

C I R C U L A R -

Storage Policy

In order to attract import break bulk cargo based on various suggestions made by the Port Users at different forums and meetings, the Storage Policy circulated vide this office Circular No. TF/SH/MISC/2003/2267 dated 27th May 2005 & amendment thereon issued vide even number dated 12-01-2006, is modified with effect from **01-09-2006**. The new policy is as under :-

1. DEMARCATION OF AREAS.

The space east of central road (the road leading from in front of Auction yard and ending in front of Crane Section building) shall be exclusively for storage of cargo on transit terms (both covered and open storage areas) as this space comprises the wharf area and adjoining areas are also required for smooth vessel working from operational point of view.

The open area other than the above can be allotted either on Transit or on Rental Terms.

The following storage sheds as detailed below shall be exclusively on Transit Terms.

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SR.NO.	GODOWN NO.	AREA SQ.M.
1	Warehouse no. 1	5578
2	Warehouse no. 2	5578
3	Warehouse no. 3	5578
4	Warehouse no. 4	5578
5	Warehouse no. 5	5856
6	Warehouse no. 10	2970
7	Warehouse no. 11	4185
8	Warehouse no. 12	3915
9	Warehouse no. 13	3645
10	Warehouse no. 14	4320
11	Warehouse no. 15	3915
12	Warehouse no. 16	4320
13	Warehouse no. 17	3915
14	Warehouse no. 18	5940
15	Warehouse no. 24	7020
16	Warehouse no. 30	5000
	TOTAL	77313

Warehouse No.17,18 is converted into rental godowns for use of wheat cargo w.e.f. 18-09-2006

The storage shed as detailed below shall be available on Rental Terms.

SR.NO.	GODOWN NO.	AREA SQ.M.
1	Warehouse no. 6	3240
2	Warehouse no. 7	3240
3	Warehouse no. 8	7080
4	Warehouse no.19	4320
5	Warehouse no. 20	4320
6	Warehouse no. 22	4320
7	Warehouse no. 23	3915
8	Warehouse no. 25 – I	1485
9	Warehouse no. 26	3564
10	TTS – 1	3100
11	TTS – 2	2900
	TOTAL	41484

Warehouse No.26 TTS-1, TTS-2 are earmarked exclusively for transit terms w.e.f. from 18.09.2006

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However, these earmarked rental sheds will be treated as 'Transit area', when the import cargoes are left lying for more than 30 days, till complete clearance of the consignment as explained in Point (2) below.

The warehouse No.21 – II and 25 – II admeasuring 1485 Sq.m. respectively are kept reserved for cargo of long dwell containers. Similarly, Warehouse No. 9 admeasuring 5510 sq.m. is kept reserved for providing Bagging Plant on private participation.

2. ELIGIBILITY OF DIFFERENT CARGOES FOR STORAGE OF TRANSIT / RENTAL TERMS. _

All types of cargoes import / export, bulk / break bulk, normally / heavy lift etc. shall be eligible for storage under Transit Terms. This is to encourage storage under Transit Terms so that cargo turn over is maximized which will facilitate faster turn around of vessels and optimal utilization of storage yards.

All types of Export Cargo shall be eligible for storage in open and covered areas on rental terms subject to availability. However, if a particular cargo can be stored in open areas, the same will not be allowed in covered areas. For example, Export of Salt in bulk shall be allowed in open areas and not in covered sheds. However, the cargo like rice/soya/wheat and such other similar cargoes will be at the option of Exporters.

All types of import bulk cargoes shall be eligible for storage in open areas on Rental Terms subject to availability. However, the cargo such as fertilizer, sugar etc requiring

covered sheds for storage shall be allowed subject to maximum of 30 days on rental terms and the balance uncleared cargo shall be deemed to be on transit terms. The demurrage charges shall be payable without granting free period as per the rate specified in SOR beginning from the first week.

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- Page 4 -

Similarly all types of import break bulk cargoes shall be eligible for storage under rental terms in open area subject to availability. Import break bulk cargoes requiring covered space shall be allowed on rental terms subject to maximum of 30 days and balance uncleared quantity shall be deemed to be on transit terms after expiry of 30 days in rental terms. The demurrage charges shall be payable without granting free period as per the rate specified in SOR beginning from the first week. However, the import timber cargo shall not be eligible for rental terms, as the free period for timber logs has been extended to 7 days instead of 5 days allowed for other import cargoes. The eligibility of break bulk cargoes for storage under rental terms as provided above will be reviewed on expiry of 6 (six) months w.e.f. 01-09-2006.

The allotment of space inside the Port area will be subject to availability and cargo on transit terms will enjoy preference over those applying on Rental terms.

Online Berthing Policy

1. The allocation of the berths and Groups of vessels would be as under:

Container Group	2 berths
Priority Group	3 berths
Import Group	3 berths
Export Group	3 berths

The Priority Group will consist of vessels which can complete cargo handling operations within 24 hours of berthing i.e. 24 Hours Priority, Vessels that guarantees cargo throughput of 10,000 MT, 6000 MT and 4500 MT (Export Break bulk cargoes) per day.

In Priority Group the first berth will be allotted to 24 hours priority vessel, second to 10,000 MT, third to 6000 MT and fourth to 4500 MT (in export break bulk) in case one or more above priority vessels are not available the berths will be again allotted to in the order of 24 hours priority vessel, 10,000 MT, 6000 MT and 4500 MT priority vessels. As such, at any given point of time 24 hours priority vessels or 10,000 MT or 6000 MT or 4500 MT priority vessels can occupy the said 3 berths of priority group.

In case there is no priority vessel available, the said berth/berths will be allotted to senior most vessel (s) from the rest of the group vessels waiting at this Port. However, the said senior vessel will be absorbed in the respective group once the vacancy arises so as to give way to priority group vessel if available subsequently.

2. In view of the Government guidelines, it has been decided that Port would accord priority to one vessel each of dry vessel & liquid tanker.