

# **COMPREHENSIVE BERTHING POLICY AS ON 24.03.2018**

## **(I) GENERAL POLICY**

### **DRY CARGO**

The dry cargo berths are earmarked for the vessels of the following groups as stated below:

- |       |   |          |
|-------|---|----------|
| (i)   | Finished Fertilizers or any other priority accorded by Government except Coastal cargo vessels    | 2 berths |
| (ii)  | Coastal cargo vessels   | 1 berth  |
| (iii) | Priority (Higher productivity, 24 hrs., 13500 MT & above priority, 7000/5500 MT & above priority) | 3 berths |

After allotment of berths to the above group vessels, the remaining berths will be allotted to normal import and export vessels on First come-First serve basis (maximum three vessels). However, the steel cargo vessels will have priority over other cargoes in the berths available in general group for allotment to normal import/export vessels.

In case any of the above group vessels is/are not available, the berth/berths will be allotted to the vessels giving higher productivity irrespective of number of days for which the vessel is to occupy the berth. The vessel berthed in absence of any group vessels as stated above will be shifted out from berth once the time is over and that vessel will not claim the berth again and in case if some cargo operations are left over, the said vessel will complete the same in mid-stream

In case no vessel is ready for berthing under the category of higher productivity group, the senior-most general category vessel will be allotted berth subject to the condition that if required, the said vessel will be shifted from berth on "Port Convenience" to accommodate the priority group vessel and vessel which could not be berthed due to commodity and draft restrictions. The said shifted vessel will re-berth as per her turn or if similar situation arises, then be berthed on her original seniority. Further, in case if priority group vessel is berthed as a senior-most general category vessel, the same will not be removed from berth, however the said vessel will have to achieve the productivity as per the priority group vessel.

## **LIQUID CARGO**

(i)	First come - First serve	(OJ-1 to 4)	4 jetties
(ii)	IFFCO	(OJ-5)	1 Jetty
(iii)	IOC/BPC	(OJ-6)	1 Jetty

### **Notes:**

- i) The number of Edible Oil tankers to be berthed at Oil Jetty No.1 to 4 will be restricted to two subject to they being senior to non-edible liquid tankers. There will be no restriction on berthing of non-edible liquid tankers. In case if no tanker is waiting and tankers are allotted berth on ETA basis, the restriction of two Edible Oil tankers at Oil Jetty No.1 to 4 will apply if there is no non-edible oil tanker waiting for berth or expected to arrive before tide.
- ii) In case of berthing of single line, single terminal or vessels which are not able to perform as per the norms, the tanker guaranteeing better output among the waiting tankers for chemicals and edible oil separately will be allotted berth. Penalty for performing below the guaranteed norms shall be 10 times in addition to the normal berth hire charges.
- iii) In case any vessel is not able to complete the cargo operations as per norms, the same will be allowed to complete its cargo operations subject to payment of 3 times additional normal berth hire charges for the extra hours till it vacates berth.
- iv) Jetty shall not be kept vacant for ETA vessels.
- v) Liquid cargo vessels shall be granted pre and post completion time of 2 hours each and squeezing time of 2 hours for edible oil tankers
- vi) In case of small parcel size vessels opting for berth under normal performance and not able to complete the cargo handling operations within the stipulated time, they shall have to pay berth hire charges applicable to small parcel size vessels or normal berthing whichever is higher
- vii) In case of liquid tankers the seniority of the vessel that is going to load the export cargo will also be the same i.e. time and date of arrival of tankers and not the completion time of import cargo, provided the Agents had declared the same before berthing of the tanker for import cargo otherwise the time of date of readiness will be the seniority for purpose of allotment of berth for export cargo.

- viii) Ullage confirmation submitted to the port shall be certified by surveyor concerned so as to ensure that after berthing tankers are performing to the expected levels

## **(II) PRIORITIES**

- (a) The vessels under this group will be berthed one each (i) vessels that guarantee higher productivity (ii) vessels that can complete cargo handling operations within 24 hours of berthing (iii) vessels that can achieve a minimum per berth day output of 13,500 MTs and (iv) vessels that can achieve a minimum per berth day out put of 7000 MTs/5500 MTs.

The berth under 24 hours priority will be allotted to vessels handling project cargo and other cargoes on First come-First serve basis. However, for other cargoes, a minimum parcel size of 6000 T and 3000 T (for 12 hours) will be required. Further, these groups are irrespective of import or export cargo, bulk or break bulk cargo except 5500 MT group that is only for break bulk cargo ships excluding vessels carrying Timber Logs.

