TABLE - I (CONTD.)

# VITAL PORT STATISTICS

## (C) BERTH PARTICULARS

**A. KOLKATA DOCK SYSTEM :**

**(3) Budge Budge Petroleum Wharves**

| Sl.No. | Name of Jetty | Type of Jetty | Designed/Actual depth (Mtrs.) | Maximum size of vessel that can be accommodated | | Remarks |
|---|---|---|---|---|---|---|
| | | | | Length over all (feet) | DWT | |
| **1.** | **2.** | **3.** | **4.** | **5.** | **6.** | **7.** |
| 1. | 1 BB | Liquid Bulk | 11.5 | 620 | - | - |
| 2. | 2 BB | Liquid Bulk | 11.5 | 340 | - | - |
| 3. | 3 BB | Liquid Bulk | 11.5 | 460 | - | - |
| 4. | 5 BB | Liquid Bulk | 10.5 | 620 | - | - |
| 5. | 7 BB | Liquid Bulk | 8.5 | 460 | - | - |
| 6. | 8 BB | Liquid Bulk | 8.5 | 580 | - | - |

**(4) VIRTUAL JETTY**

Four large-size mooring buoys have been laid at Saugor for mooring of deep-drafted vessels at the Port. The position of the mooring buoys are as follows :

Ebb Inner Buoy : 21°38' 57.3" N, 88°02' 10.0" E
Ebb Outer Buoy : 21°38' 56.6" N, 88°02' 07.1" E
Flood Inner Buoy : 21°38' 45.0" N, 88°02' 11.2" E
Flood Outer Buoy : 21°38' 44.8" N, 88°02' 08.7" E

TABLE - I (CONTD.)

# VITAL PORT STATISTICS

## (C) BERTH PARTICULARS

### B. HALDIA DOCK COMPLEX

| Sl. No. | Berth No. | Type of Berth | Designed / Draft (Mtrs.) | Quay length (Mtrs.) | Maximum size of vessels that can be accommodated | |
|---|---|---|---|---|---|---|
| | | | | | Length Overall (Mtrs.) | DWT (Designed) |
| 1 | HOJ-I | POL, Liq. Ammonia & Chemicals | 12.2 | 290* | 236 | 90000 |
| 2 | HOJ-II | POL Crude and POL Product, LPG | 12.2 | 330* | 277 | 150000 |
| 3 | HOJ-III | POL Crude and POL Produce | 12.5 | 345* | 275 | 150000 |
| 4 | 2 | Multipurpose Berth for handling Dry Bulk mainly Coke, Coal, Ore & Limestone, Paraxylene | 10.0 | 260 | | 75000 |
| 5 | 3 | Multipurpose Berth for handling mainly Iron Ore (Mech.) along with POL (Product), and other bulk. | 12.2 | 337 | 238 | 75000 |
| 6 | 4 | Mechanize Berth for handling Thermal Coal | 12.2 | 284 | 239 | 75000 |
| 7 | 4A | Mechanize Berth for handling Coking Coal | 12.2 | 245 | 239 | 75000 |
| 8 | 4B | Multipurpose Berth for handling Dry Bulk & Break Bulk Cargo | 12.2 | 181 | 230 | 75000 |
| 9 | 5 | Mechanize Berth for unloading Coking Coal & FRM | 12.2 | 195 | 180 | 75000 |
| 10 | 6 | Multipurpose Berth for handling Dry Bulk, Break Bulk & Liquid Bulk Cargo | 12.2 | 234 | 183 | 75000 |
| 11 | 7 | Multipurpose Berth for handling Dry Bulk, Break Bulk & Liquid Bulk Cargo | 12.2 | 234 | 212 | 75000 |
| 12 | 8 | Multipurpose Berth for handling Dry Bulk & Break Bulk Cargo | 12.2 | 218 | 212 | 75000 |
| 13 | 9 | Multipurpose Berth for handling Dry Bulk, Break Bulk & Containerized Cargo | 12.2 | 218 | 220 | 75000 |
| 14 | 10 | Multipurpose Berth for handling Dry Bulk, Break Bulk & Containerized Cargo | 12.2 | 220 | 210 | 75000 |
| 15 | 11 | Multipurpose Berth for handling Dry Bulk, Break Bulk & Containerized Cargo | 12.2 | 220 | 210 | 75000 |
| 16 | 12 | Multipurpose Berth for handling Dry Bulk, Break Bulk | 12.2 | 220 | 210 | 75000 |
| 17 | 13 | Multipurpose Berth for handling Dry Bulk, Break Bulk | 10.0 | 220 | 210 | 75000 |

* 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.

**Note** : 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

### A. KOLKATA DOCK SYSTEM :

| Owned by Port | | | Hired by Port | | |
|---|---|---|---|---|---|
| **Description** | **Number** | **Capacity** | **Description** | **Number** | **Capacity** |
| **DREDGERS** | 3 | | **DREDGERS** | Any 7 out of 10 | |
| S. D. Subarnarekha | | 1274 cub.m. | D.C.I. Dr. V | | 3450 cub. m. |
| S. D. Mahaganga | | 4740 cub. m. | D.C.I. Dr. VI | | 3770 cub. m. |
| G. D. Midnapore | | 795 cub. m. | D.C.I. Dr. XII | | 4500 cub. m. |
| **Tugs** | 6 | | D.C.I. Dr. XIV | | 4500 cub. m. |
| Golap | | 2 X 475 BHP | D.C.I. Dr. XVI | | 7400 cub. m. |
| Hena | | 2 X 475 BHP | D.C.I. Dr. VIII | | 6500 cub. m. |
| Kamal | | 2 X 496 BHP | D.C.I. Dr. IX | | 4500 cub. m. |
| Sutanati | | 2 X 496 BHP | D.C.I. Dr. VII | | 4500 cub. m. |
| Kolikata | | 2 X 475 BHP | C.S.D. | | Pumping capacity 500 cub. m. / hr. |
| Gobindapur | | 2 X 475 BHP | D.C.I. Dr. XVI | | 7400 cub. m. |
| **Launches** | 7 | | | | |
| Pilot Launch (Gopal) | | 2 X 442 BHP | | | |
| Shilabati | | 2 X 174 BHP | | | |
| Ketaki | | 119 BHP | | | |
| Mir Madan | | 195 BHP | | | |
| Pilot Launch Rupsa | | 2 X 940 BHP | | | |
| Pilot Launch Hugli | | 2 X 940 BHP | | | |
| M. L. Sidho | | 2 X 195 BHP | | | |
| **Water Barges** | 1 | | | | |
| Jaladhi | | 2 X 304 BHP | | | |
| **Launch Survey** | 7 | | | | |
| M. L. Lava | | 160 BHP | | | |
| M. L. Kusha | | 160 BHP | | | |
| M. L. Kaykeyee | | 182 BHP | | | |
| M. V. Ichamati | | 2 X 470 BHP | | | |
| M. L. Kanho | | 2 X 195 BHP | | | |
| M. L. Krishan | | 2 X 235 BHP | | | |
| M. V. Kangsabati | | 2 X 470 BHP | | | |
| **River Survey Vessel** | 1 | | | | |
| R. S. V. Sarojini | | 2 X 700 BHP | | | |
| **Anti Pollution Vessel** | 1 | | | | |
| Dharmapal | | 2 X 195 BHP | | | |
| **Despatch Vessel** | 1 | | | | |
| Rabindra | | 2 X 1320 BHP | | | |
| **Pilot Vessel** | 1 | | | | |
| Ma Ganga | | 2 X 600 BHP | | | |

TABLE - I (CONTD.)

