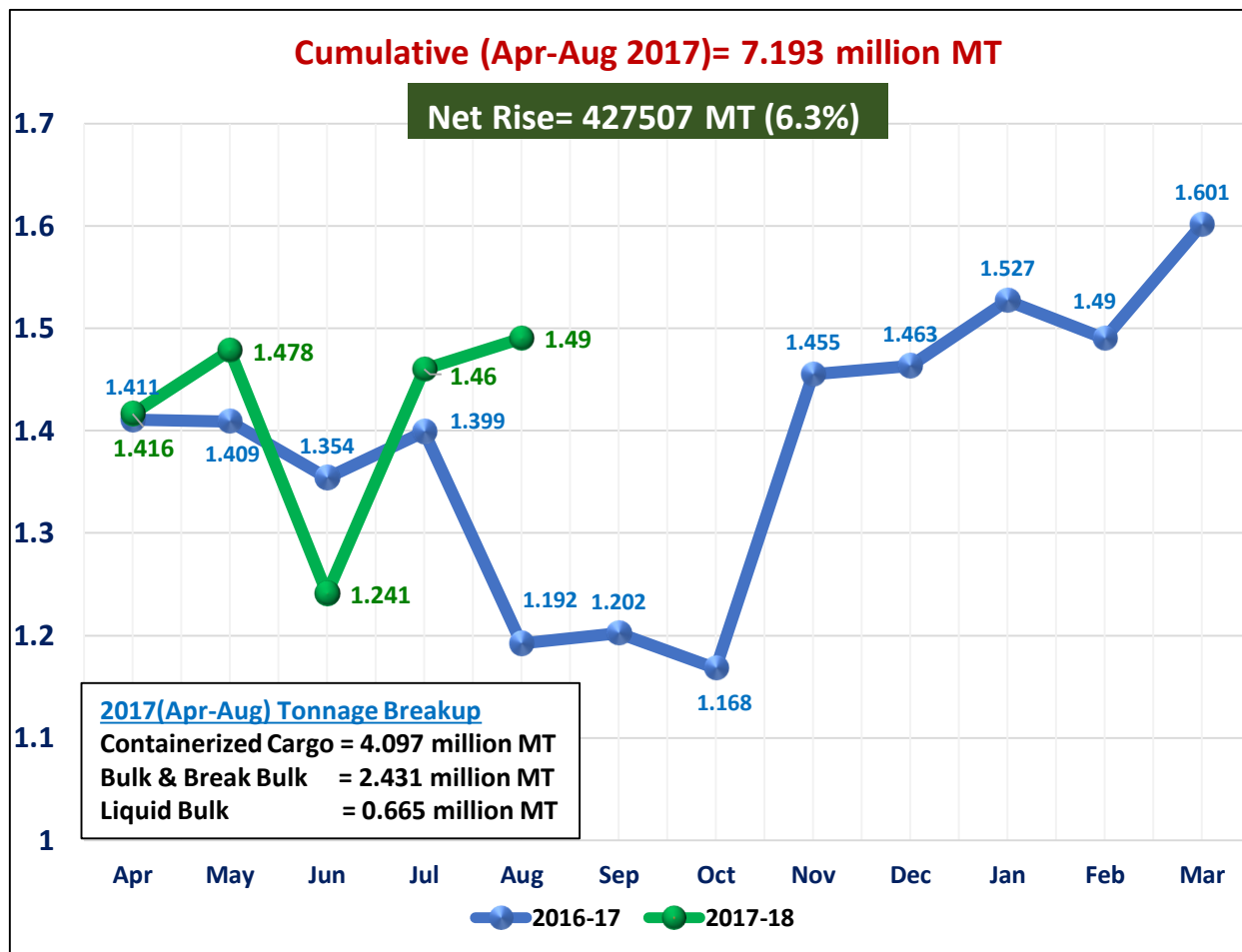
Liquid Bulk Tonnage (MT)



Top Import Commodities (Liquid Bulk)

Rank	Commodity
1	PALM OIL
2	HIGH SPEED DIESEL
3	LUBRICATING OIL
4	AVIATION TURBINE FUEL
5	MOTOR SPIRIT

Gross Tonnage (MT)



Challenges Ahead....

- All Imports are on feeder vessels transshipped at Port Kelang / Singapore & Colombo. But, it is to be noted that even these feeder vessels are unable to navigate into KDS with full capacity on days of low inward draft leading to the **increase in gross TRT(Turn Round Time)** of the vessels.
- Space for stacking and handling of containers is utilized to its maximum possible extend leading to **stagnation in growth and handling**.
- The upcoming container Terminal operation at new nearby Ports has posed a challenge to KoPT.
- Traffic Department of KDS is facing substantial **shortage of staff for operations** such as Gate manning and Shed related work.

The challenges posed to KDS can be effectively overcome by the measures as mentioned below

- ❑ **Lightering of the vessels** through barges at Diamond Harbour before arrival at KDS and extended exit gates at Balagarh and Panchpara. Extended Gate exits and other infrastructure in this regard have to be established at these identified points. Such an arrangement will actively reduce the vessel TRT.
- ❑ In order to open up new container stacking space it has been decided to **utilize 3KPD, 2NSD, 13NSD and 14NSD** as container berths. Vessel Operations have commenced at 13NSD and 14NSD.
- ❑ Optimize the skewed utilization of KPD and NSD rail sidings has been planned so that the Indian Exports do not suffer at the cost of Nepal Imports.
- ❑ Review of the **DPD policy** of the port so that the stay of the containers in the port premises can be brought down to a minimum.

Few of the ease of doing business initiative implemented by KDS in the past months are furnished below

- **e-Delivery Order(eDO)** has been initiated wherein the earlier AGDORD (Agent Delivery Order) message has been modified in POMS for accommodating e-DO.
- Facility of WGP (**Web-based issue of EGP**) which was so long available for CFS/ICD operators has been extended to all users taking delivery or tendering export to/from KDS.
- Extension of the import free period for road bound Nepal Containers to 10 days in order to facilitate greater volume of Nepal Cargo
- For containerized cargo which received as FCL from party's warehouse, CFS or ICD , **Mate Receipt** will not be required to be submitted to port. Also for such containers cargo receiving **endorsement of container agent** is also discontinued.
- **Customs Facilitation center** has been initiated with the port.
- It has been decided that **endorsement of Feeder Operators** on Local Delivery Order will not be required for taking delivery of containers from the Port.

KDS...Still a preferred PORT

- ✓ KDS being **a city based port** enjoys a strategic advantage over any other competing ports with respect to the unique city based EXIM trade cutting down transportation.
- ✓ With 5 full fledged container berths the opportunities are immense
- ✓ The **rail distance of KDS from Nepal is the shortest at about 690 km** giving us an upper edge(930 km in the case of Dhamra, 1430 km for Vizag) Such proximity to Nepal brings down the composite box rate for Transportation by up to 30%.
- ✓ **Robust Rail network** better than the competing port.