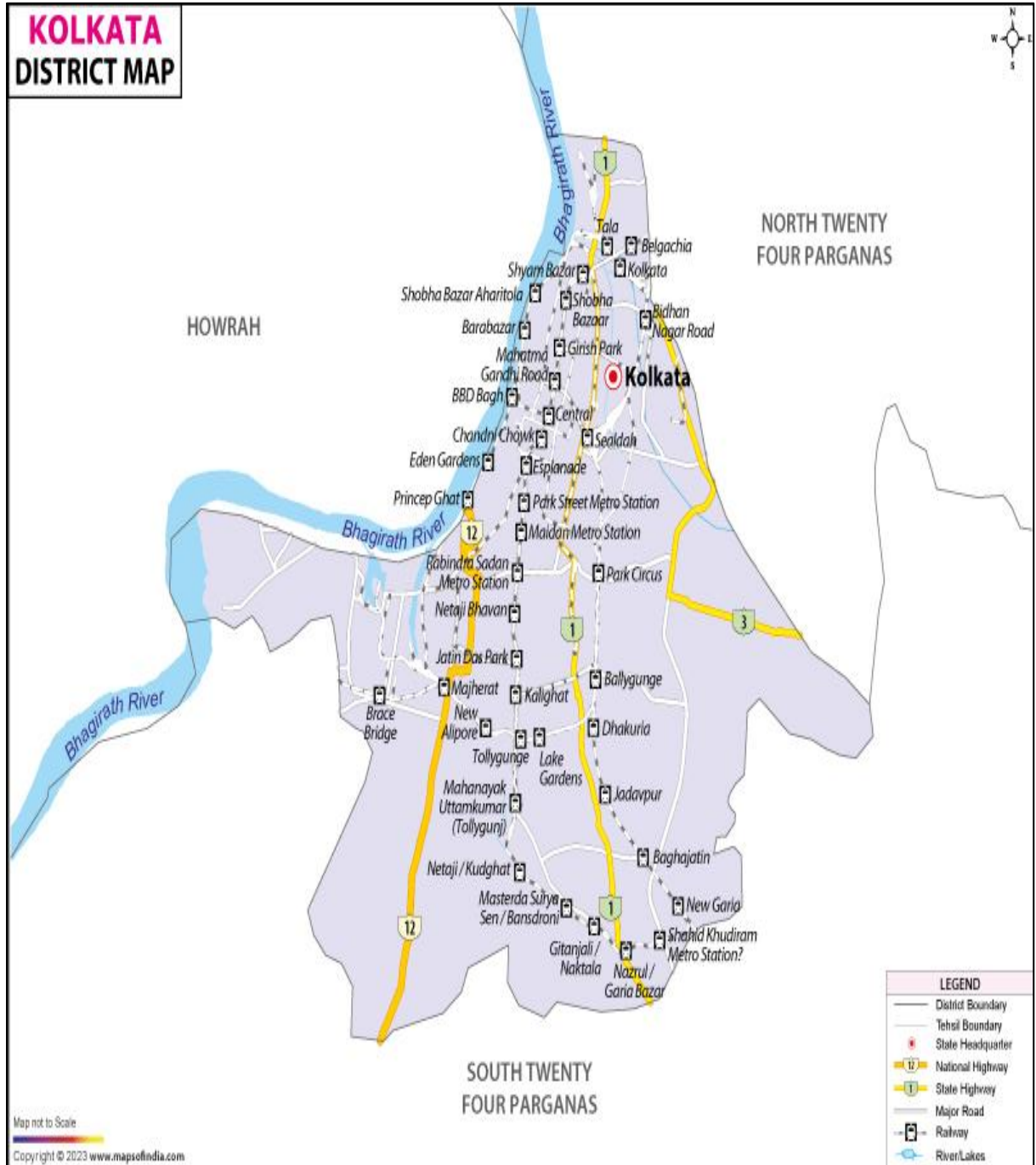


# DISTRICT PROFILE

# KOLKATA



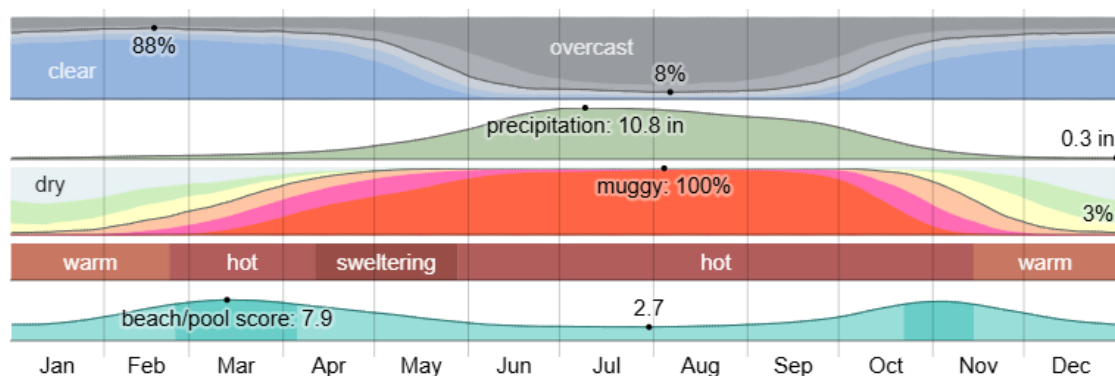
# CONTENT

## 1. INTRODUCTION

Kolkata, city, capital of West Bengal state, and former capital (1772–1911) of British India is one of India’s largest cities and one of its major ports. The city is centered on the east bank of the Hugli (Hooghly) River, once the main channel of the Ganges (Ganga) River, about 96 miles (154 km) upstream from the head of the Bay of Bengal; there the port city developed as a point of transshipment from water to land and from river to sea. A city of commerce, transport, and manufacture, Kolkata is the dominant urban centre of eastern India.

## 2. CLIMATIC CONDITIONS

Kolkata experiences a tropical wet and dry climate. Summers are hot and humid, monsoon rains occur between June and September, and winters are mild. According to the India Meteorological Department (IMD), average annual rainfall is about 1,600 mm.<sup>1</sup> Maximum temperature rises during the summer months of May-June up to 24 - 42° C and the minimum temperature falls during winter months of December - January up to 8 - 26°C on an average. Climate is humid varying from 85 - 65 during the summer & exceeding by pleasant in winter. From June to September average rainfall in Kolkata is 158 cm.



**Fig 1 – Climatic Mapping of Kolkata**

Source : Weather Spark

<sup>1</sup> Data compiled from [Weather Spark](#)

### 3. ADMINISTRATIVE PROFILE

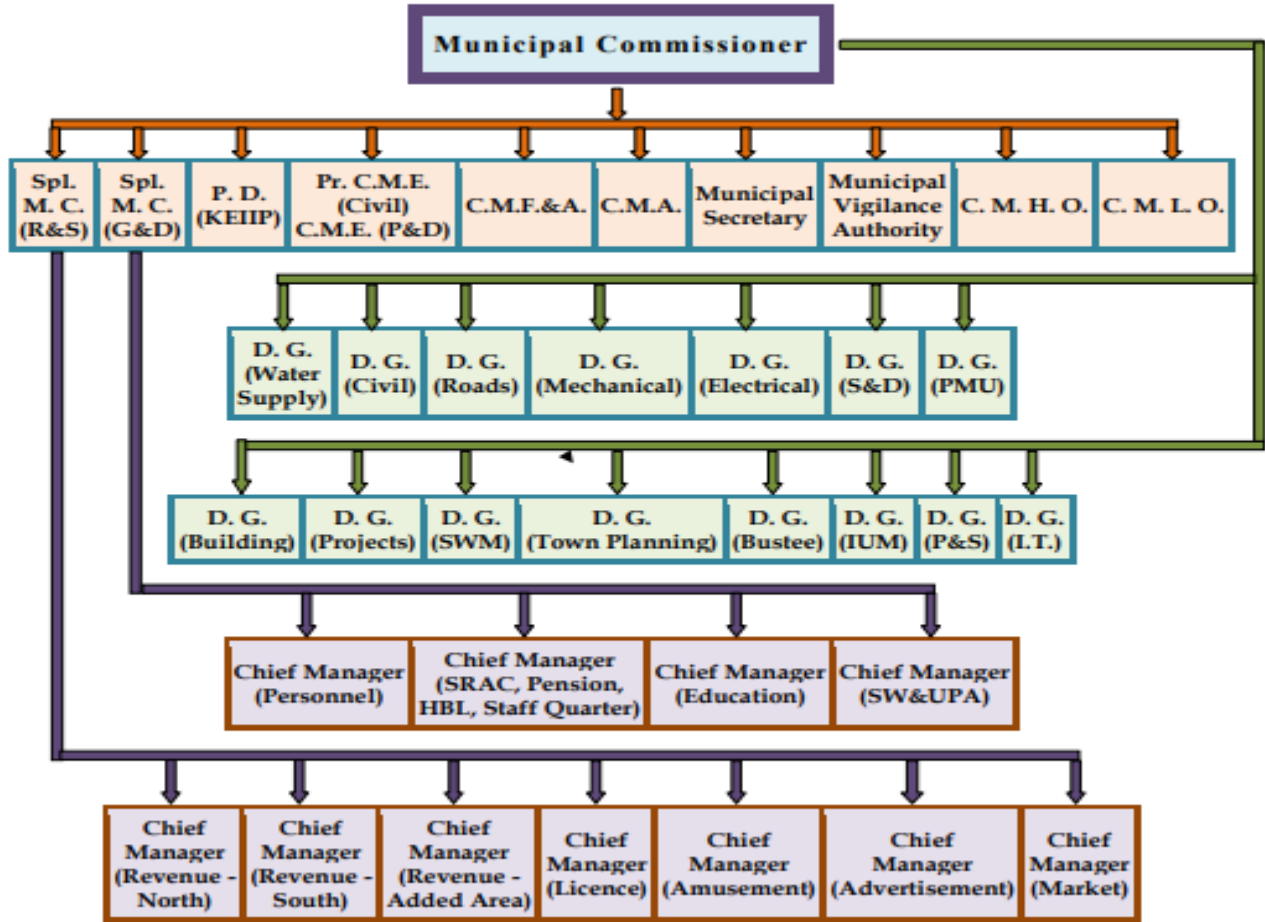
The administrative flow of Kolkata involves multiple layers of government—city, state, and metropolitan—each with distinct, and sometimes overlapping, jurisdictions. The Kolkata Municipal Corporation (KMC) manages local civic affairs, while the state government provides higher-level services and overall governance.