# VITAL PORT STATISTICS
## (D) FLOATING CRAFTS

**B. HALDIA DOCK COMPLEX :**

| Sl. No. | Owned by Port | | | Hired by Port | |
|---|---|---|---|---|---|
| | Description | Number | Capacity | Number | Capacity |
| 1. | Grab Dredgers | 1 | 850 cubic metres | - | - |
| 2. | Tug | 4 | 30 Tons Bollard Pull | 2 | 30 Tons Bollard Pull |
| | | 2 | 35 Tons Bollard Pull | | |
| | | 2 | 45 Tons Bollard Pull | | |
| 3. | Survey Launch | 2 * | - | - | - |
| * Port Owned launch under control of KDS, operated by private manning. | | | | | |

TABLE - I (CONTD.)

# VITAL PORT STATISTICS

## (E) CARGO HANDLING EQUIPMENTS DURING 2012-2013

**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 | 0<br>3<br>0<br>2<br>2 | 45T<br>30T<br>15T<br>13 T<br>10T | NIL | | 1-30T & 2-15T condemned on August,'12. |
| | **TOTAL :** | **7** | | | | |
| 2. | WHARF CRANE | 1<br>0 | 200 T<br>3T / 5T | NIL | | |
| | **TOTAL :** | **1** | | | | |
| 3. | FORK LIFT TRUCK | 10<br>1 | 3T<br>2T | NIL | | 1-3T & 1-2T condemned on August, '12. |
| | **TOTAL :** | **11** | | | | |
| 4. | MEDIUM DUTY FORK LIFT TRUCK | 0 | | NIL | | |
| 5. | TRACTOR | 8 | 20T | NIL | | |
| 6. | HIPPO TRACTOR (PRIME MOVER) | 0 | 40T | 12/15 | 40T | Hired 15 nos. from 16.7.2010 (Last year figures i.e., 2010-11) |
| 7. | TOP LIFT TRUCK | 0 | 35T | NIL | | |
| 8. | REACH STACKER | 3 | 45T | 6 | 45T | |
| 9. | RUBBER TYRED GANTRY CRANES | 3<br>1 | 35.5T<br>40T | NIL | | |
| | **TOTAL :** | **4** | | | | |
| 10. | TRAILERS | 25<br>4<br>2<br>2<br>19<br>6 | 10T<br>20T<br>25T<br>35T<br>40T<br>20T | NIL | | |
| | **TOTAL :** | **58** | | | | |
| 11. | LOCOMOTIVE | 4 | 1800T | 1 | | Hired 1 No. (Last year figure i.e., 2010-11) |

**Note** : Two Mobile Harbour Cranes along with two Reach Stackers, inducted on Own-Operate-Maintain (OOM) basis, were also commissioned in March, 2005.

TABLE - I (CONTD.)

# VITAL PORT STATISTICS

## (E) CARGO HANDLING EQUIPMENTS DURING 2012-2013

**B. HALDIA DOCK COMPLEX :**

| Sl. No. | Description | Owned by Port | | Hired by Port | |
|---|---|---|---|---|---|
| | | Number | Rated Capacity (Tonnes) | Number | Rated Capacity (Tonnes) |
| 1. | Transtainer Crane | 1 | 30.48 Tonnes | - | - |
| 2. | RMQC | 2 | 40 Tonnes | - | - |
| 3. | RTGYC | 4 | 40 Tonnes | - | - |

## TABLE-II

## TRAFFIC HANDLED IN 2012-2013

### A. KOLKATA DOCK SYSTEM:

(In '000 Tonnes)

| Commodities | Import | | | Transhipment (Import) | | | Total | Export | | | Transhipment (Export) | | | Total | Grand Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Overseas | Coastal | Total | Overseas | Coastal | Total | Import | Overseas | Coastal | Total | Overseas | Coastal | Total | Export | (Imp+Exp) |
| **A. Container & Containerised Cargo* :** | | | | | | | | | | | | | | | |
| Tea | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | 0 | 122 | 0 | 0 | 0 | 122 | 122 |
| Jute & Jute Products | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 227 | 0 | 227 | 0 | 0 | 0 | 227 | 227 |
| Iron & Steel | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 488 | 0 | 488 | 0 | 0 | 0 | 488 | 489 |
| Machinery & Spares | 6 | 0 | 6 | 0 | 0 | 0 | 6 | 35 | 0 | 35 | 0 | 0 | 0 | 35 | 41 |
| Rice | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325 | 0 | 325 | 0 | 0 | 0 | 325 | 325 |
| Maize | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 84 | 0 | 0 | 0 | 84 | 84 |
| Cast Iron Goods | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 0 | 197 | 0 | 0 | 0 | 197 | 197 |
| Pig Iron | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| Metal & Metal Products | 12 | 0 | 12 | 0 | 0 | 0 | 12 | 81 | 0 | 81 | 0 | 0 | 0 | 81 | 93 |
| Metal Scrap | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Mica | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 85 | 0 | 0 | 0 | 85 | 85 |
| Shellac | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 3 |
| Chemicals | 8 | 0 | 8 | 0 | 0 | 0 | 8 | 17 | 0 | 17 | 0 | 0 | 0 | 17 | 25 |
| Electrical & Electronic Goods | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 24 | 0 | 24 | 0 | 0 | 0 | 24 | 26 |
| Newsprint / Paper | 10 | 0 | 10 | 0 | 0 | 0 | 10 | 4 | 0 | 4 | 0 | 0 | 0 | 4 | 14 |
| Bitumen | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Carbon Black | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 39 | 0 | 39 | 0 | 0 | 0 | 39 | 40 |
| Silicon | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 452 | 0 | 452 | 0 | 0 | 0 | 452 | 453 |
| Industrial Raw Materials | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Ferrochrome | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 0 | 103 | 0 | 0 | 0 | 103 | 103 |
| Peas / Pulses | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| Vegetable Oil | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Other Cargo | 3396 | 8 | 3404 | 0 | 0 | 0 | 3404 | 1200 | 16 | 1216 | 0 | 0 | 0 | 1216 | 4620 |
| **Sub-Total for Container** | **3446** | **8** | **3454** | **0** | **0** | **0** | **3454** | **3490** | **16** | **3506** | **0** | **0** | **0** | **3506** | **6960** |
| **(Number of TEUs)** | **(230849)** | **(1557)** | **(232406)** | | | | **(232406)** | **(229743)** | **(1063)** | **(230806)** | | | | **(230806)** | **(463212)** |
| **B. Break Bulk (BB)** | | | | | | | | | | | | | | | |
| Fertiliser (Bagged) | 37 | 0 | 37 | 28 | 0 | 28 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| Iron & Steel | 57 | 1 | 58 | 0 | 0 | 0 | 58 | 17 | 15 | 32 | 3 | 0 | 3 | 35 | 93 |
| Machinery | 54 | 0 | 54 | 0 | 0 | 0 | 54 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 57 |
| Timber | 557 | 0 | 557 | 115 | 0 | 115 | 672 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 672 |
| Pulses/Peas | 212 | 0 | 212 | 203 | 0 | 203 | 415 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 415 |
| Rice | 17 | 0 | 17 | 1 | 0 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| Wheat | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 90 | 0 | 0 | 0 | 90 | 90 |
| Sugar | 0 | 0 | 0 | 54 | 0 | 54 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| Fly Ash (Bagged) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 676 | 0 | 676 | 0 | 0 | 0 | 676 | 676 |
| Coal Tar Pitch | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 14 | 0 | 0 | 0 | 14 | 14 |
| Maize | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 6 | 6 |
| Ro-Ro | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| IVW Traffic | 0 | 25 | 25 | 0 | 0 | 0 | 25 | 0 | 230 | 230 | 0 | 0 | 0 | 230 | 255 |
| Other Cargo | 57 | 15 | 72 | 5 | 0 | 5 | 77 | 5 | 107 | 112 | 0 | 0 | 0 | 112 | 189 |
| **Sub-Total for BB** | **994** | **41** | **1035** | **406** | **0** | **406** | **1441** | **811** | **352** | **1163** | **3** | **0** | **3** | **1166** | **2607** |
| **C. Dry Bulk (DB)** | | | | | | | | | | | | | | | |
| Iron Ore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 | 0 | 158 | 158 | 158 |
| Manganese Ore | 0 | 0 | 0 | 68 | 0 | 68 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Fly Ash (Bulk) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 397 | 0 | 397 | 0 | 0 | 0 | 397 | 397 |
| Rock Phosphate | 5 | 0 | 5 | 24 | 0 | 24 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Coking Coal | 9 | 0 | 9 | 36 | 0 | 36 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| Petroleum Coke | 44 | 0 | 44 | 36 | 0 | 36 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| Metallurgical Coke | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| **Sub Total for DB** | **58** | **0** | **58** | **166** | **0** | **166** | **224** | **397** | **0** | **397** | **158** | **0** | **158** | **555** | **779** |
| **D. Liquid Bulk (LB)** | | | | | | | | | | | | | | | |
| POL(Product) | 39 | 523 | 562 | 0 | 0 | 0 | 562 | 9 | 137 | 146 | 0 | 0 | 0 | 146 | 708 |
| Vegetable Oil | 643 | 0 | 643 | 0 | 0 | 0 | 643 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 643 |
| Other Liquid Cargo | 113 | 34 | 147 | 0 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| **Sub Total for LB** | **795** | **557** | **1352** | **0** | **0** | **0** | **1352** | **9** | **137** | **146** | **0** | **0** | **0** | **146** | **1498** |
| **Total Traffic (A+B+C+D)** | **5293** | **606** | **5899** | **572** | **0** | **572** | **6471** | **4707** | **505** | **5212** | **161** | **0** | **161** | **5373** | **11844** |

