

DEENDAYAL PORT TRUST

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No.TF/SH/Berthing Policy/Corresp/2019-II/ 882

Dated:05.04.2021

C I R C U L A R

In supersession of earlier circulars issued in connection with the Berthing Policy from time to time, the following comprehensive Berthing Policy will come into force w.e.f. 14th April, 2021:

(I) GENERAL POLICY

DRY CARGO

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

- | | | |
|-------|--|----------|
| (i) | Finished Fertilizers or any other priority accorded by Government other than Coastal cargo vessel | 2 Berths |
| (ii) | Coastal cargo vessel
One Project cargo or steel cargo vessel will be accommodated based on seniority in the absence of Coastal or Government priority vessels | 1 Berths |
| (iii) | Priority group :
Two berths higher productivity, one berth 24 hrs, one berth 13500 MT and one berth 7000/5500 MT. In the absence of 24 hrs. group, higher productivity vessel or project cargo vessel completing within 48 hrs., whichever is senior will be accommodated as 5th vessel | 5 berths |
| (iv) | Vessel carrying Steel | 1 Berth |
| (v) | General Export/Import vessels | 5 Berths |

Under general category vessels carrying Import & Export cargo will be allotted First come - First serve basis. Further, if sufficient space is not available for accommodation of coal at Bunder area for cape size vessels discharging entire cargo at mid-stream, four panels for each cape size vessel will be made available for maximum of two cape size vessels withdrawing one vessel accommodation under general category group. Only one project cargo or steel cargo vessel will be accommodated based on seniority in the absence of Coastal or Government priority vessels.

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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 ready to occupy the berth.

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 (iii) Vessel and vessels 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 be converted to priority group. However priority berth hire charges will not be applicable for the senior vessel getting converted into priority group after coming to berth. The said vessel will have to achieve the productivity norms as per the priority group vessel from the date and time of berthing.

When a junior vessel is berthed out of turn due to commodity restriction/draught restriction or any other restrictions over waiting senior vessels the said junior vessel cannot claim for a deep draught berth over waiting senior vessels. Such vessel/s will wait for its turn at anchorage. However, such shifting/s will be on Port Convenience.

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 are 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 vessel which is handling cargo through a single line, single terminal and if such vessels are not able to perform stipulated port productivity norms, in such case the minimum productivity norms will be 200MT per hour. Penalty for performing below the guaranteed norms shall be 3 times in addition to the normal berth hire charges. This clause is applicable to OJ-5 only.
- 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.

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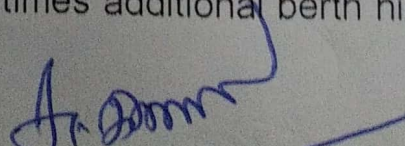
- iv) Liquid cargo vessels shall be granted pre and post completion time of 2 hours each and squeezing time of 2 hours for edible oil tankers. When a tanker vessel is shifted from one berth to another berth the time "Ceased to all fast + 02 hrs. will be treated as shifting time for all category of Tanker vessels.
- v) 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 from the date of declaration of readiness.
- vi) 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 and Delivery Order

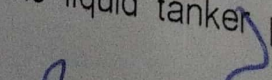
(II) PRIORITIES

- (a) The vessels under this group will be berthed as per the following criteria (i) 2 vessels that guarantee higher productivity (ii) One vessels that can complete cargo handling operations within 24 hours of berthing (iii) vessels that can achieve a minimum per day output of 13,500 MTs and (iv) vessels that can achieve a minimum per berth day output of 7000 MTs (bulk cargo) /5500 MTs (unitized cargo).

The berth under 24 hours priority will be allotted to vessels handling project cargo and other cargoes on First come-First serve basis. 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. In the absence of 24 hrs. group, higher productivity vessel or project cargo vessel completing within 48 hrs., whichever is senior will be accommodated as 5th vessel

- (b) The important criterion for 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. The vessel has to vacate berth as per the tide.
- (c) In case of non-achievement of guaranteed output by vessel berthed under higher productivity group, the vessel will be shifted out to OTB. However, if there is time left for the vessel to be shifted out due to want of suitable tide, then the vessel will be allowed to work till next immediate suitable tide time subject to payment of 3 times additional berth hire charges. This will be applicable for all priority group vessels. If there is no taker for the berth the vessel will be permitted to continue till completion of cargo under three times additional berth hire charges till the vessel vacates the berth.