#### *Local administration: Kolkata Municipal Corporation (KMC)*

The KMC is the civic body responsible for managing the city's local infrastructure and services.

- **Wards and boroughs:** The KMC area is divided into 144 administrative wards, which are further grouped into 16 boroughs.
- **Councillors:** Each ward elects a councillor for a five-year term. The councillors form borough committees that oversee urban planning and the maintenance of local facilities, such as roads, hospitals, and municipal markets.
- **Mayor-in-Council:** The mayor, who acts as the city's Chief Executive Officer, leads the Mayor-in-Council (MIC). The mayor is assisted by a deputy mayor and other elected KMC members. The MIC is the apex body of the KMC and is responsible for overall policy implementation.
- **Municipal Commissioner:** Appointed by the state government, the Municipal Commissioner is the executive head of the corporation and is responsible to its elected members. The commissioner, supported by senior civil officers, oversees day-to-day administration, finance, and various civic departments.
- **Key departments:** KMC departments handle a wide range of civic services, including water supply, sewage, solid waste management, sanitation, street lighting, and building regulation.

## Administrative Structure



**Fig 2: Administrative structure of Kolkata**

Source: Flow chart taken from the official website of Kolkata Municipal Corporation

- The details of the administrative order of Kolkata is given in Table A1 in Annexure

## 4. LOCATION & GEOGRAPHY

Kolkata is located in the eastern part of India with latitude & longitude of 22.5667° N, 88.3667° E, respectively. It has spread linearly along the banks of the Hooghly River. The whole area is in the Ganges Delta and is monotonously plain. As with most of the Indo-Gangetic Plain, the soil and water are predominantly alluvial in origin. Kolkata is located over the "Bengal basin".

- **Location :** Kolkata is situated at the longitude of 88° 30'E - 22° 33' N.
- **Altitude :** 9m (30'). From sea level it is 6.4 meters (20 ft). (Mount Everest 8848m.)
- **Distance from sea:** 60 miles from the Bay of Bengal
- **International Time:** (+ 5 1/2) hours from GMT

The principal river of the district is the Ganges (Hooghly). The most important tributary of the Hooghly is the Bhagirathi. The width of the river Hooghly varies from 55 metres to 2.4 Km. The maximum height of the district above sea-level is 5.3 metres<sup>2</sup>.

## 5. DEMOGRAPHIC PROFILE

According to provisional results of the 2011 national census, Kolkata district, which occupies an area of 185 km<sup>2</sup> (71 sq mi), had a population of 4.49669 Millions; its population density was 24,252/km<sup>2</sup> (62,810/sq mi). This represents a decline of 1.88% during the decade 2001–11. The sex ratio is 1101 females per 1000 males approximately. Kolkata's literacy rate of 79.80%. The demographic distribution of Kolkata is presented in the following table.

*Table: 1 Demographic Distribution of Kolkata*

Name of District	Kolkata (in Millions)
Number of Households	1.02
Total Population (Persons)	4.50
Total Population (Males)	2.36
Total Population (Females)	2.14
Literates (Persons)	3.59
Literates (Males)	1.93
Literates (Females)	1.66
Total Workers (Persons)	1.80
Total Workers (Males)	1.41
Total Workers (Females)	0.38
Agricultural Labourers	0.00
Workers in Household Industries	0.00

Source : Census, 2011 data

<sup>2</sup> Data compiled from the website of Kolkata Municipal Corporation

## 6. LOGISTIC INFRASTRUCTURE

Kolkata's logistic infrastructure is defined by its multimodal connectivity, extensive warehousing network, and strategic position as a gateway to Eastern and Northeast India. The recent West Bengal Logistics Policy (2023) is further boosting the sector by promoting infrastructure development and technology adoption.

### Roadways

Kolkata's road infrastructure consists of a dense network of major arterial roads, national and state highways, an extensive flyover system, and a proposed Outer Ring Road to reduce congestion. Despite having the second-largest road network in India, the city faces significant congestion challenges due to limited road space and high population density.

#### *Key road networks*

- North-South corridors
  - Eastern Metropolitan (EM) Bypass: This is the most crucial north-south thoroughfare, running from Ultadanga in the north to Sonarpur in the south. It is an 8–10 lane road and a major axis for new urban development. A new 7-km flyover is under construction to connect the EM Bypass with New Town, Salt Lake, and Sector V.
  - Chittaranjan Avenue-Chowringhee Road-S. P. Mukherjee Road : This is a vital 4–8 lane corridor running through the heart of the city, from Shyambazar in the north to Tollygunge in the south.
  - A. P. C. Road-A. J. C. Bose Road-Gariahat Road : This 6–8 lane artery connects Shyambazar in the north to Garia in the south.
  - Diamond Harbour Road (NH12): This road connects Khidirpur to Joka within the city and extends toward Diamond Harbour in Greater Kolkata.
- East-West corridors
  - A. J. C. Bose Road-J. B. S. Haldane Avenue: This 4–6 lane road connects Hastings to Science City and is served by the Maa flyover, which significantly eases east-west movement.

- Mahatma Gandhi (MG) Road: A key connector spanning from Howrah Bridge to Sealdah.
- Rashbehari Avenue: This road runs from Kalighat to Ruby, serving a major residential and commercial area.
- Expressways and metropolitan roads
  - Belghoria Expressway (NH12 & AH1): A 16-km, 4-lane expressway connecting Dakshineswar to Rajchandrapur, bypassing heavily populated areas.
  - Kalyani Expressway: This 6-lane expressway connects Kalyani to the Belghoria Expressway near the airport, providing a faster alternative to NH12 for access to northern suburbs and North Bengal.
  - Kona Expressway (NH12): A 7.3-km, 4-lane expressway connecting Vidyasagar Setu to Nibra. A 6-lane elevated section is being built to further improve connectivity between Howrah and Kolkata.
  - Outer Ring Road: Plans are underway for a 200-km ring road to encircle the Kolkata-Howrah region, rerouting commercial vehicles and decongesting the city center. It will involve new bridges and elevated corridors, with a cost of over ₹4,000 crore.
- Major bridges
  - Howrah Bridge (Rabindra Setu): The iconic cantilever bridge connecting Kolkata and Howrah.
  - Vidyasagar Setu (Second Hooghly Bridge): A cable-stayed bridge providing a modern crossing of the Hooghly River.
  - Vivekananda Setu (Bally Bridge): A road-cum-rail bridge linking Howrah with Dakshineswar.
  - Nivedita Setu: A newer toll bridge alongside Vivekananda Setu to ease traffic.<sup>3</sup>

## Metrorail

The **Kolkata Metro**, India's first metro system, provides rapid transit across the city. The main **North–South line** runs from Dakshineswar to New Garia, while the **East–West line** links Salt Lake to Howrah, including an underwater stretch beneath the Hooghly. Other new corridors (like Joka–Esplanade and the Airport link) are under construction, expanding connectivity and easing road congestion.

---

<sup>3</sup> Data compiled from Public Work Department, Govt of West Bengal

Especially the newly inaugurated section of Kolkata Metro, connecting the Howrah junction with the Salt-lake section (via Sealdah junction), has laid upgraded connectivity options from the major industrial parks (in Saltlake) to the Howrah belt of markets (Barabazaar)<sup>4</sup>.

### **Water Transport**

In Kolkata, the port system is primarily riverine because it lies on the Hooghly River, a distributary of the Ganga. Sea-going vessels reach the city through a long tidal river channel (about 223 km from the Bay of Bengal to Kolkata).

The **Syama Prasad Mookerjee Port, Kolkata (SMPK)** manages these riverine ports, which include:

- **Kolkata Dock System**

Kolkata Dock System is situated on the left bank of the river Hooghly in position Latitude of 22°32'53" North and Longitude of 88°18'5" East. Haldia Dock Complex is situated on the right bank of River Hugli in position Latitude of 22°02' North and Longitude 88°06' East. The conservancy limit of Kolkata Port stretches from the outfall of the Feeder Canal at Ahirom/Jangipur (about 359 Km upstream of Kolkata) to Latitude 20°45' North at Sandheads. It also includes shores of the river Hooghly which are within 45.7 metres from the highest high-water levels on either side of the bank.