* Includes Tare weight.

## TABLE-II (CONTD.)

## TRAFFIC HANDLED IN 2012-2013

**B. HALDIA DOCK COMPLEX :**

(In '000 Tonnes)

| Commodities | Import | | | Total | Export | | | Total | Grand Total |
|---|---|---|---|---|---|---|---|---|---|
| | Overseas | Coastal | Total | Import | Overseas | Coastal | Total | Export | (Imp+Exp) |
| **A. Container & Containerised Cargo*:** | | | | | | | | | |
| Jute & Jute Products | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| Iron & Steel | 61 | 0 | 61 | 61 | 288 | 0 | 288 | 288 | 349 |
| Machinery & Spares | 20 | 0 | 20 | 20 | 2 | 0 | 2 | 2 | 22 |
| Iron Ore Fines | 0 | 0 | 0 | 0 | 21 | 0 | 21 | 21 | 21 |
| Metal & Metal Products | 277 | 0 | 277 | 277 | 366 | 0 | 366 | 366 | 643 |
| Scrap | 496 | 0 | 496 | 496 | 0 | 0 | 0 | 0 | 496 |
| Ferrochrome | 1 | 0 | 1 | 1 | 26 | 0 | 26 | 26 | 27 |
| Chemicals & Drugs | 9 | 0 | 9 | 9 | 1 | 0 | 1 | 1 | 10 |
| Electrical & Electronic Goods | 5 | 0 | 5 | 5 | 2 | 0 | 2 | 2 | 7 |
| Plastic Products | 30 | 0 | 30 | 30 | 211 | 0 | 211 | 211 | 241 |
| Plastic Scrap | 100 | 0 | 100 | 100 | 1 | 0 | 1 | 1 | 101 |
| Tyre, Tube, Rubber Products | 20 | 0 | 20 | 20 | 20 | 0 | 20 | 20 | 40 |
| Newsprint / Paper | 145 | 0 | 145 | 145 | 0 | 0 | 0 | 0 | 145 |
| Soda Ash | 54 | 0 | 54 | 54 | 0 | 0 | 0 | 0 | 54 |
| Wax | 12 | 0 | 12 | 12 | 6 | 0 | 6 | 6 | 18 |
| Carbon Black Feed Stock | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Bitumen | 12 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 12 |
| Coal Tar Pitch | 32 | 0 | 32 | 32 | 0 | 0 | 0 | 0 | 32 |
| Sulphur | 7 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 7 |
| Refractory Products/Materials | 16 | 0 | 16 | 16 | 7 | 0 | 7 | 7 | 23 |
| Foodgrain / Food Items | 2 | 0 | 2 | 2 | 50 | 0 | 50 | 50 | 52 |
| Hazardous Cargo | 55 | 0 | 55 | 55 | 2 | 0 | 2 | 2 | 57 |
| P.T. Acid | 7 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 7 |
| Oil & Oil Products | 18 | 0 | 18 | 18 | 1 | 0 | 1 | 1 | 19 |
| Industrial Raw Materials | 70 | 0 | 70 | 70 | 34 | 0 | 34 | 34 | 104 |
| Project Cargo | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Other Cargo | 206 | 0 | 206 | 206 | 173 | 0 | 173 | 173 | 379 |
| **Sub-Total for Containers** | **1657** | **0** | **1657** | **1657** | **1212** | **0** | **1212** | **1212** | **2869** |
| **(Number of TEUs)** | **(67796)** | | **(67796)** | **(67796)** | **(69418)** | | **(69418)** | **(69418)** | **(137214)** |
| **B. Break Bulk (BB)** | | | | | | | | | |
| Iron & Steel | 246 | 0 | 246 | 246 | 175 | 0 | 175 | 175 | 421 |
| Machinery | 159 | 0 | 159 | 159 | 0 | 0 | 0 | 0 | 159 |
| Project Cargo | 12 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 12 |
| Fertiliser | 53 | 0 | 53 | 53 | 0 | 0 | 0 | 0 | 53 |
| Coal Tar Pitch | 3 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| **Sub-Total for BB** | **473** | **0** | **473** | **473** | **175** | **0** | **175** | **175** | **648** |
| **C.Dry Bulk (DB)** | | | | | | | | | |
| Fertiliser | 56 | 0 | 56 | 56 | 0 | 0 | 0 | 0 | 56 |
| Sulphur | 45 | 0 | 45 | 45 | 0 | 0 | 0 | 0 | 45 |
| Rock Phosphate | 232 | 0 | 232 | 232 | 0 | 0 | 0 | 0 | 232 |
| Thermal Coal | 0 | 0 | 0 | 0 | 0 | 1976 | 1976 | 1976 | 1976 |
| Coking Coal | 4503 | 0 | 4503 | 4503 | 0 | 0 | 0 | 0 | 4503 |
| Metallurgical Coke | 876 | 0 | 876 | 876 | 0 | 0 | 0 | 0 | 876 |
| Raw Petroleum Coke | 50 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 50 |
| Non-Coking Coal | 2247 | 0 | 2247 | 2247 | 0 | 0 | 0 | 0 | 2247 |
| Iron Ore | 0 | 84 | 84 | 84 | 1631 | 0 | 1631 | 1631 | 1715 |
| Manganese Ore | 1181 | 0 | 1181 | 1181 | 0 | 0 | 0 | 0 | 1181 |
| Manganese Slag | 71 | 0 | 71 | 71 | 0 | 0 | 0 | 0 | 71 |
| Other Ore (Pyroxinite) | 70 | 0 | 70 | 70 | 0 | 0 | 0 | 0 | 70 |
| Lime Stone | 1227 | 0 | 1227 | 1227 | 0 | 0 | 0 | 0 | 1227 |
| Sugar | 361 | 0 | 361 | 361 | 0 | 0 | 0 | 0 | 361 |
| Ammonium Nitrate | 13 | 0 | 13 | 13 | 0 | 0 | 0 | 0 | 13 |
| Mill Scale | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 100 | 100 |
| Cement Clinker | 158 | 0 | 158 | 158 | 0 | 0 | 0 | 0 | 158 |
| IWAI Traffic (Fly Ash) | 0 | 0 | 0 | 0 | 345 | 0 | 345 | 345 | 345 |
| **Sub-Total for DB** | **11090** | **84** | **11174** | **11174** | **2076** | **1976** | **4052** | **4052** | **15226** |
| **D. Liquid Bulk (LB)** | | | | | | | | | |
| POL (Crude) | 464 | 80 | 544 | 544 | 0 | 0 | 0 | 0 | 544 |
| POL(Product) | 718 | 1676 | 2394 | 2394 | 564 | 1294 | 1858 | 1858 | 4252 |
| LPG | 1399 | 0 | 1399 | 1399 | 0 | 0 | 0 | 0 | 1399 |
| Vegetable Oil | 1523 | 0 | 1523 | 1523 | 15 | 0 | 15 | 15 | 1538 |
| Other Liquid Cargo | 1339 | 43 | 1382 | 1382 | 222 | 4 | 226 | 226 | 1608 |
| **Sub-Total for LB** | **5443** | **1799** | **7242** | **7242** | **801** | **1298** | **2099** | **2099** | **9341** |
| **Total Traffic(A+B+C+D)** | **18663** | **1883** | **20546** | **20546** | **4264** | **3274** | **7538** | **7538** | **28084** |