- (b) The important criterion of 24 hours Priority Group is that the vessel has to complete the cargo operations and vacate the berth in the same tide the next day in which the said vessel was berthed on the previous day. The time of stay at berth in all the cases shall not be more than 24 hours. However, practically some of the vessels may have even less number of hours for actual cargo operations.
- (c) In case of non-achievement of guaranteed output by vessel berthed under higher productivity group, penalty of 10 times of wharfage charges shall be levied on the shortfall quantity and vessel will be shifted out to OTB.
- (d) In case of 13,500 MT, 7000 MT/5500 MT the basic criterion is that they should have minimum 13,500 MTs., 7000/5500 MTs. to be handled respectively. The vessels with less than 13,500 MT and 7000/5500 MT parcel size respectively cannot be considered under respective group. In case of parcel size of more than the 7000/5500 MT and 13,500 MTs. the allocated time will be proportionate to the tonnage on hourly basis.
- (e) Vessel opting for priority berthing will have to give output of 5500/7000 MT or 13500 MT, as the case may be, or 15% above of the respective cargo norms, whichever is higher.
- (f) There will be no priority berthing for vessels carrying timber logs.

- (g) In case the performance of the vessel is marginally less than the stipulated quantity, the vessel is allowed to top up the shortfall in the next shift or day and the vessel will be placed with notice towards poor performance.
- (h) Generally, the declaration made by the Agents and Stevedores for the handling figures is considered as correct on day to day basis in case of Bulk Cargo. In case of doubts or some objections/complaints on the declaration, Port may request the Agents for a Certificate based on the Draught Survey as regards the handling figures from the Chief Officer of the vessel.
- (i) The performance of the vessels berthed under Priority Group will be reviewed on shift to shift basis. However, under no circumstances, the vessel will be allowed to stay/work more than the allotted time based on the total tonnage to be handled. In case the suitable tide is not available, then also the vessel will not be allowed to handle the cargo beyond the time allotted. However, the time lost due to rain and inclement weather will be allowed on case to case basis by Traffic Manager depending on the type of cargo being handled.
- (j) Priority Berthing will be accorded to one liquid tanker per month at Cargo Jetty No.2, 3 or 4."

**(III) GUIDELINES ON PRIORITY BERTHING TO COASTAL VESSELS**

- 1.A. "Coastal Vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/competent authority.
- B. In addition to the above, TAMP, in its Notification No.G.No.35 of 01.07.1998, has prescribed the following conditions under which other foreign vessels will be treated as coastal vessels:
  - (a) A foreign going vessel of Indian flag having a General Trade License can convert to coastal run on the basis of a Customs Conversion Order
  - (b) A foreign going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage License issued by the Director General of Shipping.
  - (c) In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

- (d) In cases of such conversion, coastal rates shall be chargeable only till the vessel completes discharging operation; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
2. The Coastal vessels which are accorded priority berthing shall not be liable to pay priority berthing charges
  3. There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normally berthing policy of the port.
  4. A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.

**(IV) SENIORITY OF A VESSEL**

- (a) All the vessels calling at the Port have to register mandatorily at Port Community System (PCS) by the Vessel Operating Agent (VOA)/Shipping Agent (SA) and in response VOA/SA gets Vessel Call Number (VCN) allotted by the Port through PCS
- (b) All the vessel operating agents are required to submit their berthing application through PCS and it is mandatory.

The berthing application in PCS shall be submitted after obtaining VCN and only when the vessel is ready in all respects of cargo handling operations. Seniority of a vessel in all the groups will be from the time and date of submission of berthing application in PCS

Any Vessel Operating Agent/Shipping Agent applying in PCS for berthing without complying with above norms, besides losing seniority of the vessel for berthing, shall be liable for penalty charges for the wrongful declaration or any other action deemed fit by the port authority.

- (c) In respect of import vessel (dry cargo), which is going to load export cargo after completion of her discharge, her seniority for the purpose of allotment of berth under Export will be counted from the time the vessel is ready to load cargo
- (d) Registration will not be permitted to any vessel calling at this port for the purpose of the seniority.
- (e) In case when 2 vessels arrive at the same time, large parcel size vessel will be considered senior

**(V) REQUISITES FOR THE ALLOTMENT OF BERTH**

- (a) All the vessels calling at the Port have to register mandatorily at Port Community System (PCS) by the Vessel Operating Agent (VOA)/Shipping Agent (SA) and in response VOA/SA gets Vessel Call Number (VCN) allotted by the Port through PCS
- (b) All the vessel operating agents are required to submit their berthing application through PCS and it is mandatory.