Kolkata Port has two approaches from the sea, one through Eastern Channel (Eastern Channel Light Vessel position Latitude 21°03'.03.12" North and Longitude 88°11'30" East) and the other through Western Channel (Western Channel Light Vessel position Latitude 21°05'03.09" North and Longitude 87°50'215.95" East). **Currently Eastern Channel is being used for navigation for Kolkata Bound Vessels whereas Western Channel is used for Navigation by Haldia bound vessels.** Whereas the Pilotage distance to Kolkata is 223 Kms, comprising 148 kms. of river and 75 kms of sea pilotage, the pilotage distance to Haldia is 115 Kms comprising 30 kms. of river and 85 kms of sea pilotage.

Being a riverine port with numerous sand bars (shoals), advantage is taken of the rise of tide so as to obtain the maximum draft for shipping. Variation in draft occurs between spring and neap tides and forecast of draft for inward and outward ships are published by the Harbour

---

<sup>4</sup> Data compiled from Kolkata Metro Rail Corporation and official website of Indian Railways

Master (River) about four/six weeks in advance. Because of the sharp bends in the river, the length of the vessel that can be accommodated at KDS is restricted to 172 metres at Kolkata and 189 metres at Budge Budge (in South 24 Parganas).

Kolkata Port has a vast hinterland, comprising the entire Eastern India including West Bengal, Bihar, Jharkhand, Uttar Pradesh, Uttarakhand, Madhya Pradesh, Chhattisgarh, Punjab, Haryana, Rajasthan, Assam, North Eastern States and the two landlocked neighboring countries viz. Nepal and Bhutan. The industrial development, commerce and trade of this vast hinterland are inseparably linked to the life and development of Kolkata Port and vice-versa. Maximum dimension of vessel acceptable at N. S. Dock is 565 ft. LOA and 82 ft. Beam (172mtrs. x 25mtrs.) so far on regular basis. Maximum dimension of vessel calling at Kidderpore Docks is 515 ft x 70 ft (157 mtrs x 21.3 mtrs.)<sup>5</sup>

- **Haldia Dock Complex**

The Haldia Dock Complex is approximately 120 to 125 kilometers southwest of Kolkata by road. Haldia Dock Complex, Syama Prasad Mookerjee Port under the Ministry of Ports, Shipping and Waterways, Govt. of India. HDC is located on the western bank of river Hooghly at a Latitude: 22° 02' N and Longitude: 88° 06' East. At present, 14 nos. berths within the impounded Dock system and three riverine oil jetties are operational. HDC handles vessels and cargo of various types to cater to the demand of the vast hinterland. With a lock entrance, length 330 metres and width 39 metres, at Haldia Dock Complex, fleet of vessels docked at 17 berths [14 berths within impound dock and 3 Oil jetties on the river outside the lock] In addition to that 2 Barge Jetties for handling POL products and 2 Barge Jetties for loading Fly Ash are also available. HDC managed around 2221 vessels and handled more than 46.68 Million Tonnes of cargo in FY 2019-20. HDC, SMP is well connected with its vast hinterland comprising the entire Eastern India as well as the land locked neighboring countries of Nepal and Bhutan by road and rail. The National Highway-41 (port connectivity) connects the port city with National Highway-6 (part of golden quadrilateral) at Kolaghat. HDC is connected to the South Eastern Railway via Panskura. Further, Haldia is also located on National Waterway No. 1 (Ganga).<sup>6</sup>

---

<sup>5</sup> Information gathered from [SMPK website](#)

<sup>6</sup> Information gathered from [Expression of Interest](#), Haldia Dock Complex, Syama Prasad Mookerjee Port, Kolkata and [SMPK website](#)

- **Inland waterways**

In addition to seagoing trade, Kolkata uses an extensive inland waterway network.

- NW1: This waterway links the Kolkata port to North India, facilitating the movement of goods to and from the port.
- NW97: Connects the port to river ports in Bangladesh and northeastern India.<sup>7</sup>

### **Air Transport**

Kolkata's primary air connectivity is through the Netaji Subhas Chandra Bose International Airport (CCU). Located in Dum Dum, it is a major aviation hub for eastern and northeastern India. The airport features an integrated terminal that handles both domestic and international traffic and is well-connected to the city's transport network.

#### **Netaji Subhash Chandra Bose International Airport (CCU), Kolkata**

This is the primary airport serving Howrah, located around 20 km away. It provides excellent connectivity for both domestic and international travel and cargo.

#### *International routes*

CCU offers direct flights to several countries in South and Southeast Asia, as well as the Middle East.

- Major international destinations: Dhaka, Dubai, Bangkok, Singapore, Kuala Lumpur, and Doha
- Major international airlines: Emirates, Qatar Airways, Singapore Airlines, Etihad Airways, Thai Airways International, and Biman Bangladesh Airlines.
- Route expansion: Airlines are continuously adding or resuming routes based on demand.

#### **Export infrastructure at Netaji Subhash Chandra Bose International Airport (CCU), Kolkata**

---

<sup>7</sup> Data compiled from Inland Waterways Authority of India

Netaji Subhas Chandra Bose International Airport (CCU), Kolkata, boasts a well-developed International Air Cargo Terminal, essential for facilitating exports from the region and connecting businesses to global markets.

Here's a breakdown of its key features: International air cargo terminal

- Established Expertise:

Kolkata's International Air Cargo Terminal

holds the distinction of being the first of its kind in India, commissioned in 1975.

- Strategic Location: It's situated conveniently, just half a kilometre north of the international terminal building, with robust road infrastructure for seamless cargo movement.
- Extensive Facilities:
  - Covered Area: The terminal encompasses a vast 21,906 square meters of covered space, [according to www.nscbiairport.com](http://www.nscbiairport.com).
  - Capacity: It has an impressive annual holding capacity of 120,000 metric tons, including transshipment cargo.
  - Aircraft Accommodation: Four dedicated parking bays cater to freighter aircraft, accommodating large models like the Boeing 747.
- Integrated Services: The Airports Authority of India (AAI) has meticulously designed the terminal to offer a comprehensive range of facilities for efficient cargo processing, comparable to international standards.
- One-Stop Shop: All major airlines and regulatory agencies involved in pre-shipment formalities and clearance are conveniently housed under one roof, streamlining the export process.
- Export Wing: A dedicated export wing within the cargo terminal provides a covered area of 8,516 square meters, including an Elevated Transfer Vehicle (ETV) area of 1,333 square meters.
- Special Cargo Handling:
  - Cold Storage: Dedicated facilities with three chambers and controlled temperatures cater to temperature-sensitive cargo like pharmaceuticals, vegetables, fruits, and meat.
  - Strong Room: A secure strong room handles valuable cargo.
  - Hazardous Cargo Shed: A designated shed safely stores and manages hazardous cargo.
  - Transshipment Shed: Facilitates efficient transfer of goods between flights.

### General facilities

- Integrated Cargo Management System (ICMS): An online system streamlines data processing and ensures efficient cargo management.
- Equipment: Forklifts, high reach takers, electronic and mechanical weighing machines, cargo trolleys, and power pallet trucks enhance operational efficiency.
- Parking & Docking: Dedicated idle Unit Load Device (ULD) parking areas and 16 truck docks ensure smooth flow of vehicles and cargo handling.
- Disposal Unit: Facilitates the disposal of unclaimed or uncleared cargo.

### Connectivity and reach

- Kolkata International Air Cargo Terminal

serves as a critical hub for air cargo services across the entire Eastern and Northeastern regions of India.

- It facilitates international freight transactions with six major global market regions, including South-Asian, South-East Asian Countries, Western Countries, Middle-East Countries, and Central Asia.

In summary, Kolkata Airport's robust export infrastructure, including a well-equipped and strategically located cargo terminal, efficient processing systems, and dedicated facilities for various types of cargo, positions it as a vital gateway for businesses looking to export goods from Eastern India to the global marketplace<sup>8</sup>.

## 7. EXPORT INFRASTRUCTURE

Kolkata has a robust export infrastructure that leverages its strategic location, with facilities for water, air, and rail transport.

### *Land Custom Stations in the District*

The primary Land Custom Stations (LCS) under the jurisdiction of the Kolkata Customs Commissionerate are located along the India-Bangladesh border. While the main Custom House is in Kolkata, the LCS operate at the border for the clearance of goods and movement of people.

---

<sup>8</sup> Data Compiled from Airport Authority of India

## Major Land Custom Stations

- Petrapole : The largest and one of the busiest land ports in South Asia, located in the North 24 Parganas district. It handles a significant volume of trade between India and Bangladesh. The Land Ports Authority of India (LPAI) has an Integrated Check Post (ICP) at Petrapole to handle customs and immigration.
- Ghojadanga : Situated on the India-Bangladesh border in West Bengal, with a corresponding customs station at Bhomra in Bangladesh. It handles cargo and is also planned for an upgrade to an ICP.
- Hili: Located in the Dakshin Dinajpur district, this is another important LCS for cross-border trade with Bangladesh.
- Mahadipur: Found in the Malda district, this LCS facilitates trade between India and Bangladesh.
- Maia: Located in the Murshidabad district, this LCS is important for trade via the river route, connecting India to Bangladesh through the Protocol on Inland Water Transit and Trade.
- Changrabandha: Situated in the Cooch Behar district, it is one of the border points facilitating trade with Bangladesh<sup>9</sup>.