* Includes Tare weight.

## TABLE-III

## FLAGWISE DISTRIBUTION OF CARGO HANDLED IN 2012-2013

### A. KOLKATA DOCK SYSTEM :

| Nationality | * Number of Ships Left | Volume of Cargo (In thousand tonnes) | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Import | Transhipment (Import) | Total Import | Export | Transhipment (Export) | Total Export | Total (Import + Export) |
| **Overseas** | | | | | | | | |
| Indian Flag | 77 | 255 | 0 | 255 | 176 | 0 | 176 | 431 |
| Foreign Flag | 995 | 5038 | 572 | 5610 | 4531 | 161 | 4692 | 10302 |
| **Sub Total for Overseas** | **1072** | **5293** | **572** | **5865** | **4707** | **161** | **4868** | **10733** |
| **Coastal** | | | | | | | | |
| Indian Flag | 162 | 548 | 0 | 548 | 270 | 0 | 270 | 818 |
| Foreign Flag | 0 | 33 | 0 | 33 | 5 | 0 | 5 | 38 |
| IVW Traffic | 0 | 25 | 0 | 25 | 230 | 0 | 230 | 255 |
| **Sub Total for Coastal** | **162** | **606** | **0** | **606** | **505** | **0** | **505** | **1111** |
| **Total: (Overseas + Coastal)** | **1234** | **5899** | **572** | **6471** | **5212** | **161** | **5373** | **11844** |

TABLE-III (CONTD.)

## FLAG-WISE DISTRIBUTION OF CARGO HANDLED IN 2012-2013

## B. HALDIA DOCK COMPLEX :

(In Tonnes)