The berthing application in PCS shall be submitted after obtaining VCN and only when the vessel is ready in all respects of cargo handling operations.

Any Vessel Operating Agent/Shipping Agent applying in PCS for berthing without complying with above norms, besides losing seniority of the vessel for berthing, shall be liable for penalty charges for the wrongful declaration or any other action deemed fit by the port authority.

- (c) The vessels which are waiting at this port as at 1100 hours of the day of the Berthing Meeting shall be considered for berthing for the following day. In case there is no vessel waiting in any of the above Groups, the berth will be allotted on Master's ETA in the respective vacant group keeping in view the draught and arrival time, requirement of particular berthing side etc., on case to case basis, otherwise berth will be allotted to next vessel as per berthing policy.
- (d) In case the vessel is not ready at the time of Pilot's Boarding for inward movement, the seniority of the vessel will be lost and vessel will be considered for seniority from the time and date the Agent declares readiness during the course of Berthing Meeting. However, if the Agent informs about the non readiness of the vessel 6 hours before the High Water Time the seniority will be maintained.
- (e) The berthing application should be accompanied by Delivery Order. Berthing movement will not be given if Delivery Order is not accompanied with berthing application for liquid tankers

(VI) **PRODUCTIVITY NORMS**

The productivity of DRY CARGO vessels berthed under normal group is as under:

<b><u>S.No.</u></b>	<b><u>Commodity</u></b>	<b><u>per day norms</u></b>
<b><u>Bulk Cargo</u></b>		
1.	<u>Agri-products</u>	
(i)	Soya (no change)	4000 MT
(ii)	Other than Soya	7000 MT
2.	<u>Bentonite</u>	
	Upto 10,000 T parcel size	8000 MT
	10,000-20,000 T parcel size	10000 MT
	Above 20,000 T parcel size	12000 MT
3.	Clay (Import)	7500 MT
4.	<u>Coal</u>	
	Pet Coke	14000 MT
	Met Coke	7000 MT
	Coking Coal	12000 MT
	Indonesian Coal	13000 MT
	SA/US/Australian Coal	15000 MT
5.	DAP	10000 MT
6.	Dolomite	9000 MT
7.	Gypsum	12000 MT
8.	Iron Ore	15000 MT
9.	Kauline and other mix	9000 MT
10.	Mill Scale	15000 MT
11.	MOP	12000 MT
12.	Rock Phosphate	6000 MT
13.	<u>Salt</u>	
	Upto 35000 MT parcel size	9000 MT
	Above 35000 MT parcel size	13000 MT
	..8..	
14.	<u>Scrap</u>	
	Shedded Scrap	5500 MT
	HMS	3500 MT
15.	Silica Sand	6000 MT

16.	Felspar	5000 MT
17.	Sugar Bulk	6500 MT
18.	Urea	9000 MT
19.	Wheat	6000 MT

**Break-bulk cargo**

1.	Granite Blocks	3200 MT
2.	<u>Steel Cargo (no change)</u>	
	HR Coils	6000 MT
	CR Coils	3500 MT
	Billets	3500 MT
	Steel Coils/Plates	3000 MT
	Steel Pipes	1800 MT
	WR Coils	1500 MT
	Other steel	3000 MT
3.	<u>Rice/Sugar</u>	
	Upto 39 Kg bags	1800 MT
	40-49 Kg bags	2750 MT
	50 Kg & above bags	3000 MT
	Jumbo bags	1750 MT
4.	<u>Timber Logs</u>	
	Pine Logs	3000 MT
	Hardwood	3500 MT
5.	<u>Agrigates</u>	
	Upto 30,000 T parcel	15000 MT
	More than 30,000 T parcel	17000 MT
6.	Stone Boulder	3000 MT