## ***Integrated Check Posts***

The fully operational Integrated Check Post (ICP) in West Bengal is the one at Petrapole. While there is no ICP directly within the city of Kolkata, Petrapole is located approximately 80 kilometers away in the North 24 Parganas district. Petrapole is a crucial gateway for trade and passenger movement between India and Bangladesh. The ICP consolidates customs, immigration, and other border services into a single, modern complex, which helps reduce clearance times for both goods and passengers.<sup>10</sup>

## ***Postal Custom Station***

The Postal Customs Station in Kolkata is located within the Foreign Post Office (FPO) building at 12 Kiran Shankar Roy Road. Two government departments work side-by-side to facilitate the customs clearance of international postal items:

---

<sup>9</sup> Data compiled from Office of Commissioner of Customs, Kolkata, Govt of West Bengal, National Academy of Customs and Land Port Authority of India

<sup>10</sup> Data compiled from Ministry of External Affairs and Land Port Authority of India

- Postal Appraising Department (PAD): This is the customs section responsible for assessing, examining, and clearing all incoming and outgoing international mail and parcels.
- Foreign Post Office (FPO): This postal department handles the physical sorting and processing of international mail<sup>11</sup>.

### ***Cold storage infrastructure in the district***

Kolkata has a diverse cold storage infrastructure that includes both older, traditional facilities and newer, modern warehouses, particularly from third-party logistics (3PL) providers. This network supports a wide range of industries, including agriculture, food processing, seafood, and pharmaceuticals, serving not just the city but also the broader eastern and northeastern regions of India. According to the National Horticulture Board, there are 7 cold-storages in Kolkata. Amongst these two are made for storing Potato, while other are designed for multipurpose usage. Amongst the Potato storages, one storage, the New Dutta Cold Storage, is now being used for multipurpose storage. Two, among these possess the additional feature of Packing and Grading. Apart from these, there are **18 storage facilities** in Kolkata and surrounding area, especially for **Marine products**. Amongst these, the Shankha Deep Exports Private Limited(Unit-Ii) has the largest capacity of 1,551 MT.<sup>12</sup> (Refer Table A2 in Annexure)

### ***Warehouse Infrastructure in the District***

In Kolkata, warehousing facilities and services are concentrated in industrial zones like Howrah and Dankuni, with options for renting, buying, or using third-party logistics (3PL) providers. Demand is high, particularly from e-commerce players, for flexible and tech-enabled storage. As per the database of Warehousing Development & Regulatory Authority, there are three warehouses registered in their database in Kolkata with a total capacity of 46750 MT. However, it has been noticed from the private e-marketplace for estates there are few more warehouses near Tollygunge. (Refer Table A3 in Annexure)

## **8. AGRICULTURAL PROFILE**

Although Kolkata is primarily an urban and industrial center, its agricultural profile is defined by its role as a key market and processing hub for the wider, agrarian state of West Bengal. Agriculture within the city is limited to urban farming and horticulture, but the surrounding

---

<sup>11</sup> Insights taken from Postal Appraising Department, Kolkata Customs

<sup>12</sup> Data compiled from National Horticulture Board & MPEDA

districts like North and South 24 Parganas, Howrah, and Hooghly form a crucial agricultural belt that supplies the metropolis.

Within the city itself, a form of wastewater-fed aquaculture and vegetable farming thrives in the East Kolkata Wetlands, a designated Ramsar site.

Agricultural growth in Dhapa, Kolkata, is primarily defined by the unique, wastewater-fed urban farming system of the East Kolkata Wetlands (EKW). This practice involves cultivating vegetables on garbage and raising fish in sewage-fed ponds (*bheries*). This specialized ecosystem provides food for the city and a livelihood for thousands, but it faces increasing pressure from urban expansion, pollution, and challenges to its long-term sustainability.

#### Unique wastewater-fed agriculture

- Garbage farming: On the solid waste dump sites at Dhapa, a unique practice known as "garbage farming" utilizes the nutrient-rich organic waste from the city. Studies suggest that over 30% of Kolkata's green vegetables are grown using this method.
  - Crops: Commonly grown vegetables include cauliflower, maize, and gourds.
- Sewage-fed fisheries (*bheries*): The East Kolkata Wetlands contain the world's largest wastewater-fed aquaculture system. Raw sewage from the city is directed to the *bheries*, where it undergoes a natural purification process. The nutrient-rich water then promotes the growth of algae and plankton, which serve as food for the fish.
  - Fish species: This system supports the cultivation of fish, including indigenous varieties like *singhi*, *magur*, and *koi*.
  - Resource recovery: This practice is a highly efficient, natural resource recovery system that reduces the need for expensive conventional wastewater treatment.
- Sequential farming: In a highly integrated and efficient system, some areas also support sequential farming, where wastewater from the fishponds is used to irrigate adjacent paddy fields<sup>13</sup>

---

<sup>13</sup> Mondol.D(2021), "A review on the significance of East Kolkata Wetland: A Ramsar Site with integrated resource recovery activities", *Eco. Env. & Cons.* 27 (October Suppl. Issue) : 2021; pp. (S244-S247) Copyright@ EM International ISSN 0971-765X

Roy. S (2021), "Sustainable Approach in Yield: Urban Agriculture in Kolkata Dumping Ground", *Online International Interdisciplinary Research Journal*, {Bi-Monthly}, ISSN 2249-9598, Volume-11, Issue-02, Mar-Apr 2021

## 9. INDUSTRIAL PROFILE

Kolkata is the primary business, commercial, and financial center of Eastern India, with a diverse industrial profile dominated by its strong service sector, traditional manufacturing, and a rapidly expanding information technology (IT) and IT-enabled services (ITeS) hub. The city's economic landscape has transformed over the decades, transitioning from a colonial industrial powerhouse to a modern, service-based economy.

Kolkata's manufacturing sector has undergone a substantial transformation, shifting its economic base toward the service industry. While traditional sectors like jute and engineering have declined since the mid-20th century, new and revitalized manufacturing segments, including leather, textiles, and food processing, continue to play an important role.

Kolkata and its surrounding areas feature a variety of industrial parks, estates, and specialized economic zones that support manufacturing, information technology (IT), and logistics. These hubs provide infrastructure for different industries, from traditional sectors like leather and textiles to the modern IT boom

### **Industrial Park**

- ***Manikanchan Special Economic Zone, Salt Lake, Kolkata***

The Manikanchan park specialises in **Gold Jewellery**. Inaugurated in November 2003, several units are manufacturing and exporting from the Park since July 2004. The Phase 1 consists of

- One SDF (Standard Design Factory).
- One CFB (Common Facilities Building).
- One services building housing a budget canteen, worker's health care centre and crèche complete with all requisite infrastructure.
- All facilities add up to almost 200,000 sq ft.
- The SDF is a seven storied building with modules in various sizes of 165 sq m, 325 sq m and 465 sq m.

After completion of all phases, the Park will have a total built-up area of 5,50,000 sq ft. with 2 Standard Design Factories (SDF) and a Common Facility Building (CFB).

The Manikanchan Special Economic Zone is located in a pollution free sylvan environment, at Salt Lake City sector V. It is located on the Rajarhat bypass, very close to the Kolkata International airport.

There are **7 main functional units**, and **9 modules set up**.

Specialised facilities provided for the exporters are listed bellow,

- Offshore status with a host of financial and non financial benefits
- Simplified procedural regime
- In house customs clearance facilities
- Electron beam irradiation facility located nearby for coloration of gem and diamond
- A **dedicated Customs Office** is present in Manikanchan SEZ to look after all import & export-oriented works and testing of gold and diamond ornaments is being done at their end.

• **Shilpangan - Light Engineering Park at Salt Lake, Kolkata**

There are two phases of this park.

The Phase-I of the Park consists of one six-storied Standard Design Factory (SDF) building where manufacturing units have been set up for **toys and related items**. One Common Facilities Building (CBF) for support units (listed bellow) is there as well.

**Support Units:**

- Display Centre
- Exhibition / Conference Hall
- Business Centre
- Canteen / Restaurants
- Raw Material & Finished Goods sales Outlets
- Training Institute

Phase-II consists of one eight storied Standard Design Factory (SDF) building with all necessary infrastructure and facilities.

All **52 manufacturing modules** of Phase I and II are completely sold out. Almost all units are operational and several of these manufacturing units are solely for export markets.

Eight-storey Standard Design Factory (SDF-II) with 28 modules of 325 sq m each are available to set-up the manufacturing units.

- **Paridhan - Garment Park at Beliaghata, Kolkata**

Paridhan – The Garment Park, developed by WBIDC, is a modern integrated hub for garment and apparel manufacturing units, serving both domestic and export markets. Designed to international standards, the park offers state-of-the-art facilities to entrepreneurs at affordable rates. It has been established to drive the growth of the garment, hosiery, and apparel industry in West Bengal, fostering innovation and competitiveness in the sector.

The Garment Park has been developed in two phases. The project developed in 8.78 acres of land has a total built up space of 6,75,000 sq. ft. comprising of Five Standard Design Factories (SDF) buildings for setting up manufacturing units and one Common Facilities Building (CFB) for setting up supporting facilities for efficient functioning of the manufacturing units.