- (d) In case of Higher productivity, 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 MTs 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 under group (iii) of general policy. The timber/granite/bagged cargo vessels will be accommodated under day's priority. However, against under priority group, vacancies day's priority vessels permitted to berth only if no vessel is expected under the priority group on the following day. Maximum of 3 nos. of bagged cargo vessels will be accommodated excluding space accommodation vessels when there is waiting/congestion of vessels. The vessels accommodated on space account will be ousted when there is a space constraint for senior vessels berthing under seniority / priority.
- (g) In case the performance of the vessel is 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. However In case suitable tide is not available, if there is time left for the vessel to be shifted out due to want of tide, then the vessel will be allowed to work till the next immediate first suitable tide subject to payment of 3 times additional berth hire charges. If there is no taker for the berth the vessel will be permitted to continue till completion of cargo under three times additional berth hire charges till the vessel vacates the berth. However, the time lost due to rain and inclement weather (dew, humidity, moisture, fog – for cargoes like raw sugar, agri-products, rice/sugar in bags), breakdown port crane/s will be allowed for all the groups/category of vessels 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."
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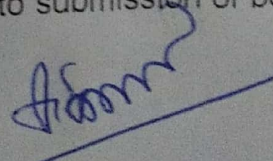
(III) GUIDELINES FOR PRIORITY BERTHING OF COASTAL VESSELS

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/Tanker in all the groups will be from 1100 hrs at the berthing meeting and subject to submission of berthing application in PCS and Manual.



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 as senior.
- (f) If a shipper or a consignee in any of the groups is already having one vessel at berth with same cargo such senior most vessel can opt not to take berth and wait Under option till their occupied vessel is sailing without losing the seniority of the vessel

(V) **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. Seniority of a vessel in the entire group will be from the date of submission of readiness by the Agent during the course of berthing meeting. 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, etc., on case to case basis. But requirement of berthing on particular i.e. port side will be carried forward in the movement duly retaining arrival seniority. Otherwise berth will be allotted to next vessel as per berthing policy. However in order to ensure that the berth/s is/are not left vacant, the vessel/s which are allotted berth on ETA, shall arrive before the first available high tide after 1800 hrs of that particular day.
- (b) 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.
- (c) Any agent intentionally mis-declares the ETA; such vessels seniority will be lost for 3 days. However, in case of Vessels engine failure or bad weather (documentary evidence will be considered as per the merits) at OTB preventing the movement from being affected, the seniority of the vessel will be maintained.

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- (d) 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:

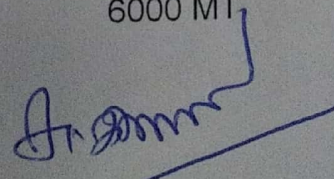
Bulk Cargo

<u>S.No.</u>	<u>Commodity</u>	<u>per day norms</u>
1.	<u>Agri-products</u>	
(i)	Soya	
	Parcel Size Up to 30000 MT	4000 MT
	Above 30000MT	6000 MT
(ii)	Other than Soya	
	Parcel size Up to 30000MT	6000 MT
	Parcel size above 30000MT	9000 MT
2.	Bentonite	
	Upto 10,000 T parcel size	8000 MT
	10,001-20,000 T parcel size	10000 MT
	Above 20,001 T parcel size	12000 MT
3.	Clay (Import/Export)	8000 MT
4.	<u>Coal</u>	
	Pet Coke	15000 MT
	Met Coke	7000 MT
	Coking Coal	14000 MT
	Indonesian Coal	14000 MT
	SA/US/Australian Coal/S.Coal	16000 MT
	Parcel size above 65000(any gearless)	19000 MT
	{All coals}	
5.	<u>DAP</u>	
	Up to 20000MT Parcel size	7500 MT
	Above 20000MT Parcel size	10000 MT
6.	Dolomite	9000 MT
7.	Gypsum	12000 MT
8.	Iron Ore	15000 MT
	H.B Iron	8000 MT
9.	Kaolin and other mix / Laterite	10000 MT
10.	<u>Mill Scale</u>	
	Parcel size up to 30000 MT	15000 MT
	Parcel size above 30000 MT	18000 MT

11.	<u>MOP</u> Up to 20000MT Parcel size Above 20000MT Parcel size	10000 MT 12000 MT
12.	Rock Phosphate	12000 MT
13.	<u>Salt</u> Upto 30000 MT parcel size Above 30000 MT parcel size	11000 MT 15000 MT
14.	<u>Scrap</u> Shredded Scrap HMS	5500 MT 3500 MT
15.	<u>Silica Sand</u> Up to 5000 MT parcel size Above 5000 MT parcel size	5000 MT 10000 MT
16.	Feldspar	6000 MT
17.	Sugar in Bulk	6500 MT
18.	<u>Urea Import</u> Up to 20000MT Parcel size Above 20000MT Parcel size Urea Export	6000 MT 9000 MT 6000 MT
19.	Wheat / Lentil	6000 MT
20.	Copper/Lead/Zinc concentrates	7000 MT
21.	Barley	7000 MT
22.	Aggregates (Stone chips) Upto 15000 MT parcel size Above 15000 MT parcel size	15000 MT 19000 MT

Break-bulk cargo

<u>S.No.</u>	<u>Commodity</u>	<u>per day norms</u>
1.	Granite Blocks	3200 MT
2.	Steel Cargo	
	HR Coils	6000 MT
	CR Coils	3500 MT
	Billets	3500 MT
	Steel Coils/Plates	3500 MT
	Steel Pipes	1800 MT
	WR Coils	1500 MT
	TMT Bars	2000 MT
	Other steel/Steel slabs	6000 MT



3.	Rice/Sugar (in bags)	
	Up to 26Kg	1900 MT
	Above 26Kg to 41Kg	2800 MT
	Above 41Kg	3000 MT
4.	Jumbo bags (all kind)	1750 MT
	Wood pulp	
5.	<u>Timber Logs</u>	
	Pine Logs	3000 MT
	Hardwood	3500 MT

Any other commodities which is newly added, the Port norms will be decided on case to case basis depending upon density, nature of cargo, method of handling, similarity of the cargo handled at this Port, etc.

