

Ongoing & Future Plans

PORT MODERNISATION PROJECTS:

The journey of the first major as well as the only riverine port of the country continues through the tortuous process of ebb and tide, expectancy and challenges, intricately woven with the varying draft/siltation of the river Hooghly which cradles it, as it continues to adapt and re-engineer itself in newer locales and diversifying functions. The port of Kolkata has made investment decision both for KDS and HDC, keeping in mind the river morphology and traffic that can best be handled in these two locations, harnessing the respective potentials of the two dock systems. A major challenge for a riverine major port like Kolkata has been its inadequate draft preventing vessels of higher dimensions/parcel size to visit the port. Simultaneously, being a riverine Port and strategically connected to the NW-1 and NW-2, Kolkata Port has huge potential in respect of movement of cargo through Inland Water Transport (IWT) mode.

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A) Major Ongoing / Recently completed Projects:

➤ Mechanisation of Berths/ Facilities

- Integrated ship-to-shore services including back-up operations at 3, 4, 5, 7 & 8 NSD of KDS

Bharat Kolkata Container Terminals Pvt. Ltd. (a wholly owned unit of PSA International) has been given a contract on 17.2.2014 for integrated ship-to-shore services including back-up operations at 3, 4, 5, 7 & 8 NSD of KDS (incremental capacity 1.7 MMTPA). Project commissioned on 23.12.2014.

- **Integrated Container Handling at Berth Nos. 10 & 11 of HDC**

LOA has been awarded on 23.12.2014 for Integrated Container Handling at Berth Nos. 10 & 11 of HDC with an estimated cost of Rs. 10 crores and capacity addition of 0.20 MMTPA. Project has been commissioned on 15.4.2015.

- **Supply, Operation & Maintenance of different cargo handling equipment at berth Nos.2 & 8 of HDC under PPP/ allied mode**
(*Estimated Cost Rs. 150 crore / Capacity addition: 6.00 MTPA*)

For Ship to Shore handling with MHC:

- Berth No2: LoA placed on 31.07.15 on M/s Bothra Shipping
- Berth no 8: LOA on 31/07/2015 on M/s Orissa Stevedores Ltd.
- Both the ship-to-shore and shore handling operation of the two berths (on split mode basis) will be ready by January 2016.
- For shore handling operations, LOA issued on 9.10.15 to EC Bose & Co after due approval of BOT. Commissioning: Jan'2016.

- **Grant of permission for setting up of Non-jetty based Floating Storage and Regasification Unit (FSRU) for import, storage & transfer of LNG in the open sea within KoPT**
(*Estimated Cost : Rs. 3500 crore / Capacity addition: 4.00 MTPA*)

LOA has been placed on 10.8.15 with regard to setting up of Non-jetty based Floating Storage and Regasification Unit (FSRU) for import, storage & transfer of LNG in the open sea within KoPT limits. Expected Commissioning: 2019. KoPT would accord permission to multiple parties to anchor and operate FSRU/FSU. It is envisaged that each party might create capacity of about 3-5 MTPA with one FSRU/FSU.

- **Setting up of Transloading facilities for handling Dry Bulk Cargo at Haldia Dock Complex**
(*Estimated Cost: Rs. 266.37 crores, Capacity addition: 6.00 MMTPA for each Transloading arrangement*)

KoPT has a vast hinterland comprising steel industries, power utilities etc importing sizeable volume of dry bulk cargo like Coal etc. Due to draft constraints, about 60% of their cargo brought in each shipload are unloaded at other ports leading to higher logistics cost. A Transloader is deployed in the open sea into which dry bulk cargo from fully laden mother vessels (Capesize/ Panamax) is unloaded, to be later transported to HDC by smaller size daughter vessels. LoI has been issued with M/s. Jindal ITF on 30.03.2015 for setting up of Transloading facilities for handling Dry Bulk Cargo at Haldia Dock

Complex. Agreement signed on 22.9.15. JITF undertook trial operation in the interim. 1st Phase of commercial operation is expected by January 2016.