- Designed to afford maximum flexibility to the owners for re-designing internal layouts, best suited to their respective businesses.
- Phase - I consists of three SDFs, one CFB, one workers' hostel and Truckers' facility centre.
- Phase II consists of two SDF buildings with 40 modules.
- There are **12 major functional units** in the park.<sup>14</sup>

- **Bantala Leather Complex**

Although technically the Bantala Leather Complex comes under the district of South 24 Parganas, it is essentially managed by authorities of Kolkata.

The State-of-the-Art factory located in the Kolkata Leather Complex, Bantala is a 1,20,000 square feet factory (12,000 square meters) equipped with machinery from Italy, Germany, Japan, South Korea, China etc., helping it produce competing products.

Their production facility spans across 3 floors, with dedicated departments for each process involved in making the final product.

---

<sup>14</sup> Data taken from [WBIDC website](#)

They have a monthly production capacity of around 25,000 – 30,000 pieces handbags and around 50,000 pieces of small leather goods.<sup>15</sup>

### **MSME clusters**

The district has 6 MSME Clusters on Leather, Electrical, Book Printing, Food Processing mainly Dal and Readymade Garment. Out of these 6, the major are the leather Clusters of Janbazar Shoe Cluster and Topsia Leather Cluster

Apart from the above mentioned 6 MSME Clusters, another important cluster in Kolkata dealing with Readymade Garment is the Metiabruz Readymade Garment Cluster.

- ***Metiabruz RMG Cluster***

Metiabruz cluster is located at the bank of the river Hoogly in Kolkata. It is a 15 km stretch beginning from Garden Reach area and ending in Maheshtala is one of the oldest garment clusters in India. Places that are an integral part of this cluster are Garden Reach, Akra, Santoshpur, Chatta and Maheshtala. It is estimated that Metiabruz cluster is one of the largest garment production centres in terms of the raw material consumed and quantum of the goods manufactured.

It is specialized in manufacturing of all types for garments for Kids wear. Kids wear manufactured at the cluster are: baba suits, frocks, pants, shirts, skirts, jeans, shirts, T-shirts, shorts etc. Some of the manufacturer in the cluster also manufacturing men's and women's wear like shirts, pants, jeans, T-shirts etc.

There are approx. 15,000 manufacturing units around Metiabruz, 3000 units around Maheshtala and around 5 lakh job workers spread across the Metiabruz, Maheshatala and nearby villages. The Production is around 10 to 15 cr. pieces annually, with average unit value of Rs 300 -350 per piece, though products worth Rs 1000 or above are also sold.

Average machine size was 15 -20 machines, though there are some units with over 100 machines also. The cluster has witnessed nearly 25% growth in the last 5 year. <sup>16</sup>

The district apart from its manufacturing setup, also has a big trading centre, Burrabazaar, which manages the business within and across the states.

---

<sup>15</sup> Information gathered from [STC International](#)

<sup>16</sup> Information taken from <https://mrgcluster.org/about-metiabruz-cluster/>

### ***Burrabazar Trading Centre***

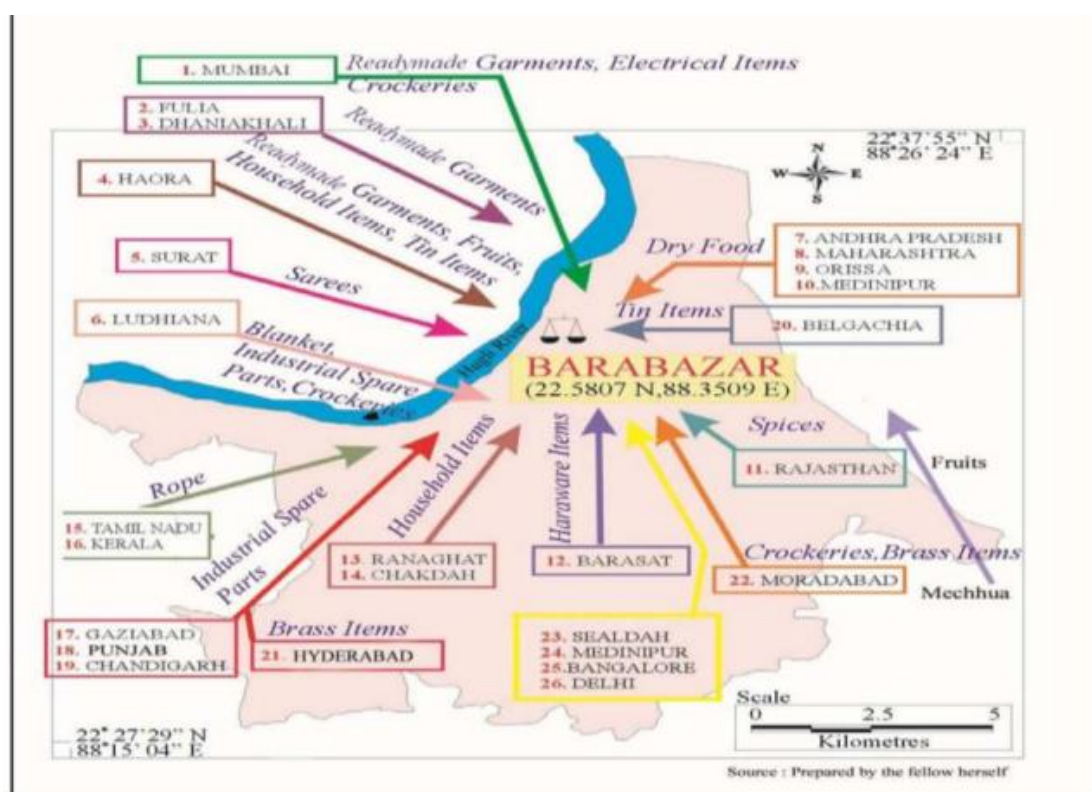
Burra Bazar, located in the heart of Kolkata, is one of India's largest and oldest wholesale trading centres. Originating as a colonial-era market, it has grown into a dense commercial hub where thousands of traders operate across a maze of narrow lanes. Each lane specialises in particular commodities such as textiles, garments, hosiery, spices, hardware, plastics, and paper goods, making it a one-stop wholesale destination for retailers from across West Bengal and neighbouring states.

This market consists of highly specialized sub-markets like Khangrapatti, Sonapatti, Masalapatti, Lohapatti, Pagyapatti etc. The sub-markets are also subdivided into Katra, Chowk or Kothi. Each Katra is known for a particular item. This market is also covered with various other types of shops like vegetables, sweet shops, furnitures, spare parts, electrical goods, plastic items etc. It can be said that anything and everything necessary for society are available in this traditional market. about 17.31% is by Khangrapatti, 25.55% under mixed area, 10.07% by Sonapatti, 14.64% under commercial space, 2.11% by Bagri market, 2.47% under chemical commodities, 2.51% under cloth market, 1.72% by Satya Narayan Underground A.C. market and 5.30% by Textile market. Barabazar also comprises of 15.43% of the total roads. Figure 7.1, depicts the variety of sources for the markets entities, i.e demand and supply.<sup>17</sup>

---

<sup>17</sup> "Bhaya SG. *The socioeconomic study of Barabazar- a traditional market, Kolkata, West Bengal. International Journal of Research and Review.* 2021; 8(3): 188-193"

**Fig 3 Source of Selling items of Barabazar**



## 10. BANKING AND FINANCE

Kolkata, due to its central significance and amplitude of economic activity, is served by **1116 bank branches** with a branch density of approximately 7 branches per sq. km.

There are **769 branches** of **12 Public Sector Commercial Banks**, **317 branches** of **18 private sector Commercial banks**, 14 branches of 3 Small Finance Banks and 04 branches of Bangiya Grameen Vikas Bank (RRB).

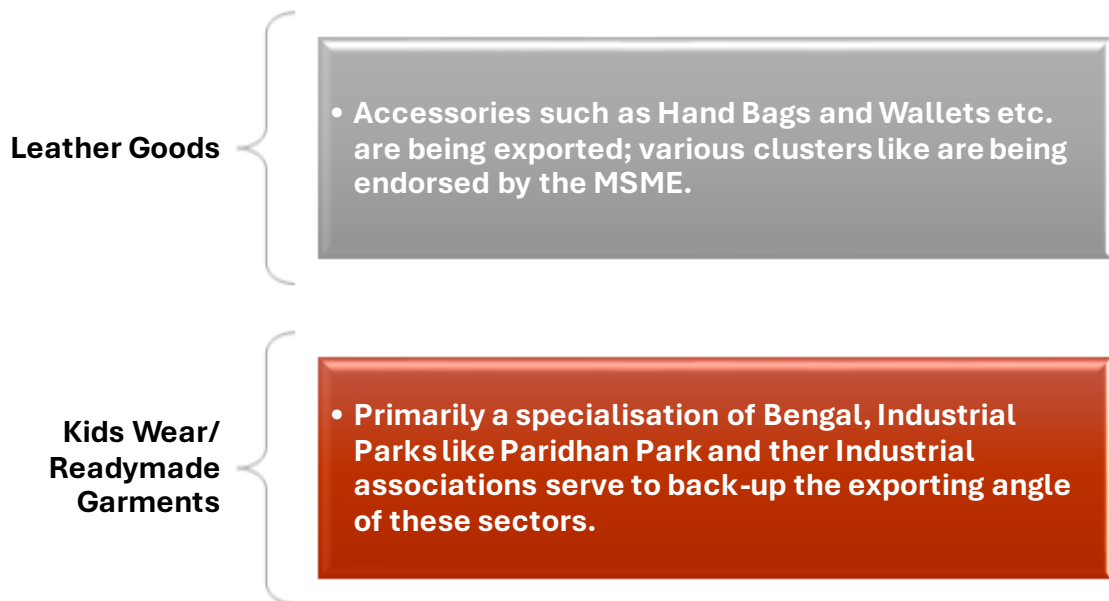
**State Bank of India** is the **Lead Bank** of the district with **222 branches**.