There are no norms prescribed for project cargo



**The following are the revised norms for LIQUID TANKERS:**

i) <b><u>Edible Oil</u></b>	<u>Norms</u>
Parcel size upto 10000 MT	375 MT per hour
Parcel size 10000 to 20000 MT	475 MT per hour
Parcel size 20000 to 30000 MT	600 MT per hour
Parcel size above 30000 MT	600 MT per hour

ii) <b><u>Chemicals</u></b>	<u>Norms</u>
Parcel size upto 10000 MT	325 MT per hour
Parcel size 10000 to 20000 MT	400 MT per hour
Parcel size 20000 to 30000 MT	450 MT per hour
Parcel size above 30000 MT	500 MT per hour

iii) <b><u>Chemicals</u></b> <b><u>Import cargoes</u></b>	<u>Norms</u>
Palm Fatty Acid	200 TPH
Stayren Monomor	220 TPH
Sulphuric Acid	250 TPH
Caradol	100 TPH

**All export cargoes (Chemicals & Edible Oil)** 150 TPH

**iv) LOWER PARCEL SIZE (Chemicals & Edible Oil)**

Parcel size >1000 (12 hrs. priority with Double berth hire)

Parcel size 1000 to 3000 (24 hrs. priority with Double berth hire)

Parcel size 3000 to 5000 (24 hrs. priority with normal berth hire)

- Tankers of parcel size less than 1000 MT will be berthed for 12 hours paying two times berth hire charges.
- Tankers of parcel size above 1000 MT and below 3000 MT will be berthed for 24 hours paying two times berth hire charges.
- Tankers of parcel size above 3000MT and below 5000 MT will be berthed for 24 hours paying one time berth hire charges.

In case small parcel size vessels represent that they will be able to achieve the normal norms, they can come under normal berths. However, no extra time will be allowed to such vessels in case of non-completion of cargo

**(VII) MISCELLANEOUS**

- (a) In case there are directions from the Government to accord priority in addition to the 2 berths for fertilizer, the vessel/cargo that has been accorded priority shall be adjusted in the General group and no other group shall have effect of the same.
- (b) In case General Group vessel is not able to complete the cargo operations as per norms, the same will be allowed to complete its cargo operations subject to payment of 5 times additional normal berth hire charges for the extra hours till it vacates berth.
- (c) In case the vessel is shifted out from berth due to poor performance in any of the above Priority Groups under Berthing Policy or opts for shifting out for any reason, the seniority of the vessel will be lost and shall be considered as fresh from the date and time of shifting out from berth. However, the said vessel shall not be considered for berthing before 5 days of shifting from the berth.
- (d) 2 hours time will be given for pre-commencement/post-completion formalities to all dry cargo vessels. However, in case of vessels where MMD clearance is involved, 4 hours extra will be granted i.e. total 6 hours
- (e) The general category vessel requiring deep draught berth will be shifted from berth, in case of non-availability of deep draught berth, on port convenience. However, such vessel which has earlier opted for allotment of berth in priority group but got berth in general group, will have preference in allotment of deep draught berth over a junior vessel under priority group.
- (f) Local priority groups i.e. 24 hour priority, 5500/7000 MT priority & above and 13500 MT priority and above will not be accommodated at the cost of general category vessels. General category will be disturbed only if there are more than 3 vessels in general category or to accommodate Government/Coastal priority vessel.
- (g) The above norms are based on 4 working hooks. Port will consider the norms keeping in view the number of hatches possible to work only in case where there is no ship waiting for berth and the resultant berth will be vacant

- (h) All the matters related to Berthing of vessels shall be discussed and decided only during the course of Berthing Meeting held daily. As such, submission of applications, amendments, whatsoever etc. shall be accepted only during the Berthing Meeting. In case there is no Berthing Meeting on a particular day, the effect of the declarations given will be from the time and date of the Berthing Meeting
- (h) Simultaneous discharge and loading operations shall not be allowed at berths except for Liquid cargo tankers and vessels berthing under 24 hours priority group. However, in a situation when the berths are vacant, Traffic Manager may grant permission for the same. Further, the said operation will be allowed to the vessels working at the moorings when the demand for mooring is less than the availability.
- (i) Moorings will be allotted in equal number amongst the export and import cargo vessels in order of the seniority which is being followed for berthing of vessels at Cargo Berths. However, the vessels that intend to work exclusively at moorings will be given preference over the other vessel intended to work at the mooring till they are allotted the berth. Further, the vessel for cargo operations will be preference over the vessels for repairs etc. at moorings.
- (j) Notwithstanding the above Policy, the Traffic Manger shall have the discretion to shift any working vessel if required from berth to accommodate other vessels as per Berthing Policy or any other bonafide requirements.

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