- **Setting up of Floating pipeline Handling Facility for unloading Edible Oil from Vessels berthed at Berth Nos. 5/off 5/6/off 6 at HDC**
(Estimated Cost: Rs. 44 crores, Capacity addition: 0.44 MMTPA)

LoI has been issued on 27.2.2015 for setting up of Floating pipeline Handling Facility for unloading Edible Oil from Vessels berthed at Berth Nos. 5/off 5/6/off 6 at HDC. The project has been commissioned on 09.06.2015.

- **Setting up of Riverine Barge Jetty for handling Fly Ash**
(Estimated Cost: Rs. 2 crores, Capacity addition : 0.5 MMTPA)

This jetty will be used for shipment of fly ash from local upcoming power plants. Order has been placed on IRC Commercial Pvt. Ltd. on 31.03.2015. The scheme has been commissioned on 05.11.2015.

- **Floating Riverine Barge Jetty with connecting road to the storage area**
(Estimated Cost: Rs. 73 crores, Capacity addition : 2.55 MMTPA)

LOA has been issued to Bothra Shipping Services Pvt. Ltd. on 9.9.15 for Setting up of Floating Riverine Barge Jetty with connecting road to the storage area to mainly cater to the dry bulk transshipment traffic to be generated at HDC, once the transshipment operations are in place. Expected Commissioning – May'16.

- **Development of Oil Terminal at Haldia Dock – II**
(Estimated Cost: Rs. 150 crores, Capacity addition : 2.5 MMTPA)

The scheme is to be executed on PPP mode. RFQ for pre-qualification has been issued and offers are expected to be received by Dec '15. Proposal is under preparation. Issuance of LoA expected by Feb'16. Commissioning by Mar'18.

B) Other Capital Projects funded through IEBR etc:

- **Installation of VTMS as a scientific aid to navigation for safer pilotage of the vessels in the Hugli Estuary on a turnkey basis at KoPT (Rs. 36.76 crore) .**

Work order issued for VTMS for Haldia, Saugor, Frasergunj and Dadanpatra Campus, to M/s Kongsberg Norcontrol Surveillance Pvt. Ltd. System network commissioned on 31.5.15.

C) **Future Development Schemes of KoPT**

➤ **Deep Drafted Port Facility at Sagar**

(Estimated Cost: Rs. 11,909 Crores as per Revenue model by Transaction Adviser, Capacity addition: 54 MMTPA as per Feasibility report)

The project for port facilities at Sagar Island including rail-road connectivity & construction of a rail-cum-road bridge was accorded CCEA clearance in May 2013. The Feasibility Report submitted by M/s. RITES highlighted setting up of port facility at Sagar Island for handling 13.5m drafted vessel and rail-road connectivity with 54 MMTPA projected traffic in 2019-20. Project cost has since been updated to Rs.11909 crore as per Revenue model by the Transaction Adviser. Following in principle approval by MoS, Joint Venture agreement (with respective shares of 74% and 26% by KoPT and State Govt) was inked between KoPT and GoWB on 7.1.2015. NHIDCL has been entrusted to prepare DPR for Rail-Road connectivity including appropriate river crossing methodology. They will engage a Consultant to prepare DPR for which NIT has been published. The Empowered Committee of Secretaries (ECS) at its meeting held on 7.4.2015 decided to entrust the work of revalidation of the Feasibility Report, earlier prepared by RITES, to the Consultant, appointed by Ministry for Sagar Mala Project. Accordingly, M/s. Mckinsey & Company and AECOM are engaged in the study. They have submitted a draft report which is under consideration.

➤ **Development of two SBMs and connecting pipeline facilities**

(Estimated Cost: Rs. 469 crores, Capacity addition: 5.87 MMTPA)

Owing to draft constraints, importers/exporters are not able to bring in fully laden vessels leading to higher transportation cost. KoPT intends to address the above constraint by introducing development of 2 SBMs and connecting pipeline facilities for handling POL in terms of which the importers would be able to bring their cargo to HDC with fully laden tankers and unload fully / partially into the floating storages. Daughter vessels would transport liquid cargo between the oil terminals at Haldia and the Floating Storage. RFQ has been issued and SFC memo has been forwarded to Ministry. LoA is expected to be placed shortly. Commissioning: Dec'17.