The **CD Ratio** has been declining recently, mainly due to the contracting economic attributes incurred from the Covid shock. As on 31.03.23, the CD ratio was 64.15.<sup>18</sup>

## 11. ONE DISTRICT ONE PRODUCT (ODOP) SECTORS

The following products have been selected as the ODOP sectors of the district:

<sup>18</sup> Data taken from [NBARD PLP 2024-25](#)



**Fig 4: ODOP Profile of the District**

Banglar Rosogolla (characterized as a pure white, spongy ball of *chhana* (cottage cheese) dipped in a light sugar syrup) is the GI tagged product of the district.

## 12.EXPORT PROSPECTS & POTENTIALITY OF THE DISTRICT

Kolkata is a significant player in India's export market, acting as a key gateway for Eastern and North-Eastern India. Its export scenario is marked by a diverse portfolio of goods and a growing services sector, underpinned by strong government initiatives and strategic geographical advantages. However, exporters face headwinds from geopolitical tensions and rising logistics costs. During the period of 2022-23 to 2024-25 financial years, Kolkata as a district, has filed a growth in exportation value of **8.27%** and has registered **7055.02 Cr. INR** in so far, in the FY 2025-26. <sup>19</sup>

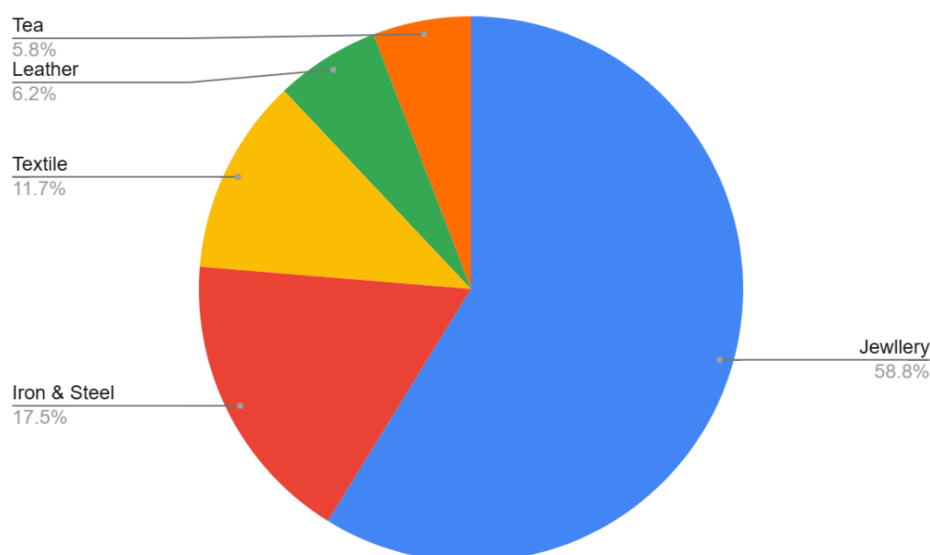
The exported products of the district are given in Table A5 in Annexure

It has been observed that in 2024-25, the Gold articles and Jewellery covers about 58.81% of the district's exports followed by the Obiatned Ferous products from Iron Ore; covering total

<sup>19</sup> Data compiled from [MC&I](#)

export's 9.52%. All the other components, taken together constitute 31.67% of the district's export basket; although, their individual contributions on average is negligible (3.96%).

**Fig 5 : Sectoral Contribution in District Export of 2024-25**



Therefore, Iron & Steel, Textile and Leather are the two most important sectors of Kolkata **after Jewellery**.

### *Product Market Analysis*

On analyzing the current export profile of the district and comparing the same with the India's export trend, it has been found that India's export trend of few products of interest of Kolkata has declined heavily in last five years in 2024. India's export of Cotton neither carded nor combed (HS Code 52010015), has declined by 42% in 2024, though the world import of this product has increased by 19%. Similar is the case of Semi-finished products of iron or non-alloy steel (HS Code 72071920) whose export from India has fallen heavily by 89% in five years ending in 2024. However, its import in the world market has risen by 15% in these five years. On the other hand, the fall in export of Black fermented tea (HS Code 09024010) by India also gets reflected in the fall in world import. However, export of black fermented in bulk from India has increased in last five years. For the other products, India's export growth and world import growth has risen in five years remarkably. Specially comparing India's export with World Import it is clear that there is huge growing market for Leather Bags (HS Codes 42022190 and 42022110), as the world import is higher than what India is exporting. This indicates that, the international growing demand is getting met by other exporting countries for which India is in

rank 8 in world exporter list. Even for the Ferrous Product obtained by direct reduction of Iron Ore (HS Code 72031000) which accounts for 9.52% of the district export, India's export has risen by 182% in the period 2020 – 2024. Comparing the trading partners of India, and the Importing countries of these mentioned products, there are more potential countries whom India are not exporting to its fullest. This is happening for more or less all the products especially in case of Handbags, Black Fermented Tea, Semi Finished Products of Iron & Steel and Ferrous Iron Ore Products. (Refer Table below).

**Table 3 : Export Potentiality Analysis of Kolkata (in US thousand \$)**

Export Status	HS Code	Product Details	Exported value in 2020	Exported value in 2021	Exported value in 2022	Exported value in 2023	Exported value in 2024	Export growth of India in five years (in %)	World Import Growth of the sector @ 6 digit in five years (in %)	Top five importers of India	Top ten importer of the sector @ 6 digit in world market	India's rank in world exporter list of the sector
Currently exporting from the district	711319(11)*	Articles of jewellery and parts thereof, of precious metal other than silver, whether or not plated or clad with precious metal (excl. articles > 100 years old)	NA	NA	NA	4,343,849	4,680,167	7.74	97.28	UAE, Singapore, Hong Kong, USA, Malaysia	USA, Hong Kong, UAE, Switzerland, Turkiye, Singapore, France, China, Japan, India	3
	72031000	Ferrous products obtained by direct reduction of iron ore, in lumps, pellets or similar forms	162,667	267,951	454,460	506,889	459,962	182.76	11.65	Nepal, Bangladesh, Bhutan, Madagaskar, Armenia	Saudi Arabia, United States of America, Turkiye, Nepal, Italy, Germany, India, Austria, Viet Nam, Bangladesh	4
	52010015	Cotton, neither carded nor combed: "indian cotton of staple length 28.5mm (1.4/32) and above but below 34.5mm	1,401,339	2,453,608	1,150,721	680,723	803,306	-42.68	19.26	Bangladesh, China, Viet Nam, UAE, Indonesia	China, Bangladesh, Viet Nam, Turkiye, India, Indonesia, Pakistan, Malaysia, Egypt, Thailand	4
	42032910	Light Oils And Preparations, Of Petroleum Or Bituminous Minerals Which >= 90% By Volume "Incl. Losses" Distil At 210°C "Astm D 86 Method" (Excl. Containing Biodiesel)	171,711	200,425	214,195	183,647	211,855	23.38	7.70	USA, Germany, Italy, Chile, Spain	United States of America, Germany, Canada, France, Japan, Sweden, Russian Federation, Poland, Italy, United Kingdom	3
	42023120	Wallets, purses, key-pouches, cigarette-cases, tobacco-pouches and similar articles carried in the pocket or handbag, with outer surface of leather, composition leather or	210,404	273,447	302,836	259,973	256,335	21.83	-0.80	USA, Germany, Italy, UK, Spain	Japan, United States of America, Hong Kong, France, Korea, China, Italy, Germany, Singapore, United Kingdom	4

	patent leather: Wallets and purses of leather											
42022190	Handbags, whether or not with shoulder straps, incl. those without handles, with outer surface of leather, composition leather or patent leather: Other leather hand bags	160,141	198,607	254,071	237,161	239,771	49.72	37.80	USA, UK, Spain, Germany, France	China, United States of America, Hong Kong, France, Korea, Italy, Maca, China, Japan, Singapore, United Kingdom	8	
09024010	Black fermented tea and partly fermented tea, whether or not flavoured, in immediate packings of > 3 kg: Tea black in pckt>3kg but<= 20 kg	200,311	175,122	150,003	142,385	190,881	-4.71	-0.95	UAE, Iraq, Iran, Germany, Turkiye	Pakistan, United Arab Emirates, United Kingdom, Russian Federation, Egypt, United States of America, Saudi Arabia, Iran, Iraq, China	3	
09024020	Black fermented tea and partly fermented tea, whether or not flavoured, in immediate packings of > 3 kg: Tea black, leaf in bulk	17,975	19,009	22,605	20,855	24,611	36.92	-0.95	Nepal, Keniya, Sri lanka, Viet Nam, UAE	Pakistan, United Arab Emirates, United Kingdom, Russian Federation, Egypt, United States of America, Saudi Arabia, Iran, Iraq, China	3	
42022110	Handbags, whether or not with shoulder straps, incl. those without handles, with outer surface of leather, composition leather or patent leather	133,417	153,722	193,149	163,350	173,136	29.77	37.80	USA, UK, France, Germany, Australia	China, United States of America, Hong Kong, France, Korea, Italy, Maca, China, Japan, Singapore, United Kingdom	8	
72071920	Semi-finished products of iron or non-alloy steel containing, by weight, < 0,25% of carbon, of circular cross-section, or of a cross-section other than square or rectangular: Mild steel (m.s.) billets	1,268,996	1,633,242	728,235	269,555	138,424	-89.09	15.33	Nepal, Saudi Arabia, Taipei, Sri Lanka, Bhutan	Egypt, Indonesia, Saudi Arabia, Taipei, Guatemala, Nepal, India, Romania, Tanzania, Italy	4	

