

## **MORMUGAO PORT TRUST**

Ref. No. TM/ 584/2016

Dated: 27/06/2016

### **Berthing Policy with effect from 01.07.2016**

- a) Berthing of vessels at Mormugao Port Trust (MPT), stands revised with effect from 1<sup>st</sup> July 2016.
- b) In view of the recent development of award of berth no.8 and 9 to PPP operator, MPT is left with only two berths, viz., berth no.10 and 11 with an effective berth length of 450m. In view of this, the berthing policy has been revised in order to facilitate ease of berthing/unberthing operations and to best accommodate the interests of the port user community. This policy also takes into consideration the various guidelines issued by the Ministry of Shipping, Govt. of India from time to time and supersedes all earlier berthing policies.
- c) The berthing of vessels shall be done in the following order.
  - 1. Ousting Priority** shall be extended only to Passenger/Cruise Vessel.
  - 2. Window for Container Vessels:**
    - i. The Feeder Operators operating container vessels, who have deployed two or more container vessels for a regular service touching MPT shall be accorded berthing window.
    - ii. The Feeder Operators enjoying fixed window berthing shall not be eligible for any priority berthing.
    - iii. The number of such Feeder Operators shall be decided by the Traffic Manager, MPT from time to time, depending upon the demand of the trade, market conditions and operational convenience.
    - iv. The fixed window berthing shall be provided only at Berth No.10. Should the berth be occupied by a liquid bulk tanker, then the berthing window for container vessel shall be provided at Berth no.11.
    - v. The vessel that is removed from Berth no.11 to accommodate the container vessel, shall be re-berthed upon completion of the container vessel and such shifting shall be treated on account of port convenience.
    - vi. Container vessels shall be accorded a berthing window as per the berthing schedule agreed upon with the Port. A separate order shall be issued in this regard, from time to time.
    - vii. The berthing window for container vessels shall be of four (4) hours within which the vessel shall arrive and tender the notice of readiness at the Signal Station, MPT.
    - viii. The container vessel shall ensure a minimum of 16 moves per hour using MPT's Harbour Mobile Crane (HMC) and 16 moves per hour using ship's crane.
    - ix. The vessel must have the gears in good working condition and of adequate safe working load.
    - x. If the container vessel fails to achieve the productivity target during the 24 hours cycle, then it shall be pulled out/un-berthed at its risk and cost. Such vessel shall then wait in the normal queue and shall enjoy no priority.
    - xi. If a container vessel misses its window, then it shall wait for its turn as per the normal arrival seniority and shall be berthed either as per the vacancy of the berth or during its next window in the following week.

- xii. In such an event, the other waiting vessel in queue shall be allotted the berth as per the priority/arrival seniority. However, the vessel so berthed shall have to vacate the berth to accommodate the next container vessel enjoying window.
- xiii. If in case a vessel is ousted to accommodate a container vessel enjoying window, then the ousted vessel shall be re-berthed after the completion of container availing window berthing. Such vessel shall over ride any other vessel enjoying priority berthing.

### 3. BERTHING POLICY W.E.F. 01.07.2016

Sr. No.	Type of Vessel	Priority Schedule	Remarks
1	Passenger/Cruise	Ousting Priority	The existing working vessel will be taken out to accommodate this vessel.
2	Coastal Container	Priority	When the berth is vacant, among the waiting vessels, irrespective of time of arrival, priority will be given to vessels at Sr. No. 2 to 6 to follow the inter-se priority.
3	Coastal Cargo	Priority	
4	Foreign Container	Priority	
5	Phosphoric Acid/ Chemical Tanker	Priority	
6	Finished Fertilizer	Priority	
7	All Other (NoR)*	Normal	First come First Serve

