

GOVERNMENT OF INDIA
MINISTRY OF PORTS, SHIPPING AND WATERWAYS

RAJYA SABHA
UNSTARRED QUESTION NO. 2080
ANSWERED ON 10.03.2026

**STATUS OF IMPORT-EXPORT AND CARGO HANDLING AT SYAMA PRASAD
MOOKERJEE PORT**

2080. SHRI SAMIK BHATTACHARYA:

Will the Minister of PORTS, SHIPPING AND WATERWAYS be pleased to state:

- (a) year-wise volume of cargo handled at Syama Prasad Mookerjee Port (including Haldia Dock Complex) during the last five financial years i.e 2021-22 to 2025-26 with separate figures for import, export and transshipment/coastal cargo;
- (b) the details of cargo handling at Kolkata/Haldia Port vis-à-vis other major ports over the last five years;
- (c) the major commodities handled under import and export during the said period and whether there has been any significant change in cargo composition; and
- (d) the present status of rail, road and inland waterway connectivity to the Port and the volume of cargo moved through National Waterways linked to Kolkata?

ANSWER

MINISTER OF PORTS, SHIPPING AND WATERWAYS
(SHRI SARBANANDA SONOWAL)

(a) The year-wise details of cargo handled at Syama Prasad Mookerjee Port, Kolkata (SMPK), including Haldia Dock Complex (HDC), during the last five financial years i.e., 2021-22 to 2025-26, with separate figures for import, export and transshipment/coastal cargo are given at **Annexure-I**.

(b) The details of cargo handled at Syama Prasad Mookerjee Port, Kolkata, comprising Kolkata Dock System (KDS) and Haldia Dock Complex (HDC), vis-à-vis other major ports during the last five years are given at **Annexure-II**.

(c) The major commodities handled under import and export during the said period is given below:

Major Commodities(Import)		Major Commodities(Export)	
POL (Product)	Limestone	POL (Products)	MTBE
LPG	Manganese Ore	Thermal Coal	Iron & Steel Products
Paraxylene	Pyroxenite	Iron Ore	Coal Tar Pitch
Bitumen	Container	Container	Sugar
Palm Oil	Vegetable Oil	Fly Ash	
Soya Oil	Maize	Rice	
Coking Coal	Gypsum	Soya Oil	
Non-coking coal	Peas/Pulses	Benzene	
Met. Coke	Fertilizer	Butadiene	

Cargo handled at SMPK in last 5 years are tabled below:

(In MMT)

Cargo handled	2020-21	2021-22	2022-23	2023-24	2024-25
Dry Bulk	32.678	27.437	36.847	36.245	31.003
Break Bulk	2.931	3.036	2.358	2.592	3.117
Liquid Bulk	14.595	15.908	15.868	15.66	16.711
Container	11.164	11.794	10.587	11.948	13.12
TEUs (in No.)	687357	735195	675904	752825	804579
Total	61.368	58.175	65.66	66.445	63.951

It is evident from the above table that total traffic at SMPK in FY 2024-25 has improved by more than 4% compared to FY 2020-21. Except for Dry Bulk, all other cargo segments have shown growth over the last five years, with Break Bulk increasing by 5.97%, Liquid Bulk by 12.66% and Container Traffic by 14.91%.

However, in FY 2023-24, SMPK recorded its highest-ever cargo handling of 66.445 MMT, reflecting an increase of more than 8% compared to FY 2020-21. During this period, Dry Bulk traffic also registered an improvement of nearly 11% over FY 2020-21.

(d) SMPK is well connected through rail, road and inland waterways. In terms of railway connectivity, the KDS of SMPK is linked to the Eastern Railway at Majerhat Junction under the Sealdah Division, whereas the HDC is connected to the South Eastern Railway at Panskura under the Kharagpur Division.

By road, SMPK is well connected to the National Highway network. KDS connects to the Golden Quadrilateral through National Highway (NH)-16 via Dankuni in West Bengal, while HDC connects to NH-16 through NH-116, which links Haldia to Kolaghat on the Golden Quadrilateral. In addition, SMPK is connected to other important National Highways, including NH-12 (linking Dalkhola to Bakkhali), NH-19 (connecting Dankuni to Agra), and NH-112 (connecting Barasat to the petrapole border at Bangaon).

With regard to inland waterways connectivity, both the KDS and HDC of SMPK are located on National Waterway-1, which connects Prayagraj to Haldia. Further, the SMPK is also indirectly connected to National Waterways-2 and 16 through the India–Bangladesh Protocol (IBP) routes.

Volume of Cargo (in MMT) of SMPK moves through National Waterways in last 5 years are tabled below:

Port	2020-21	2021-22	2022-23	2023-24	2024-25
KDS	3.20	4.07	4.66	3.44	3.03
HDC	1.20	1.79	1.90	1.85	1.76
SMPK	4.40	5.86	6.56	5.29	4.79

Annexure-I

Cargo handled at SMPK during the last five financial years i.e. 2021-22 to 2025-26.

(In MMT)

Fiscal Year	Port	Import	Export	Transshipment Cargo *	Total
2021-22	KDS	5.79	7.143	2.365	15.298
	HDC	35.679	7.198	0.000	42.877
	SMPK	41.469	14.341	2.365	58.175
2022-23	KDS	5.957	6.436	4.659	17.052
	HDC	42.998	5.61	0.000	48.608
	SMPK	48.955	12.046	4.659	65.660
2023-24	KDS	7.225	6.248	3.436	16.909
	HDC	43.771	5.765	0.000	49.536
	SMPK	50.996	12.013	3.436	66.445
2024-25	KDS	7.580	6.035	3.026	16.641
	HDC	41.687	5.623	0.000	47.310
	SMPK	49.267	11.658	3.026	63.951
2025-26 (April, 2025 to January, 2026)	KDS	7.281	5.946	2.054	15.281
	HDC	35.586	6.966	0.000	42.552
	SMPK	42.867	12.912	2.054	57.833

(*) Transshipment cargo means lighterage cargo handled at Sandheads, Sagar and Diamond Harbour.

Annexure-II

Cargo handled at SMPK (Kolkata Dock System and Haldia Dock Complex) vis-à-vis other major ports during the last five years.

(In MMT)

Port	2021-22	2022-23	2023-24	2024-25	2025-26*	Total
SMPK	58.18	65.66	66.45	63.95	57.83	312.07
PARADIP	116.13	135.36	145.38	150.41	129.71	676.99
VISAKHAPATNAM	69.03	73.75	81.09	82.62	74.34	380.83
KAMARAJAR (ENNORE)	38.74	43.51	45.28	48.41	40.18	216.12
CHENNAI	48.56	48.95	51.60	54.96	48.56	252.63
V.O. CHIDAMBARANAR	34.12	38.04	41.40	41.72	35.97	191.25
COCHIN	34.55	35.26	36.32	37.75	31.61	175.49
NEW MANGALORE	39.30	41.42	45.71	46.01	41.51	213.95
MORMUGAO	18.46	17.33	20.63	18.13	17.70	92.25
MUMBAI	59.89	63.61	67.26	68.63	62.70	322.09
JNPA	76.00	83.86	85.82	92.12	84.49	422.29
DEENDAYAL	127.10	137.56	132.37	150.16	131.25	678.44

(*) For the period April, 2025 to January, 2026