### 13.SWOT ANALYSIS

Studying and examining the different aspects of the district and also collecting data from the primary and secondary sources and the focus group discussions conducted in the district, the SWOT Analysis of the district in terms of export development has been depicted below

<p><b>STRENGTHS</b></p> <ul style="list-style-type: none"> <li>• As Capital of the State, it has established telecom and multimodal transport connectivity including in-land waterways.</li> <li>• Locational advantage to the business units for coordination with stakeholders.</li> <li>• Established Industrial Parks and clusters.</li> <li>• Presence of International Sea and airports.</li> <li>• Abundant support systems for financial and human resources requirements of the business units.</li> <li>• Availability of complete business facilitation services and systems.</li> </ul>	<p><b>WEAKNESSES</b></p> <ul style="list-style-type: none"> <li>• Locational disadvantage as the district is also the state capital.</li> <li>• Lack of continuous monitoring of the facilities created in the clusters and industrial parks.</li> <li>• As a metro city with diverse economic priorities, the district lacks focused business development.</li> <li>• Higher cost of doing business.</li> <li>• MSMEs get less attention due to bigger business and other advocacy institutions getting priorities.</li> <li>• No exclusivity of business facilities for the district as the facilities are common for the state.</li> <li>• Despite being the capital city, there is lack of adequate R&amp;D, Quality Certification facilities.</li> <li>• High maintenance and operational cost for Warehouse &amp; cold storage infrastructure</li> </ul>
<p><b>OPPORTUNITIES</b></p> <ul style="list-style-type: none"> <li>• Growing International market for products of interest to the district.</li> <li>• E-commerce exports are gaining momentum</li> <li>• Supportive schemes of both the Central and State Governments for exports</li> <li>• Access to both international seaport and airports.</li> </ul>	<p><b>THREATS</b></p> <ul style="list-style-type: none"> <li>• Over-congestion of the clusters due to horizontal expansion.</li> <li>• Logistics issues for the clusters located in the heart of the city.</li> <li>• Draft and other operational issues like road access of SMPK port hampering smooth flow of cargo.</li> <li>• Poor availability of vessels for smooth movement of goods</li> </ul>

	<ul style="list-style-type: none"> <li>• Increased compliance requirements for ESG in international business.</li> <li>• Traceability and SPSS certifications for export products and lack of facilities for testing and certifications.</li> </ul>
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## **14.EXPORT CHALLENGES IN KOLKATA DISTRICT**

Kolkata is the state capital and one of the metro cities of the country. The district has highly diversified product capabilities including manufacturing, agriculture and tertiary sectors. The district is also a major export facilitator for the state due to the international sea and air ports. The major contributions for exports from the district is accounted by Gems and Jewelry (58.8%) followed by Iron and steel products (17.5%) which are accounted by both large and MSME units. Though the exports captured in the trade data indicate more exports of Gems & Jewelry, Iron & steel, Textile, Leather and Tea, there are considerable exports of handicrafts, handlooms, agricultural and horticultural products, sweet meats and beetle leaves are exported through traders who source them from outside the district or state including NE States. The broad issues for the exported and exportable potential products include poor turnaround in points of exits, road infrastructure, R&D and testing facilities, limited market access, and lack of awareness about modern and effective production practices among MSMEs.

### **Infrastructure and logistics**

- Warehouse and cold storage facilities: The district has ample industrial parks, logistics parks, warehouses and cold storage facilities. However, most of the facilities are run by private entrepreneurs without proper guidance or policies leading to exploitation of MSME users with differential rentals and other charges.
- As the nearby districts also look for Pack house facility, there is dearth of the same for food, agricultural and horticultural products from the district.
- Draft issues of SMPK port hampering logistics and turnaround times which ultimately increase the cost of transport.
- Poor availability of vessels for smooth movement of goods leads to considerable delays in shipments and delivery.

- Growing container shortages, vessel charges and surcharges leading to alternate port selection.
- The international airport lacks sophisticated and fast cargo clearances as available in other airports like Bangalore, Chennai or Mumbai.
- Systemic delays in the port due to outdated technology and poor road and rail connectivity.

### **Market access and finance**

- Difficulty reaching export markets: Exporters, particularly small artisans and handicraft producers, garment producers and other MSMEs and farmers have trouble accessing international markets due to lack of awareness and hence depend on the traders from different states and Bada Bazar which not only denies direct export but also fetches low price. The artisans of zari and other handicraft clusters need training even in the basic business functions.
- Limited access to formal credit: Financing challenges, such as high initial investment costs for upgrades to infrastructure or technology, are significant barriers for many small producers and SHGs which require proper monitoring and upgradation of existing common facilitation centers. Most of the MSMEs are also reluctant to have the GST registrations fearing compliance cost. Hence the Bada Bazar Money Lenders play a major role in the business operations of the clusters.
- Weak export strategy: Though government initiatives exist to boost exports, there are gaps in the district-level execution of a robust strategy for products with high export potential, such as handicrafts, GI products, handloom products, agriculture and horticultural products. The SEFC should make specific interventions to implement the district level initiatives.

### **Operational and Environmental challenges**

- There is a need to look at the coordination delays among the various agencies involved in the state in exports.
- The Paridhan Park created for MSMEs has limited facilities and functions more as a production center for few units without any major display facilities. It is also poorly maintained.

- The oldest Metiabruz Garment cluster is one of the most congested and unorganized cluster with primitive business systems. No concrete efforts were made to upgrade it as an integrated export park given its potential. Readymade garment, shuttle cock, lens production and light engineering MSME clusters of the district suffers from poor use of technology and scale.
- Though there are storage facilities they provide more standalone services which could bring in service bundling along with storage like certifications, testing etc.
- Lack of modern technology: Many producers in industrial clusters lack modern machinery and technological knowledge, which hinders productivity and the adoption of scientific production methods.
- As a state capital the district has responsibility not only for the district but also providing overall operational guidance and policies to the other districts. There is a dire need to have a single integrated SEFC with more autonomy and authority related to Exports.

## **15. GIST OF THE ANALYSIS**

The following are the salient points which emerge from the above discussions:

- The major contributions for exports from the district are accounted by Gems and Jewelry (58.8%) followed by Iron and steel products (17.5%) which are accounted by both large and MSME units. Though the exports captured in the trade data indicate more exports of Gems & Jewelry, Iron & steel, Textile, Leather and Tea, there are considerable exports of handicrafts, handlooms, agricultural and horticultural products, sweet meats and beetle leaves are exported through traders who source them from outside the district or state including NE States.
- Opportunities for export facilitation need to be streamlined not only for the district but also for the state from the district being the capital metro city.
- The district has sufficient warehouses and cold storage facilities but function more arbitrarily as they are controlled by entrepreneurs without any uniform policies.
- Several units located in the clusters are majorly acting as sourcing units for MSMEs located in other districts.
- Most of the cluster items produced from the district by MSMEs are suitable for e-commerce exports.

- Exports of MSME products of the district are mostly routed through traders in Bada bazaar/outside the state.
- There is a need to create an integrated system for export facilitation from the ports and other exit points.

## 16. EXPORT ACTION PLAN SUGGESTED

Based on the above facts, analysis of the data and the input from the stakeholders, the following action plan is suggested. The action plan also indicates the desired output of the strategic actions, the responsible agency and the proposed intervention/tool for implementation. It has also been highlighted the activity/activities where a DPR may be required.

Category	Strategic Action	Output Desired	Suggested Agency	Instrument/Intervention
	Operational issues at Physical Garment Platforms (Haats)	Economical capacity utilization of the trading facilities	State Govt	The private haats functioning in the district should be regulated through a policy for their functioning. The state government may implement a proper policy for their functioning.
	Export Park at Metiabruz	Tripling the Direct Exports from the Garment Cluster	State Govt + GoI	Part of the unutilized logistics park near Metiabruz may be used to create a Export oriented garment park under PPP model. <b>(DPR)</b>
	Sweet Meat Cold Storage and Pack house	Exports of GI and other Sweet Meat products	State Govt + GoI	The cold storage and package house will serve quick exports of sweet meat which have limited shelf-life. This may be a hub for the Zone covering

				the neighboring districts. <b>(DPR)</b>
	Strengthening the processes of Warehouse and Cold Storage facilities available in the district.	Utilization by producers and exporters with value added services for testing, packing and packaging etc	State Govt	The Warehouses should have proper and uniform policies and may provide licensed or franchised testing and packaging services through empanelled vendors.
	Handholding for direct exports of MSMEs	Increased direct exports from the state	State Govt + GoI	Use acceleration services by institutions like IIFT under suitable schemes.  The State Govt. may also launch export incubation fund for supporting the Direct Exports.
	Upgrading the SEFC as an integrated export facilitation center	Increased and effective exports	State Govt – MSME&T	The current SEFC should be upgraded as an integrated export facilitation center with more autonomy and powers to coordinate and monitor with all the related state and central agencies.
	Product and district specific capacity building on exports of MSMEs	Direct exports from MSMEs to diverse markets	State Government	The existing SEFC should undertake time bound product and district specific capacity building of MSMEs in handicrafts and handloom products.