**\*NoR: Notice of Readiness**

**Note:**

- (i) **"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.
- (ii) **"Foreign-going Vessel"** shall mean any vessel other than Coastal vessel.
- (iii) The priority berthing shall be accorded only at berth no.10.
- (iv) The vessels shall be served on first-cum-first served basis. The date and time as per Notice of Readiness (NoR) issued by the Master of the vessel to the Signal Station, MPT, shall be reckoned for the purpose of determining the seniority of the vessel. In case of dispute, the final applicable timing of crossing into the Port limit as recorded by the Signal Station shall be considered.
- (v) The vessel reporting for loading/unloading of cargo at Mooring Dolphin (MD) are anchored on first cum-first served basis subject to readiness of vessel, permissible length and draft and readiness of cargo. During the bad weather, the vessels at moored at MD 4-5 and MD 5-6 shall be allowed one shifting to any of other vacant MDs as per seniority at their risk and cost.
- (vi) A vessel arriving at the port and declaring its intent to first load/unload at the port's berths (Berth 10 or 11) and subsequently at a berth/terminal operated by a PPP operator; is forced to berth at the berth/terminal operated by the PPP operator due to non-availability of berth at the Port, shall enjoy the arrival seniority based on its tendering NoR. Such vessel shall lose its seniority in case if it fail to occupy the berth (10&11) as and when they fall vacant.

4. The berthing/unberthing of vessel would be further subject to the following productivity norms (which is subject to revision from time to time) fixed by the Port:

Sr. No.	Cargo	Productivity (TPD) per HMC	Productivity (TPD) by Ship's Crane at Berth (@3 hooks)	Mooring Dolphin (TPD)
<b>DRY BULK</b>				
1	IRON ORE FINES/ LUMPY/PELLETS	8500	8000	8000
2	BAUXITE	8500	8000	8000
<b>FERTILISERS</b>				
3	MOP	6500	6300	-
	UREA			-
<b>MINERALS</b>				
4	PIG IRON	6500	8000	5000
	BENTONITE			-
	CEMENT			-
	CLINKER			-
<b>FOODGRAINS</b>				
5	MAIZE/WHEAT	5000	3300	-
	RAW SUGAR			-
6	COAL/COKE	-	-	8000
	LIMESTONE	-	8000	8000
	SLAG	-	8000	8000
7	WOOD CHIPS and other similar cargo	3500	6750	-
<b>BREAK BULK</b>				
1	STEEL CARGO H.R. COILS/C.R. COILS/STEEL SLABS/BARS	6000	4500	-
2	GRANITE	5000	4500	-
3	PIPES ALL TYPES	2000	2400	-
4	TIMBER/WOOD LOG	2000	2400	-
5	ALL CARGO IN JUMBO BAGS	1200	3600	-
<b>LIQUID CARGO</b>				
1	CAUSTIC SODA AND OTHER LIQUID CARGO	-	550 T/Hr.	-
2	PHOSPHORIC ACID	-	650 T/Hr.	-
3	LIQUID AMMONIA	-	400 T/Hr.	-
4	POL PRODUCTS	-	550 T/Hr.	-
<b>CONTAINERS</b>				
1	CONTAINER	16 boxes/ hook/hour	16 boxes/hour ( 2 hooks)	

**Note:**

- (i) If the vessel handling operations does not perform as per the above norms and if the performance of vessel is very poor and ETD extends, then the vessel will be levied penal berth hire charges on case to case basis at the rates as per the Scale of Rates in force. All vessels must

- have the gears in good working condition and of adequate safe working load.
- (ii) In extreme cases, the underperforming vessel may be shifted out at their risk and cost.

## 5. Special Provisions

- i. The Traffic Manager, MPT is authorised to accord ousting priority berthing on a case to case basis for the vessels that carry cargo essential for public distribution, the vessels carrying raw material critical for the continuous production or in such other emergencies. Ousting priority charges shall be payable as per the Scale of Rates.
  - ii. To avail this, the Agent must declare their vessel at least 48 hours in advance to enable the Traffic Department to plan for the ousting/berthing in order to minimise operational inconveniences.
  - iii. The vessel being berthing on ousting priority basis must complete their loading/unloading operations within 24 hours and be ready to sail. Delays will attract penal berth hire charges.
  - iv. In case if any general cargo vessel is under completion at berth, two shifts will be given to complete the vessel at berth, before being ousted to accommodate such vessels.
  - v. However, ousting priority shall not affect the container vessels enjoying window berthing facility.
  - vi. In extra ordinary circumstances and in the overall interest of the Port and the trade, the Chairman, MPT shall exercise overriding authority and facilitate the berthing/unberthing of a vessel for the reasons to be recorded in writing.
6. The berthing policy shall be in force **with effect from 01<sup>st</sup> July 2016** and is subject to periodic review and shall be further revised as and when warranted and in accordance with the specific directions from the Ministry of Shipping/Board of Trustees, MPT.

Sd/-

**TRAFFIC MANAGER**