There are no norms prescribed for project cargo.

The following are the norms for LIQUID TANKERS:

<u>S.No.</u>	<u>Commodity</u>	<u>per day norms</u>
i)	<u>Edible Oil</u>	<u>Norms</u>
	Parcel size upto 5000 MT	250 MTPH
	Parcel size up to 10000 MT	375 MTPH
	Parcel size 10001 to 20000 MT	475 MTPH
	Parcel size 20001 and above	600 MTPH
ii)	<u>Chemicals</u>	<u>Norms</u>
	Parcel size up to 5000 MT	200 MTPH
	Parcel size up to 10000 MT	325 MTPH
	Parcel size 10001 to 20000 MT	425 MTPH
	Parcel size 20001 and above	500 MTPH
iii)	<u>Chemicals</u>	<u>Norms</u>
	<u>Import cargoes</u>	
	Palm Fatty Acid	200 MTPH
	Crude Palm Stearin, RBD Pal Stearin	
	Styrene Monomer	220 MTPH
	Sulphuric Acid	250 MTPH
	Caradol	100 MTPH
	Base Oil	100 MTPH
	Mdi	100 MTPH
	Papi	100 MTPH
	EDA	100 MTPH
	Varanol	100 MTPH
	Polyol	100 MTPH
	RPO	120 MTPH

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All export cargoes (Chemicals & Edible Oil)

All export cargo except molasses

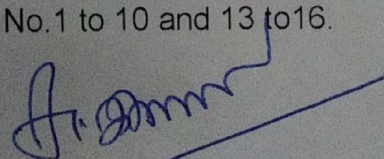
180 MTPH

Molasses

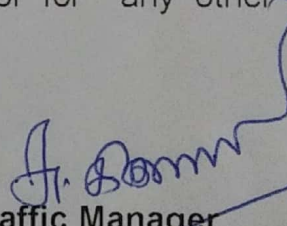
250 MTPH

(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 3 times additional normal berth hire charges for the extra hours till it vacates the berth.
- (c) In case the vessel is shifted out from berth due to poor performance in any of the above Priority Groups and General group 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 3 days of shifting from the berth. After completion of allotted time while the vessel is waiting for suitable tide the idle time can be utilized for cargo operation subject to penalty of 3 time berth hire for the excess time taken.
- (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/project cargo is involved, 4 hours extra will be granted i.e. total 6 hours. However when the vessel is shifted from berth to berth the time lost from suspension of cargo operation to till re-commencement time such time will not be counted towards cargo operations time. When the vessel is shifted or warped, the actual time lost from stoppage to re-commencement will be allowed and shall not be counted towards cargo operation time.
- (e) The general category vessel requiring deep draught berth will be shifted to deep draught berth on port convenience or to anchorage/OTB on port convenience if deep draught berth is not available. However, whenever the deep draught berth is available, the first turn will be given to the vessel which has already come to berth (i.e. a vessel which has berthed first would get the first turn irrespective of the priority berthing)
- (f) Vessel working at shallow draught berth and requiring deep draught berth will be shifted to deep draught berth wherein the working vessel not requiring deep draught berth shall be shifted to a shallow draught berth subject to commodity restrictions, on port convenience. This shall be applicable to dry cargo berth No.1 to 10 and 13 to 16.



- (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) If there is no takers for the berth, vessel/s may be permitted to berth under pro rata hook norms considering constraints if any. Once vessel is berthed under pro rata norms will continue till completion of vessels.
- (i) 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
- (j) 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.
- (k) 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.
- (l) Notwithstanding the above Policy, the Traffic Manger shall have the discretion to shift or berth any vessel if required from one berth to another berth or accommodate a vessel at a required/ particular berth to avoid multiple shifting/s or as per berthing Policy or for any other bonafide requirements.


Traffic Manager
Deendayal Port Trust

Copy to:

1. The President, Kandla Port Steamship Agents Association
2. The President, Kandla Stevedores' Association Ltd.
3. The President, Kandla Custom House Agents' Association
4. The President, Kandla Liquid Tank Terminal Association
5. The President, Kandla Port & Dock Stevedores Association
6. The President, Kandla Port Custom House Agents Association
7. Daily Shipping Times / EXIM
8. Sr. PS to Chairman / PS to Dy. Chairman
9. Dy. Conservator / FA&CAO / TP&PRO / BDTL