

Draft Berthing Policy proposed to be implemented w.e.f. 01.04.2015 is uploaded.

General public/clients are requested to submit their suggestions and/or comments within one month so that the same can be examined for inclusion in the Berthing Policy.

**Traffic Manager
Kandla Port Trust**

PROPOSED COMPREHENSIVE BERTHING POLICY **(w.e.f 01.04.2015)**

In supersession of all earlier circulars issued in connection with the Berthing Policy from time to time, the following comprehensive Berthing Policy will come into force from 01.04.2015

(I) **General Policy**

The 10 dry cargo berths are earmarked for the vessels of the following groups as stated below:

(i)	Priority	3 berths
(ii)	Finished Fertilizers or any other Priority accorded by Government except coastal cargo vessels	2 berths
(iii)	Coastal cargo Vessels	1 berth
(iv)	Vessels carrying import cargo	2 berths
(v)	Vessels to load export cargo	2 berths

The four Oil Jetties i.e. Oil Jetty No. 1 to 4 shall be allotted on first come first serve basis.

(II) **Priorities**

1 **Priority Group**

(a) The vessels under this group will be berthed one each that can complete cargo handling operations within 24 hours of berthing, vessels that can achieve a minimum per berth day output of 10,000 MTs. and vessels that can achieve a minimum per berth day out put of 6,000 MTs/4,500 MTs.

(b) Further, these groups are irrespective of import or export cargo, bulk or break bulk cargo except 4,500 MT group that is only for break bulk cargo ships excluding vessels carrying Timber Logs.

(c) In case any of the above vessel is not available for berthing, the said berth/(s) will be rotated among the other available vessels in the sequence of 24 Hrs, 10,000 MTs., 6,000 MT./4,500 MTs. As such we may have one/two/three each of the above categories of the vessels working/berthing at a time.

(d) The 24 hours Group is irrespective of quantity or import/export cargo or both. The important criterion in this 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.

(e) In case of 10,000 MT, 6,000 MT/4500 MT the basic criterion is that they should have minimum 10,000 MTs., 6,000/4,500 MTs. to be handled respectively. The vessel with less than 10,000 MT and 6,000/4,500 MT parcel size respectively cannot be considered under respective group. In case of parcel size of more than the 6,000 MT and 10,000 Mts. the allocated time will be proportionate to the tonnage on hourly basis.

(f) 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.

(g) 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.

(h) The performance of the vessels berthed under Priority Group will be reviewed on day to day 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.

(i) Priority Berthing will be accorded to one liquid tanker per month at Cargo Jetty No.2, 3 or 4."

(j) Rebate of 75% in the applicable shifting charges on the shifting of general cargo vessels which use Berth No.11 & 12 will be allowed. However, no priority berthing charges shall be levied on the general cargo vessels berthing at Berth No. 11 & 12.

2 **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, costal rates shall be chargeable only till the vessel completes discharging operation; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
2. Priority berthing on one berth to dry bulk/general cargo coastal vessels as per the existing practice will continue. Similarly, priority berthing on one Oil Jetty to liquid cargo tankers as per the existing practice will continue.
3. As per the existing practice, the Coastal vessels which are accorded priority berthing shall not be liable to pay priority berthing charges
4. 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.
5. A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.

(III) **Seniority of a vessel**

- (a) Regarding **Seniority of a Vessel** contained in Item No.(III) of the circular referred to above, seniority of a vessel in all the groups will now be from the date of submission of readiness by the Agent

during the course of berthing meeting. If the readiness is declared by the respective Agents during the course of first berthing meeting after arrival of a ship, the seniority of the said vessel shall be from the time and date of arrival of vessel at OTB. For example, if the said vessel which arrives at 1600 hours on the particular day and if the Agent submits readiness next day, the seniority will be from 1600 hours on the date of arrival of vessel. If next day is a holiday and the Agent submits readiness on subsequent day, even then the seniority of the ship will be considered from 1600 hours of the arrival date. In case, subsequently, if the Agent withdraws the Priority and wants to re-declare the vessel under Priority Group, the seniority will be counted from 1100 hours of the date of re-declaration for Priority Group. However, in case of normal export and import group vessels, the Agent's option can be exercised without losing the seniority.