## 17.ANNEXURE

*Table A1 Administrative Structure of Kolkata*

### **The Mayor**

1	Firhad Hakim, Hon'ble Mayor	Water Supply, Finance & Accounts, Grievances, Cultural Affairs, KEIP, Licence, Building, Central Stores, Assessment - Collection, TPDD and other departments not allotted to other members.	Office : 2286-1211, Fax: 2286-1311/1011, EPABX : 2286-1000, Extn. 2471, Int. Com.201
---	-----------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------

### **The Deputy Mayor and The Members, Mayor-In-Council**

2	Sri Atin Ghosh	Health, Vector Control, Disinfectant Scheme, Archives, P&FA(F&SS), Central Medical Stores, MTM TB Hospital.
	Deputy Mayor	
3	Sri Debabrata Majumder	SWM
	MMIC	
4	Sri Debasish Kumar	Parks & Gardens, Sports, Advertisement, Parking & Hawker's Rehabilitation Schemes
	MMIC	
5	Sri Sandip Ranjan Bakshi	Lighting & Electricity
	MMIC	
6	Sri Jiban Saha	I & PR, EWS, Printing, IUM, Big-dia Tubewell
	MMIC	
7	Sri Tarak Singh	Sewerage & Drainage Including( Drainage Pumping Station), SC(Mechanical)
	MMIC	
8	Smt Mitali Banerjee	Swasthyasathi, BPL, NSAP, NFBS, NGR, Rupashri, Khadyasathi, NULM, Kanyashree
	MMIC	
9	Sri Swapan Samaddar	Bustee Development, Environment & Heritage
	MMIC	
10	Amiruddin(Bobby)	Market
	MMIC	
11	Sri Sandipan Saha	Education and IT
	MMIC	
12	Sri Ashim Kumar Bose	W.B.U.E.S
	MMIC	
13	Sri Avijit Mukherjee	Roads and Engineering
	MMIC	
14	Sri Baiswanor Chatterjee	Housing, Law, PPP and Personnel
	MMIC	

Source: [KMC Portal](#)

**Table A 2: Cold storage in the District**

<b>S.No.</b>	<b>Name of the Cold Storage</b>	<b>Total Capacity</b>	<b>Type of Cold Storage</b>
1	Kalpataru Cold Storage Pvt. Ltd. 55, Bhupen box Avenue, Shyam Bazaar, Distt.-Kolkatta (W.B.)		Potato
2	New Dutta Cold Storage 95/2, Cossipore Road, (Opp. Gun & Shell Factory), Distt.-Kolkatta (West Bengal), Ph-033-25574644	1365 qtl	Potato
3	Hind Ice & Cold Storage 23, Canal West Road, Near-Jain Temple, Distt.-Kolkatta-4 (West Bengal), Ph- 32576707		Multipurpose
4	Hindustan Ice & Cold Pvt. Ltd. 311, Gas Street, Kolkata-9, West Bengal (PH-03322824911)		Multipurpose
5	Balapur Cold Storage 35J, Muranpurkur Road, Kolkata (West Bengal) , Ph-033-23522310	15000 ton	Multipurpose
6	S.B. Dutta Enterprise 13,Bediadanga,1st Lane & 24 C,Bediadanga,2nd Lane, Distt. Kolkata - 39 (W.B.), Ph-033-23448105,23430188	550 MT	Multipurpose
7	Warehousing & Cold Storage enterprice india Ltd. D/1, Hide Road, Kolkata-43, (West Bengal), PH-033-24394931, 24397443, 24397457	510 tons	Multipurpose
8	DIGHA SEA FOOD EXPORTS PRIVATE LIMITED UNIT NO- 07, I.S.F.P.C. BENFISH COMPLEX, BUDHERHAT, CHAKGARIA, KOLKATA-, West Bengal	232 mt	marine & frozen
9	M/S SAHADA EXPORTS International Sea Food Processing Centre Unit- 8, Plot No. 5, Chakgaria, South 24 Parganas, Kolkata -, West Bengal	192 mt	marine & frozen
10	M/S CORELINE EXPORTS Unit-4, International Seafood Processing Centre, Budherhat, Chakgaria, Kolkata -, West Bengal	363mt	marine & frozen
11	M/S NEZAMI REKHA SEAFOODS PVT. LTD. UNIT NO. 10, INTERNATIONAL SEAFOOD PROCESSING CENT BENFISH COMPLEX, CHAKGARIA, KOLKATA -, West Bengal	163 mt	marine & frozen
12	M/S RAZBAN SEAFOOD PVT. LTD. 770 KALIKAPORE, KOLKATA -, West Bengal	230 mt	marine & frozen
13	M/S Z. A. SEA FOODS PVT. LTD Unit No.9, Benfish Complex I.S.F.P.C., Chakgaria, South 24 Parganas, Kolkata -, West Bengal	620 mt	marine & frozen

14	M/S. IFB AGRO INDUSTRIES LTD. Plot No. IND - 5, Sector - 1 East Kolkata Township, Kolkata -, West Bengal	648 mt	marine & frozen
15	M/S. MMC EXPORTS LIMITED (LESSEE) M/S MCPL(LESSOR) Choto Paresh Baro Paresh Mahishbathan, Saltlake, Sector- V, Kolkata -, West Bengal	244 mt	marine & frozen
16	M/S. SADAF SEA FOODS(LES)G A RANDER Unit No- 5, I.S.F.P.C. Chakgaria, Kolkata-, West Bengal	35 mt	marine & frozen
17	MILSHA AGRO EXPORTS PVT. LTD. UNIT NO.- 1, I.S.F.P.C. BENFISH COMPLEX, CHAKGARIA, KOLKATA -, West Bengal	156 mt	marine & frozen
18	MILSHA SEA PRODUCT Unit No. - 2, Benfish Complex I.S.F.P.C, Chakgaria, Kolkata -, West Bengal	140 mt	marine & frozen
19	REKHA COLD STORAGE (A UNIT OF NEZAMI REKHA SEAFOODS PVT. LTD.), BENFISH COMPLEX, GHAKGARIA, KOLKATA -, West Bengal	330 mt	marine & frozen
20	SHIMPO EXPORTS PRIVATE LIMITED Unit No.3 International Processing Centre, Boodherhat, Chakgaria, Kolkata-, West Bengal	105 mt	marine & frozen
21	SREERAGAM EXPORTS(LES) CANNING FARM 1830, CHAKGARIA, BUDHERHAT, SOUTH 24 PARGANAS, KOLKATA -, West Bengal	602.5 mt	marine & frozen
22	Z.A. SEA FOODS PVT LTD INDEPENDENT COLD STORE UNIT NO. 9, BENFISH COMPLEX, I.S.F.P.C., CHAKGARIA, SOUTH 24 PARGANAS, KOLKATA -, West Bengal	376 mt	marine & frozen

**Table A3 : Warehouses in the District**

WH Name	Address	Capacity(in MT)
Central Warehouse Import & Export	CIRCULAR GARDEN REACH DIVERSION ROAD,	13585
Central Warehouse Bonhooghly	Rehabilitation Industrial Complex/Estate, Bonhooghly	31110

**Table A4 : MSME Clusters in the District**

Sr. No.	Cluster Sector	Name of Cluster	Activity of Cluster	No. of Unit/Weaver/ Artisan	No. of Employees
1	Leather & Allied Products	Janbazar Leather Artisans Cluster Industrial Co.Operative Society Limited	Leather Footwear	116	1087
2	Food Products & Processing	Dal Miling	Processing Of Different Pulses Like Mung,Musur,Matar,Chola Etc.	151	741
3	Electricals	Fan Manufacturers Cluster Foundation Of Kolkata	Manufacturing Of Different Electrical Fan, Testing Of Fan,Job Work Etc.	55	635
4	Leather & Allied Products	Topsia Leather Cluster	Leather Finished Products Like Bag, Wallets Etc.	61	467
5	Printing	Printing Press	Printing And Publication Of Books	26	272
6	Textiles & Readymade Garments	The Bengal Hosiery Manufacturers Association	Mfg Of Hosiery Fabrics And Garments	52	257

**Table A5 : District Export in 2024-25**

HS Code	Item_Desc	Value (in Billion)
71131911	Articles of jewellery and parts, made of Gold, Unstudded	127.77
72031000	Ferrous Product Obtained by Direct Reduction of Iron Ore	20.68
52010015	Indian Cotton Of Staple Length 28.5mm (1.4/32) And Above But Below 34.5mm	13.48
42032910	Gloves For Use In Industry	13.22
42023120	Wallets And Purses Of Leather	11.13
42022190	Other Leather Hand Bags.	8.84

09024010	Tea Black In Packet>3kg But<= 20 Kg	7.55
09024020	Tea Black, Leaf In Bulk	5.14
42022110	Handbags Of Leather For Ladies	4.81
72071920	Mild Steel (M.S.) Billets	4.63

Source : Data compiled from Ministry of Commerce & Industry, Govt of India

