

## CONTAINER HANDLING FACILITIES :

To keep pace with global technological advancement in the field of transportation, Kolkata Port was the first in the country to develop modern container handling facilities. A container terminal, with quay crane and rail mounted gantry crane (RMGC), tractor/trailer combination and a Container Freight Station, was commissioned at HDC in 1977.

Containers are handled at Haldia using ship's gear operated by port workers or gearless vessels using shore side cranes. Movement between the quay and the container packing yard is carried out Port-owned tractor/trailers and/or by private operators appointed by the shipping companies or their agents. Handling at parking yard is done by port transfer crane or private equipment. HDC presently handle around 30% of total container throughput of Kolkata Port and rest is handled at Kolkata Dock System.

The major share of container traffic flowing through Kolkata Port is carried by feeder ships having connection with mother ships at connecting relay ports like Singapore, Colombo and Port Kelang and the rest are covered by Combi-ships. The container traffic in Kolkata Dock System is presently handled by mobile harbour cranes as well as by Ships Cranes. Containers are moved to and from the stacking yard and stacked/unstacked at the container yard by rubber-tired gantry cranes, prime-movers, reach stackers, etc.



Since commissioning of the port run container terminal at 7 NSD on 18th February, 1992, about 90% traffic is handled at the Container Terminal at 7, 8, 4 and 5 NSD and remaining 10% at other berths of NSD and KPD. All the reputed container operators are operating at Kolkata Port and they are American President Line, Shipping Corporation of India, Hapag Llyod, Zim Integrated Shipping Services, Maersk, Mitsui O.S.K., Yang Ming, Evergreen Marine Corporation, Meditaranean Shipping Corporation, Kawasaki Kisen Kaisha Ltd., NYK Lines, Veb Deutfracht Seereedere Rostok, Fil Container Services, Compagnie Maritime Affreightment, Seven Star Lines, Hanjin, Huyundai, Ben Line, Samudera Indonesia, Nor Asia, etc.

Vessel operators at Kolkata are Bengal Tiger Line, XCL, MCC, SCI, Far Shipping, ACL, Samudera, PACC, Mega Star, OEL, CMA-CGM, Shreyas, Seaways Hub-lines. Kolkata/Haldia is presently linked with Inland Container Depots at Amingaon (Guwahati), Birganj, Tughlakabad, Ludhiana, Wadi Bundar (Mumbai), Baleswar etc. ICD at

Birganj, Nepal, which became operational in October 2004 is linked to Kolkata Port and regular rake movement takes place between KDS (NS Dock) and ICD Birganj.

Principal commodities being carried in containers are tea, jute and jute products, cast iron goods, mica, leather products, cotton products, iron & steel, machinery, shellac, tobacco, carpet materials, glass sheets, reefer cargo, aluminium ingot, carpet, chemicals etc. Meanwhile, customs approved public CFS-s a/c Central Warehousing Corporation, Balmer Lawrie, and Century Plywood are in operation. Few other private CFS-s (Eight in no.) are likely to come up in the near future.

### Existing Container Terminal Facilities at Kolkata Dock System



The Annual Container throughput at KDS in this year 2007-2008 was 2,97,287 TEUs .The stacking area is 1,10, 000 sq.m alongwith a CFS measuring 9,000 sq.m.

The container park and adjoining facilities are served by modern container handling equipment, including 4 rubber-tyred gantry cranes, 40 heavy duty tractors, 10 Reach Stackers, reefer facilities of ground slot for 144 TEUs. The Terminal has a dedicated on-line computer system.

### List of Container Handling Facilities at KoDS

Item	Kolkata Dock System			
	* 8 NSD	7 NSD	**4 NSD	5 NSD
Quay length (m)	225	192		183
Apron width (m)	15.72	12.3	12.3	12.3
Depth along berth (m)	8	7.8	7.6	6.5
Open area of berth in sq. metre	60,000		50,000	
Covered Storage area in sq. metre		9,000		
Maximum size of Ship to be accomodated		565' X 80'		565' X 80'

<b>Ground Slot Capacity</b>	3000 TEUs at NSD		
<b>Location C.F.S</b>		7 NSD	
<b>Storage Capacity</b>			
<b>No of Reefer Points (Can be extended if required)</b>		48 X 3	
<b>Stuffing/Destuffing done by</b>		KoPT/CDLB	
<b>* Contiguous to 7 NSD with common book-up &amp; CFS facilities</b>			
<b>** Other facilities are common with those of 5 NSD</b>			

## **Development Plans for Kolkata Dock System**

### **➤ Diamond Harbour Container Terminal**

Development of a dedicated Container Terminal at Diamond Harbour, in the east bank of river Hooghly, was recommended by a High-powered committee set up by the Ministry. The project site, around 50 km south of KoPT by road, is envisaged at an indicative cost of around Rs. 1758.50 crore. The first phase of the project will comprise a contiguous quay length of 900 mtrs. (design capacity : 25 MT [1.2 million TEUs]). Projected container traffic is 1.2 million TEUs i.e, 100% rise in container handling has been envisaged with the setting up of this container terminal, expected within four years from the date of award of contract.

The RFP documents have been issued to the provisionally qualified bidders from 27.11.13 to 05.12.13. The last date for receipt of RFP offer has been slated on 31.01.2014. PPPAC meeting has been held on 26.12. 2013. The award of LOA is slated in the last quarter of 2013-14.