- (b) Further, in case the Agents cancel the berth after allotment, the seniority of the said vessel will be counted afresh on all applied priority groups from the time and date of cancellation excluding normal export or import group, as the case may be.
- (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 and date when the discharge operation is completed.
- (d) Registration will not be permitted to any vessel calling at this port for the purpose of the seniority.
- (e) 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 vessel 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 not apply if there is no non-edible oil tanker waiting for berth or expected to arrive before tide.

(IV) **Requisites for the allotment of berth**

- (a) 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. otherwise berth will be allotted to next vessel as per berthing policy. However, the vessel has to arrive at OTB six hours before the day high water.

(b) The vessels that are required to do lighterage operations at OTB will be considered only if they are expected to complete the said lighterage operations 6 hours before the High Water of the Day Tide.

(c) 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 Pilot Boarded the vessel. However, if the Agent informs about the non readiness of the vessel 6 hours before the High Water Time the seniority will be maintained.

(v)

Miscellaneous

(a) The sequence of allotment of the berths will be as under:

- (1) Government Priority vessels.
- (2) Coastal Vessel.
- (3) 24 hours Priority vessel.
- (4) 10,000 MTs. Priority vessel.
- (5) 6,000/4,500 MTs. Priority vessel.
- (6) Vessels carrying Import cargo.
- (7) Vessels for Export cargo.

In case any of the above group vessels is/are not available, the allotment of the vacant berth/(s) will be in following order.

- (1) Vessel that is ready to occupy the berth for a day.
- (2) Vessel ready to occupy for 2 days.
- (3) Vessel that is ready to come to berth or 3 days and so on.

The vessel berthed on the above conditions will be shifted out from berth once the period is over and that vessel will not claim the berth further and if some cargo operations are left over then the said vessel will complete the same in stream.

- (b) 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 respective Import/Export group and no other group shall have effect of the same.
- (c) In case the vessel is shifted out from berth due to poor performance in any of the above Groups under Berthing Policy, 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) 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 unless until the same is informed during the course of previous day's Meeting.
- (e) 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.
- (f) 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.
- (g) 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 completion of import cargo will be the seniority for purpose of allotment of berth for export cargo.
- (h) The liquid cargo will be categorized into two categories i.e. (1) Edible oil (Palm oils, Vegetable oils, Palm fatty acids etc) and (2) Non-edible liquids. (other than the above including Castor oil, POL, Chemicals, Crude oil etc.) Out of five Oil Jetties available other than IOC Jetty No. 6, maximum two tankers of the first category i.e. Edible oil tankers at a time will be berthed subject to they being senior to second category tankers, two jetties will be allocated to second category i.e. non-edible liquid tankers and 5th jetty in absence of IFFCO/Coastal tanker will be allocated to senior most vessel irrespective of category of tankers.
- (i) In order to avoid any corrosion of metal surface and sensitive crane components in the humid and saline atmosphere, which will result in reduction in efficiency and their useful life and also delay the commissioning of Container Terminal, it has been decided to avoid handling of coal at Berth No.11 & 12 .

- (j) Whenever the Port is short of one berth for want of repairs or dredging or any other Port maintenance, leaving only nine working berths, the berth available for coastal will be withdrawn and the berthing of the coastal vessel will be made available in the Government Priority Group only if the group is vacant or in the Priority Group of 24 hours/10000 MTs/6000 MTs irrespective of their performance.

- (k) Berthing of Coal and Mill Scale at Cargo Berth No.4 will be resorted to only in unavoidable circumstances and that too with certain SOPs in order to avoid dust pollution and contamination of cargo at the adjacent berth

- (l) Notwithstanding the above Policy, the Traffic Manger shall have the discretion to shift any working vessel if required from berth to berth to accommodate other vessels as per Berthing Policy or any other bonafide requirements.

- (m) The order of allotment of berth as explained at para V (a) above shall not necessarily be construed as order of preference of berth but shall be for accommodating the senior most vessels in all groups where the vacancies arise.

**Traffic Manager
Kandla Port Trust**

