

Invitation of Expression of Interest by Kolkata Port Trust for development of port facilities at Sagar Island

Kolkata Port is the first major port as well as the only riverine major port in India. It is located on the river Hooghly in the State of West Bengal and is having two dock systems, one at Kolkata (Lat 22°33'N Long 88°19'E) and the other at Haldia (Lat 22°01.5'N Long 88°05'E). Kolkata Port has a long navigational channel of 232 KM up to Sandheads (Lat 20° 45'N) in the Bay of Bengal and Haldia is located about 108 KM south of Kolkata. Both Haldia and Kolkata taken together, Kolkata Port is presently handling around 55 million tons of cargo.

2. Due to draft restrictions at both the dock systems at Kolkata and Haldia, deep drafted vessels are unable to come with full cargo destined to this port and they have to offload/top up at some other neighbouring port. Kolkata Port is thus losing a lot of its potential sea-borne cargo.

3. To attract such cargo and also for expansion of business of this port keeping in view the expansion of existing industries and setting up of new industries in the hinterland which is expected to generate 15-20 million tons of additional cargo by 2011-12 and around 60 million tons of additional traffic by 2021-22, Kolkata Port Trust is planning to develop port facilities at Sagar Island which is located at the confluence of the river Hooghly. Sagar Island is located about 150 KM or 80 nautical miles south of Kolkata and 47 KM or 25 nautical miles south of Haldia. The area between the existing Sagar Lighthouse of Kolkata Port Trust (Lat 21° 39'N Long 88°03'E) and Maragolia (Lat 21°43'N Long 88°02'E) which is

falling on the western fringe of Sagar Island, has primarily been found to be suitable for development of port facility. The available draft at this location is around 10 M without dredging. At this location, Panamax vessels will be able to bring a parcel load of about 60,000 MT, handymax vessels 40,000 MT and container vessels up to about 2000 TEUs. The port facility at Sagar will have the potential to handle dry bulk cargo like coking coal, thermal coal, iron ore, etc. and container. Liquid cargo can also be handled at Sagar Island. Tankers up to Suezmax type can be handled there with a parcel load up to about 80,000 MT. The mode of evacuation/aggregation at present from/at Sagar Island will be through daughter vessels/ transshippers/barges. It is understood that the State Govt. of West Bengal has a plan to connect the island from its eastern fringe to the mainland by a bridge in near future. Dry bulk cargo and liquid cargo from Sagar Island will be destined mainly to Haldia and containers as well as break-bulk cargo will be destined mainly to Kolkata.

4. Kolkata Port Trust has a plan to develop three jetties initially for handling dry bulk cargo and containers at Sagar Island at the location mentioned above. The facility may be created inside the land with necessary lock gate system and some dredging will be required in front of the lock gate also. Kolkata Port Trust has already installed a virtual jetty with four mooring buoys at this location which may also be utilized in connection with the proposed port facility. The required land for this project will be acquired by Kolkata Port Trust through the State Govt. of West Bengal and the entire port facility will be developed through PPP mode.

5. Expression of Interest is hereby invited by Kolkata Port Trust from the interested firms or consortia of firms for development of the proposed

port facility at Sagar Island provided they have experience in development, funding, building, operation and maintenance as also providing logistics for handling/evacuation/aggregation of cargo for a similar project. Such firms/consortia of firms may apply with details of their past experience and their average annual turnover during the last three years to the Officer-on-Spl. Duty (Operations & Works), Administration Department, Kolkata Port Trust, 15, Strand Road, Kolkata - 700 001, West Bengal, India, within 45 days from the date of issue of this advertisement. The firms that do not possess experience in all the fields mentioned above and have plans to form consortium to undertake such comprehensive projects in future may also apply.