| Sl. No. | Nationality | Number of Vessels | | | VOLUME OF CARGO | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Overseas | Coastal | Total | IMPORT | | | EXPORT | | | GRAND TOTAL | | |
| | | | | | Overseas | Coastal | Total | Overseas | Coastal | Total | Overseas | Coastal | Total |
| 1 | Antigua | 27 | 4 | **31** | 212040 | 0 | **212040** | 76103 | 0 | **76103** | 288143 | 0 | **288143** |
| 2 | Bahamas | 37 | 0 | **37** | 534334 | 0 | **534334** | 48313 | 0 | **48313** | 582647 | 0 | **582647** |
| 3 | Bangladesh | 9 | 0 | **9** | 20000 | 0 | **20000** | 139990 | 0 | **139990** | 159990 | 0 | **159990** |
| 4 | Barbados | 1 | 0 | **1** | 25002 | 0 | **25002** | 0 | 0 | **0** | 25002 | 0 | **25002** |
| 5 | British Indian Ocean | 0 | 1 | **1** | 0 | 15024 | **15024** | 0 | 0 | **0** | 0 | 15024 | **15024** |
| 6 | Cambodia | 1 | 0 | **1** | 374 | 0 | **374** | 0 | 0 | **0** | 374 | 0 | **374** |
| 7 | Cayman Islands | 6 | 0 | **6** | 106997 | 0 | **106997** | 0 | 0 | **0** | 106997 | 0 | **106997** |
| 8 | China | 81 | 0 | **81** | 761086 | 0 | **761086** | 39249 | 0 | **39249** | 800335 | 0 | **800335** |
| 9 | Croatia | 2 | 0 | **2** | 687 | 0 | **687** | 18000 | 0 | **18000** | 18687 | 0 | **18687** |
| 10 | Cyprus | 40 | 0 | **40** | 419769 | 0 | **419769** | 19891 | 0 | **19891** | 439660 | 0 | **439660** |
| 11 | Denmark | 3 | 0 | **3** | 42430 | 0 | **42430** | 10042 | 0 | **10042** | 52472 | 0 | **52472** |
| 12 | Dominican Republic | 1 | 0 | **1** | 15000 | 0 | **15000** | 0 | 0 | **0** | 15000 | 0 | **15000** |
| 13 | Egypt | 7 | 0 | **7** | 142681 | 0 | **142681** | 53000 | 0 | **53000** | 195681 | 0 | **195681** |
| 14 | Faroe Islands | 1 | 0 | **1** | 17362 | 0 | **17362** | 0 | 0 | **0** | 17362 | 0 | **17362** |
| 15 | Finland | 1 | 0 | **1** | 20150 | 0 | **20150** | 0 | 0 | **0** | 20150 | 0 | **20150** |
| 16 | France | 1 | 0 | **1** | 15038 | 0 | **15038** | 0 | 0 | **0** | 15038 | 0 | **15038** |
| 17 | Gilbert Islands | 2 | 0 | **2** | 0 | 0 | **0** | 10599 | 0 | **10599** | 10599 | 0 | **10599** |
| 18 | Greece | 20 | 0 | **20** | 488895 | 0 | **488895** | 20532 | 0 | **20532** | 509427 | 0 | **509427** |
| 19 | Grenada | 1 | 0 | **1** | 0 | 0 | **0** | 3961 | 0 | **3961** | 3961 | 0 | **3961** |
| 20 | Hong Kong | 105 | 1 | **106** | 1307900 | 15008 | **1322908** | 422300 | 0 | **422300** | 1730200 | 15008 | **1745208** |
| 21 | India | 65 | 373 | **438** | 1521957 | 1648923 | **3170880** | 133084 | 2933891 | **3066975** | 1655041 | 4582814 | **6237855** |
| 22 | Indonesia | 2 | 0 | **2** | 10472 | 0 | **10472** | 416 | 0 | **416** | 10888 | 0 | **10888** |
| 23 | Italy | 11 | 0 | **11** | 236808 | 0 | **236808** | 24468 | 0 | **24468** | 261276 | 0 | **261276** |
| 24 | Liberia | 161 | 6 | **167** | 2500779 | 128952 | **2629731** | 431855 | 0 | **431855** | 2932634 | 128952 | **3061586** |
| 25 | Marshall Islands | 136 | 1 | **137** | 1954277 | 0 | **1954277** | 283438 | 4127 | **287565** | 2237715 | 4127 | **2241842** |
| 26 | Malaysia | 17 | 0 | **17** | 78507 | 0 | **78507** | 51461 | 0 | **51461** | 129968 | 0 | **129968** |
| 27 | Malta | 48 | 0 | **48** | 822196 | 0 | **822196** | 93152 | 0 | **93152** | 915348 | 0 | **915348** |
| 28 | Moldova Republic | 1 | 0 | **1** | 7150 | 0 | **7150** | 0 | 0 | **0** | 7150 | 0 | **7150** |
| 29 | North Korea | 1 | 0 | **1** | 17486 | 0 | **17486** | 0 | 0 | **0** | 17486 | 0 | **17486** |
| 30 | Norway | 15 | 0 | **15** | 188123 | 0 | **188123** | 41100 | 0 | **41100** | 229223 | 0 | **229223** |
| 31 | Panama | 360 | 18 | **378** | 4463464 | 75031 | **4538495** | 1069526 | 98738 | **1168264** | 5532990 | 173769 | **5706759** |
| 32 | Philippines | 3 | 0 | **3** | 37254 | 0 | **37254** | 12053 | 0 | **12053** | 49307 | 0 | **49307** |
| 33 | Qatar | 6 | 0 | **6** | 38150 | 0 | **38150** | 0 | 0 | **0** | 38150 | 0 | **38150** |
| 34 | Singapore | 265 | 0 | **265** | 1726288 | 0 | **1726288** | 623983 | 0 | **623983** | 2350271 | 0 | **2350271** |
| 35 | South Korea | 9 | 0 | **9** | 157383 | 0 | **157383** | 6515 | 0 | **6515** | 163898 | 0 | **163898** |
| 36 | St. Kitts-Nevis-Anguilla | 1 | 0 | **1** | 19760 | 0 | **19760** | 0 | 0 | **0** | 19760 | 0 | **19760** |
| 37 | St. Vincent | 5 | 0 | **5** | 50964 | 0 | **50964** | 9814 | 0 | **9814** | 60778 | 0 | **60778** |
| 38 | Taiwan | 1 | 0 | **1** | 22000 | 0 | **22000** | 0 | 0 | **0** | 22000 | 0 | **22000** |
| 39 | Tanzania | 1 | 0 | **1** | 20000 | 0 | **20000** | 0 | 0 | **0** | 20000 | 0 | **20000** |
| 40 | Thailand | 22 | 0 | **22** | 50590 | 0 | **50590** | 27840 | 0 | **27840** | 78430 | 0 | **78430** |
| 41 | Turkey | 8 | 0 | **8** | 121464 | 0 | **121464** | 0 | 0 | **0** | 121464 | 0 | **121464** |
| 42 | Tuvalu | 3 | 0 | **3** | 0 | 0 | **0** | 54083 | 0 | **54083** | 54083 | 0 | **54083** |
| 43 | United Kingdom | 22 | 0 | **22** | 254951 | 0 | **254951** | 29990 | 0 | **29990** | 284941 | 0 | **284941** |
| 44 | Vanuatu | 1 | 0 | **1** | 21882 | 0 | **21882** | 20000 | 0 | **20000** | 41882 | 0 | **41882** |
| 45 | Vietnam | 7 | 0 | **7** | 43869 | 0 | **43869** | 12574 | 0 | **12574** | 56443 | 0 | **56443** |
| | **TOTAL** | **1517** | **404** | **1921** | **18495519** | **1882938** | **20378457** | **3787332** | **3036756** | **6824088** | **22282851** | **4919694** | **27202545** |

* Cargo carried by vessels sailed and excludes IWAI and barge traffic

## TABLE-IV

## DISTRIBUTION OF EXPORT CARGO ACCORDING TO THE DESTINATION DURING THE YEAR 2012-2013

### A. KOLKATA DOCK SYSTEM:

(In Tonnes)

| Commodity | Indian Coastal Ports | Bangla-desh | Paki-stan | Sri Lanka | Myan-mar | Japan | China | Far East Countries/ S.E. Asia | Middle East and Other Asian Countries | U.K./ Conti-nent | Germany | Other European Countries | C.I.S. | U.S.A. and Canada | Other American Countries | African Coun-tries | Australia & New Zealand | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| (i) Liquid Bulk (LB): | | | | | | | | | | | | | | | | | | |
| POL (Product) | 137306 | 0 | 0 | 0 | 0 | 0 | 0 | 8962 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146268 |
| **Sub total for LB** | **137306** | **0** | **0** | **0** | **0** | **0** | **0** | **8962** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 146268 |
| (ii) Dry Bulk (DB): | | | | | | | | | | | | | | | | | | |
| Iron Ore | 0 | 0 | 0 | 0 | 0 | 0 | 158409 (158409) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158409 (158409) |
| Fly Ash (Bulk) | 0 | 396503 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 396503 |
| **Sub Total for DB** | **0** | **396503** | **0** | **0** | **0** | **0** | **158409 (158409)** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | 554912 (158409) |
| (iii) Break Bulk (BB) | | | | | | | | | | | | | | | | | | |
| Iron & Steel | 8411 | 0 | 0 | 2188 | 0 | 0 | 0 | 8261 (1476) | 972 (972) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19832 (2448) |
| Pipe | 6671 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2729 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9400 |
| Wagon | 0 | 0 | 0 | 0 | 1915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3121 | 0 | 5036 |
| Machinery | 0 | 0 | 0 | 0 | 431 | 0 | 0 | 3015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3446 |
| Wheat | 0 | 85594 | 0 | 0 | 0 | 0 | 0 | 3920 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89514 |
| Fly Ash (Bagged) | 0 | 676120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 676120 |
| Coal Tar Pitch | 0 | 0 | 0 | 0 | 3975 | 0 | 0 | 10271 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14246 |
| Maize | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5958 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5958 |
| Other General Cargo | 337479 | 2313 | 0 | 0 | 562 | 0 | 0 | 2144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 377 | 0 | 342875 |
| **Sub total for BB** | **352561** | **764027** | **0** | **2188** | **6883** | **0** | **0** | **33569 (1476)** | **3701 (972)** | **0** | **0** | **0** | **0** | **0** | **0** | **3498** | **0** | 1166427 (2448) |
| **(iv) Container** | **15661** | **5956** | **25263** | **81829** | **17338** | **108893** | **129561** | **1129974** | **465068** | **56017** | **35236** | **475611** | **52701** | **190047** | **44819** | **631074** | **40546** | 3505594 |
| **TOTAL EXPORT** | **505528** | **1166486** | **25263** | **84017** | **24221** | **108893** | **287970 (158409)** | **1172505 (1476)** | **468769 (972)** | **56017** | **35236** | **475611** | **52701** | **190047** | **44819** | **634572** | **40546** | 5373201 (160857) |

