



Ports and  
Logistics

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**BSE Limited**

Floor 25, P J Towers,  
Dalal Street,  
Mumbai – 400 001  
**Scrip Code: 532921**

**National Stock Exchange of India Limited**

Exchange Plaza,  
Bandra Kurla Complex,  
Bandra (E), Mumbai – 400 051  
**Scrip Code: ADANIPOINTS**

**Sub: Media Release**

Dear Sir,

Please find attach herewith Media Release regarding “Adani Ports to enhance Haldia Dock’s capacity in Bengal - Signs Concession Agreement with Syama Prasad Mookerjee Port, Kolkata”.

Kindly take the same on record.

Thanking you,

Yours faithfully,

**For Adani Ports and Special Economic Zone Limited**

**Kamlesh Bhagia  
Company Secretary**

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## Media Release

# Adani Ports to enhance Haldia Dock's capacity in Bengal

## Signs Concession Agreement with Syama Prasad Mookerjee Port, Kolkata

### Editor's Synopsis

- APSEZ signs concession agreement to develop Berth no. 2 at Haldia Dock Complex (HDC) in Bengal
- APSEZ will design, build, finance, operate, maintain and manage the bulk terminal with capacity of 3.74 million tons per annum for a concession period of 30 years
- The estimated cost of the project is Rs 298 Crore

**Ahmedabad, 15 September 2022:** HDC Bulk Terminal Ltd (HBTL), a wholly owned subsidiary of Adani Ports and Special Economic Zone Limited (APSEZ), India's largest integrated transport utility and part of the Adani Group, has signed the Concession Agreement with Syama Prasad Mookerjee Port, Kolkata (SMPK) for mechanization of Berth no. 2 at Haldia Port. This is in continuation to the selection of APSEZ as a successful bidder by SMPK earlier in February.

"The mechanization and upgradation of Haldia Bulk Terminal provides us the opportunity to firmly establish APSEZ's footprint in Bengal," said **Mr Karan Adani, CEO and Whole Time Director of APSEZ**. "We remain committed to further accelerating the ever-growing industry and economy of Bengal. With this fully mechanized facility, we aim to set a higher benchmark in port operations and environmental practices. This terminal, alongside our existing world class ports and terminals along the east coast of India, will synergize APSEZ's services and enhance customer experience. Our leadership in integrated logistics will significantly enhance HBTL's efficiency and benefit the shipping industry."

As per the Concession Agreement signed between SMPK and HBTL, the Special Purpose Vehicle (SPV) formed to implement the project will get the rights to design, build, finance, operate, maintain and manage the bulk terminal with a capacity of 3.74 million tons per annum for a concession period of 30 years at Haldia Dock Complex, Haldia.

The Haldia Dock Complex houses various bulk handling facilities at Haldia under SMPK's purview. Haldia Dock Complex caters to a large hinterland including Bengal, Bihar, Uttar Pradesh, Jharkhand, Assam, Northeastern Hill States and the landlocked neighboring country of Nepal. This terminal will handle the supply chain of raw materials in the steel plants, power plants and cement plants located in the hinterland.

The Key USP of this project is the ability to provide bulk cargo handling services, which would be completely mechanized, highly efficient, environment-friendly and pollution-free. The project will not only add efficient port capacity but will also help to reduce the logistics cost of port users by reducing the turnaround time of vessels calling at Haldia Dock.

As per the signed Concession Agreement, HBTL will undertake the financial closure for the project within six months and commence the construction of the terminal. The estimated cost of the project is Rs 298 Crore. The project has already received the necessary environment clearance.

### **About Adani Ports and Special Economic Zone Ltd**

Adani Ports and Special Economic Zone Ltd (APSEZ), a part of the globally diversified Adani Group has evolved from a port company to an Integrated Transport Utility providing an end-to-end solution from its port gate to customer gate. It is the largest port developer and operator in India with 6 strategically located ports and terminals on the west coast (Mundra, Dahej, Tuna and Hazira in Gujarat, Mormugao in Goa and Dighi in Maharashtra) and 6 ports and terminals on the East coast of India (Dhamra in Odisha, Gangavaram, Visakhapatnam and Krishnapatnam in Andhra Pradesh, and Kattupalli and Ennore in Tamilnadu) representing 24% of the country's total port capacity, thus providing capabilities to handle vast amounts of cargo from both coastal areas and the hinterland. The company is also developing two transshipment ports at Vizhinjam, Kerala and Colombo, Sri Lanka. Our Ports to Logistics Platform comprising port facilities, integrated logistics capabilities including multimodal logistics parks, Grade A warehouses, and industrial economic zones, puts us in an advantageous position as India stands to benefit from an impending overhaul in global supply chains. Our vision is to be the largest ports and logistics platform in the world in the next decade. With a vision to turn carbon neutral by 2025, APSEZ was the first Indian port and third in the world to sign up for the Science-Based Targets Initiative (SBTi) committing to emission reduction targets to control global warming at 1.5°C above pre-industrial levels.

For more information, please visit [www.adaniports.com](http://www.adaniports.com)

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