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

## TABLE-IV (CONTD.)

## DISTRIBUTION OF EXPORT OVERSEAS CARGO ACCORDING TO DESTINATION IN 2012-2013

### B. HALDIA DOCK COMPLEX :

(In Tonnes)

| Sl. No. | Name of Country | *LIQUID BULK* | | | | | | *DRY BULK* | | | | *Break Bulk* | | *Container $* | *Grand Total* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | POL (Product) | Butadine | Benzene | Bitumen | Palm Oil | *Total Liquid Bulk* | Iron Ore | Mill Scale | IWAT Traffic (Fly Ash) | *Total Dry Bulk* | Steel | *Total Break Bulk* | | |
| 1 | Bangladesh | 9990 | 0 | 0 | 0 | 0 | **9990** | 0 | 0 | 345461 | **345461** | 0 | **0** | 10007 | **365458** |
| 2 | China | 0 | 0 | 0 | 0 | 8000 | **8000** | 1631471 | 78570 | 0 | **1710041** | 12289 | **12289** | 0 | **1730330** |
| 3 | Indonesia | 0 | 3050 | 11938 | 40878 | 6531 | **62397** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **62397** |
| 4 | South Korea | 0 | 5825 | 0 | 0 | 0 | **5825** | 0 | 0 | 0 | **0** | 20532 | **20532** | 0 | **26357** |
| 5 | Malaysia | 58916 | 32304 | 16503 | 4148 | 0 | **111871** | 0 | 0 | 0 | **0** | 0 | **0** | 248025 | **359896** |
| 6 | Oman | 20653 | 0 | 0 | 0 | 0 | **20653** | 0 | 0 | 0 | **0** | 8802 | **8802** | 0 | **29455** |
| 7 | Philippines | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 21728 | 0 | **21728** | 0 | **0** | 0 | **21728** |
| 8 | Singapore | 431255 | 5792 | 53238 | 13015 | 0 | **503300** | 0 | 0 | 0 | **0** | 0 | **0** | 381309 | **884609** |
| 9 | Sri Lanka | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | **0** | 2927 | **2927** | 572422 | **575349** |
| 10 | Saudi Arabia | 0 | 0 | 5923 | 0 | 0 | **5923** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **5923** |
| 11 | Thailand | 0 | 15606 | 0 | 0 | 0 | **15606** | 0 | 0 | 0 | **0** | 77762 | **77762** | 0 | **93368** |
| 12 | Taiwan | 0 | 1509 | 0 | 0 | 0 | **1509** | 0 | 0 | 0 | **0** | 0 | **0** | 0 | **1509** |
| 13 | U.A.E. | 43290 | 0 | 0 | 0 | 0 | **43290** | 0 | 0 | 0 | **0** | 20674 | **20674** | 0 | **63964** |
| 14 | Vietnam | 0 | 0 | 0 | 12117 | 0 | **12117** | 0 | 0 | 0 | **0** | 31960 | **31960** | 0 | **44077** |
| | **Total** | **564104** | **64086** | **87602** | **70158** | **14531** | **800481** | **1631471** | **100298** | **345461** | **2077230** | **174946** | **174946** | **1211763** | **4264420** |

$ Transhipment Ports considered only

TABLE-IV (CONTD.)

## DISTRIBUTION OF EXPORT COASTAL CARGO ACCORDING TO DESTINATION IN 2012-2013

### B. HALDIA DOCK COMPLEX :

(In Tonnes)

| Sl. No. | CARGO | *NAME OF INDIAN PORTS (COASTAL)* | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Chennai | Cochin | Paradip | Kakinada | Port Blair | Vadiner | Mormugao | Mumbai | New Mangalore | Ennore | Tuticorin | Vizag | Total |
| 1 | POL (Product) | 52578 | 14274 | 153176 | 7495 | 125973 | 15011 | 8463 | 52055 | 9966 | 5131 | 10192 | 577000 | **1031314** |
| 2 | Thermal Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 737398 | 1238772 | 0 | **1976170** |
| | **TOTAL** | **52578** | **14274** | **153176** | **7495** | **125973** | **15011** | **8463** | **52055** | **9966** | **742529** | **1248964** | **577000** | **3007484** |

**Note :-** In addition, 262217 tonnes of POL (Product) and 4127 tonnes of Paraxylene moved to Kolkata Dock System

# TABLE-V

## DISTRIBUTION OF IMPORT CARGO ACCORDING TO THE ORIGIN DURING THE YEAR 2012-2013

## A. KOLKATA DOCK SYSTEM:

(In Tonnes)

| Commodity | Indian Coastal Ports | Bangla-desh | Pakistan | Sri Lanka | Myanmar | Japan | China | Far East Countries/ SE Asia | Middle East and Other Asian Countries | U.K./ Conti-nent | Germany | Other European Countries | C.I.S. | U.S.A. and Canada | Other American Countries | African Countries | Australia & New Zealand | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| **(i) Liquid Bulk (LB):** | | | | | | | | | | | | | | | | | | |
| POL (Product) | 523466 | 0 | 0 | 0 | 0 | 0 | 0 | 38622 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **562088** |
| Vegetable Oil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 642907 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **642907** |
| Other Liquid Cargo | 34019 | 0 | 0 | 0 | 0 | 6000 | 0 | 62931 | 43504 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **146454** |
| **Sub total for LB** | **557485** | **0** | **0** | **0** | **0** | **6000** | **0** | **744460** | **43504** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1351449** |
| | | | | | | | | | | | | | | | | | | |
| **(ii) Dry Bulk (DB):** | | | | | | | | | | | | | | | | | | |
| Rock Phosphate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **29307** |
| | | | | | | | | | (24007) | | | | | | | | | **(24007)** |
| Manganese Ore | 0 | 0 | 0 | 0 | 0 | 7417 | 0 | 3000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57324 | 0 | **67741** |
| | | | | | | (7417) | | (3000) | | | | | | | | (57324) | | **(67741)** |
| Coking Coal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23542 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12150 | 8860 | **44552** |
| | | | | | | | | (23542) | | | | | | | | (12150) | | **(35692)** |
| Petroleum Coke | 0 | 0 | 0 | 0 | 0 | 0 | 16764 | 28820 | 9998 | 0 | 0 | 0 | 0 | 24161 | 0 | 0 | 0 | **79743** |
| | | | | | | | (8382) | (8824) | (4999) | | | | | (14000) | | | | **(36205)** |
| Metallurgical Coke | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2327 | 0 | 0 | 0 | 0 | 0 | **2327** |
| | | | | | | | | | | | | (2327) | | | | | | **(2327)** |
| **Sub total for DB** | **0** | **0** | **0** | **0** | **0** | **7417** | **16764** | **55362** | **39305** | **0** | **0** | **2327** | **0** | **24161** | **0** | **69474** | **8860** | **223670** |
| | | | | | | **(7417)** | **(8382)** | **(35366)** | **(29006)** | | | **(2327)** | | **(14000)** | | **(69474)** | | **(165972)** |
| **(iii) Break Bulk (BB)** | | | | | | | | | | | | | | | | | | |
| Fertiliser | 0 | 0 | 0 | 0 | 0 | 0 | 65134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **65134** |
| | | | | | | | (28038) | | | | | | | | | | | **(28038)** |
| Pulses / Peas | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96066 | 0 | 0 | 0 | 0 | 0 | 238276 | 0 | 0 | 80751 | **415093** |
| | | | | | | | | (26505) | | | | | | (164933) | | | (11189) | **(202627)** |
| Timber | 0 | 0 | 0 | 0 | 503978 | 0 | 5506 | 135609 | 0 | 0 | 0 | 15212 | 0 | 0 | 0 | 0 | 11679 | **671984** |
| | | | | | (44947) | | | (65590) | | | | (4574) | | | | | | **(115111)** |
| Iron & Steel | 1064 | 0 | 0 | 0 | 0 | 22339 | 13482 | 153 | 0 | 0 | 0 | 434 | 0 | 0 | 0 | 0 | 0 | **37472** |
| Pipe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20300 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20300** |
| Machinery | 0 | 0 | 0 | 0 | 0 | 5349 | 32188 | 12123 | 0 | 0 | 1470 | 1874 | 0 | 961 | 0 | 0 | 0 | **53965** |
| Ro-Ro | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2698 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | **2788** |
| Rice | 0 | 0 | 0 | 0 | 0 | 11686 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6260 | 0 | 0 | 0 | **17946** |
| | | | | | | (513) | | | | | | | | | | | | **(513)** |
| Sugar | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53673 | 0 | 0 | **53673** |
| | | | | | | | | | | | | | | | (53673) | | | **(53673)** |
| Other General Cargo | 40506 | 297 | 0 | 0 | 350 | 20613 | 22638 | 7136 | 0 | 0 | 2662 | 2120 | 5345 | 1595 | 0 | 0 | 0 | **103262** |
| | | | | | | | | (5501) | | | | | | | | | | **(5501)** |
| **Sub total for BB** | **41570** | **297** | **0** | **0** | **504328** | **59987** | **138948** | **274085** | **0** | **0** | **4132** | **19640** | **5345** | **247092** | **53673** | **90** | **92430** | **1441617** |
| | | | | | **(44947)** | **(513)** | **(28038)** | **(97596)** | | | | **(4574)** | | **(164933)** | **(53673)** | | **(11189)** | **(405463)** |
| **(iv) Container** | **7825** | **6692** | **3646** | **358249** | **29683** | **37594** | **606590** | **1808999** | **77010** | **32206** | **30050** | **158480** | **54707** | **105063** | **24492** | **48007** | **64806** | **3454099** |
| **TOTAL IMPORT** | **606880** | **6989** | **3646** | **358249** | **534011** (44947) | **110998** (7930) | **762302** (36420) | **2882906** (132962) | **159819** (29006) | **32206** | **34182** | **180447** (6901) | **60052** | **376316** (178933) | **78165** (53673) | **117571** (69474) | **166096** (11189) | **6470835** (571435) |

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

## TABLE-V (CONTD.)

# DISTRIBUTION OF IMPORT OVERSEAS CARGO ACCORDING TO ORIGIN IN 2012-2013

## B. HALDIA DOCK COMPLEX :

(In Tonnes)

| Sl. No | Country Name | LIQUID BULK | | | | | | | | | | | | | | | | | DRY BULK | | | | | | | | | | | | | | BREAK BULK | | | | | | Container $ | Grand Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | POL (Crude) | POL (Product) | Liquid Ammonia | L.P.G. | Paraxylene | Bitumen | Butene | Phosphoric Acid | CBFS | Palm Oil | Soya Oil | Vegetable Oil | Acetic Acid | Liquid Caustic Soda | M.E.G. | Coal Tar Pitch | Total Liquid Bulk | Coking Coal | Non Coking Coal | Metal lurgical Coke | Raw Petroleum Coke | Lime stone | Rock Phosphate | Sulphur | Fertiliser (Bulk) | Manganese Ore | Manganese Slag | Pyroxinite | Sugar | Cement Clinker | Ammonium Nitrate | Total Dry Bulk | Fertilizer (Bags) | Steel | Machinery | Project Cargo | Coal Tar Pitch | Total Break Bulk | | |
| 1 | Australia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3464193 | 359363 | 0 | 0 | 0 | 0 | 0 | 0 | 362665 | 0 | 0 | 0 | 0 | 4186221 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4186221 |
| 2 | Argentina | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 257711 | 0 | 0 | 0 | 0 | 0 | 257711 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17443 | 0 | 0 | 0 | 0 | 0 | 17443 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 275154 |
| 3 | Bangladesh | 0 | 38652 | 15218 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53870 | 0 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 2415 | 56693 |
| 4 | Bahrain | 0 | 71073 | 0 | 0 | 0 | 4183 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75256 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75256 |
| 5 | Brazil | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86053 | 0 | 0 | 0 | 0 | 0 | 86053 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 361231 | 0 | 0 | 361231 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 447284 |
| 6 | Canada | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69176 | 0 | 0 | 0 | 0 | 0 | 0 | 56260 | 0 | 0 | 0 | 0 | 0 | 0 | 125436 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125436 |
| 7 | China | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30798 | 10040 | 0 | 0 | 0 | 0 | 114144 | 0 | 0 | 0 | 12974 | 0 | 167956 | 52444 | 102691 | 117239 | 9203 | 3001 | 284578 | 0 | 452534 |
| 8 | Egypt | 0 | 0 | 5501 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5501 | 0 | 0 | 0 | 0 | 0 | 31001 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31001 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36502 |
| 9 | Italy | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10528 | 10528 | 0 | 0 | 11418 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11418 | 0 | 0 | 878 | 0 | 0 | 878 | 0 | 22824 |
| 10 | Gabon | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93639 | 0 | 0 | 0 | 0 | 0 | 93639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93639 |
| 11 | Ghana | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13045 | 0 | 0 | 0 | 0 | 0 | 13045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13045 |
| 12 | Greece | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 687 | 0 | 0 | 687 | 0 | 687 |
| 13 | Germany | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12870 | 0 | 0 | 0 | 0 | 0 | 12870 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12870 |
| 14 | Indonesia | 0 | 0 | 7210 | 0 | 0 | 0 | 1430 | 0 | 0 | 765111 | 17779 | 0 | 0 | 0 | 0 | 0 | 791530 | 0 | 1719156 | 0 | 9492 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1728648 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2520178 |
| 15 | Japan | 0 | 52394 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52394 | 0 | 0 | 506911 | 0 | 0 | 0 | 0 | 0 | 0 | 70835 | 0 | 0 | 0 | 0 | 577746 | 0 | 91140 | 1577 | 314 | 0 | 93031 | 0 | 723171 |
| 16 | Jordan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200975 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200975 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200975 |
| 17 | Kuwait | 0 | 219184 | 7000 | 177994 | 56335 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68810 | 0 | 529323 | 0 | 0 | 0 | 30134 | 0 | 0 | 17600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47734 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 577057 |
| 18 | Malaysia | 380280 | 0 | 11501 | 36552 | 71901 | 2610 | 0 | 0 | 0 | 276109 | 0 | 0 | 22719 | 0 | 0 | 0 | 801672 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 333232 | 1134904 |
| 19 | Maldives | 0 | 0 | 0 | 66446 | 0 | 0 | 0 | 0 | 51390 | 0 | 15038 | 0 | 0 | 0 | 0 | 0 | 132874 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132874 |
| 20 | Mozambique | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21108 |
| 21 | Morocco | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290838 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290838 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290838 |
| 22 | Netherlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1529 | 0 | 0 | 1529 | 0 | 1529 |
| 23 | New Zealand | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 354142 | 0 | 0 | 0 | 27535 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 381677 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 381677 |
| 24 | Nigeria | 54661 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54661 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54661 |
| 25 | Libya | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17054 |
| 26 | Oman | 0 | 72568 | 0 | 52075 | 240235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5995 | 0 | 370873 | 0 | 0 | 0 | 0 | 448054 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 448054 | 0 | 0 | 1632 | 0 | 0 | 1632 | 0 | 820559 |
| 27 | Poland | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48659 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48659 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48659 |
| 28 | Qatar | 0 | 0 | 31150 | 788681 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2999 | 0 | 0 | 822830 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 822830 |
| 29 | Russia | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167451 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167451 |
| 30 | Saudi Arabia | 0 | 0 | 0 | 243952 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 243952 | 0 | 0 | 0 | 0 | 0 | 0 | 10364 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10364 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254316 |
| 31 | Singapore | 0 | 78626 | 0 | 0 | 177697 | 0 | 0 | 0 | 0 | 0 | 0 | 9961 | 27725 | 0 | 23645 | 0 | 317654 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 436310 | 753964 |
| 32 | Sri Lanka | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 884799 | 884799 |
| 33 | South Korea | 0 | 0 | 0 | 0 | 0 | 0 | 3068 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3068 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11901 | 6927 | 2560 | 0 | 21388 | 0 | 24456 |
| 34 | South Africa | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106244 | 0 | 0 | 0 | 0 | 0 | 0 | 579722 | 0 | 0 | 0 | 0 | 0 | 685966 | 0 | 4765 | 0 | 0 | 0 | 4765 | 0 | 690731 |
| 35 | Syria | 29132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29132 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29132 |
| 36 | Taiwan | 0 | 0 | 0 | 0 | 0 | 0 | 1524 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1524 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4941 | 2770 | 0 | 0 | 7711 | 0 | 9235 |
| 37 | Thailand | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10008 | 0 | 0 | 0 | 0 | 0 | 10008 | 0 | 0 | 0 | 0 | 46042 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46042 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56050 |
| 38 | Turkey | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25499 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25499 |
| 39 | UAE | 0 | 185665 | 0 | 33459 | 7614 | 7596 | 0 | 0 | 0 | 0 | 5940 | 5570 | 0 | 0 | 0 | 0 | 245844 | 0 | 0 | 0 | 0 | 705724 | 0 | 0 | 0 | 0 | 0 | 70283 | 0 | 0 | 0 | 776007 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1021851 |
| 40 | Ukraine | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44802 | 0 | 0 | 0 | 0 | 44802 | 0 | 61595 | 111045 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13200 | 0 | 185840 | 0 | 8950 | 9812 | 0 | 0 | 18762 | 0 | 249404 |
| 41 | USA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 157380 | 0 | 15999 | 0 | 0 | 0 | 0 | 0 | 173379 | 593990 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 593990 | 0 | 0 | 0 | 183 | 0 | 183 | 0 | 767552 |
| 42 | Vietnam | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144704 | 0 | 0 | 144704 | 0 | 21868 | 16059 | 0 | 0 | 37927 | 0 | 182631 |
| | TOTAL | 464073 | 718162 | 77580 | 1399159 | 553782 | 14389 | 6022 | 290838 | 234269 | 1041220 | 421398 | 60333 | 50444 | 2999 | 98450 | 10528 | 5443646 | 4502609 | 2246766 | 876282 | 49666 | 1227355 | 231976 | 45018 | 56260 | 1180658 | 70835 | 70283 | 361231 | 157678 | 13200 | 11089817 | 52444 | 246256 | 159110 | 12260 | 3001 | 473071 | 1656756 | 18663290 |

$ Transhipment Ports considered only

TABLE-V (CONTD.)

## DISTRIBUTION OF IMPORT COASTAL CARGO ACCORDING TO ORIGIN IN 2012-2013

**B. HALDIA DOCK COMPLEX** (In Tonnes)

| Sl. No. | Cargo | NAME OF INDIAN PORTS (COASTAL) | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Ravva | Chennai | New Mangalore | Mormugao | Paradip | Vizag | Ennore | Sikka | Kakinada | Cochin | Vadinar | |
| A. | Liquid Bulk | | | | | | | | | | | | |
| 1 | POL (Crude) | 79878 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **79878** |
| 2 | POL (Product) | 0 | 184135 | 42885 | 7758 | 358506 | 740033 | 24598 | 142535 | 10727 | 46871 | 108606 | **1666654** |
| 3 | Bitumen | 0 | 0 | 0 | 0 | 0 | 43131 | 0 | 0 | 0 | 0 | 0 | **43131** |
| | **Total of A** | **79878** | **184135** | **42885** | **7758** | **358506** | **783164** | **24598** | **142535** | **10727** | **46871** | **108606** | **1873248** |
| | | | | | | | | | | | | | |
| B. | Dry Bulk | | | | | | | | | | | | |
| 1 | Iron Ore | 0 | 0 | 83585 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **83585** |
| | **Total of B** | **0** | **0** | **83585** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **83585** |
| | | | | | | | | | | | | | |
| C. | Break Bulk | | | | | | | | | | | | |
| | **Total of C** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** |
| | | | | | | | | | | | | | |
| | **GRAND TOTAL** | **79878** | **184135** | **126470** | **7758** | **358506** | **783164** | **24598** | **142535** | **10727** | **46871** | **108606** | **1873248** |

**Note :-** In addition, 9690 tonnes of POL(Product) moved from Kolkata Dock System