



TRAFFIC DEPARTMENT

No: TD/TM/GEN-201/1072

Dated, the April 10,2017

OFFICE ORDER

The Board of Trustees of PPT vide Agenda Item No.36 (04)/2016-17 & Resolution No. 95/2016-17 in the Meeting No.04/2016-17 held on 29.03.2017 have approved the Berthing Policy for vessels for the FY 2017-18 along with the Priority Berthing Scheme (PBS) for Dry Bulk Cargo at General Cargo Berths and CB-1 & CB-2 of MCHP for the FY 2017-18, which are as follows:

A. BERTHING POLICY FOR FY-2017-18.

- (i) Allotment of all berths for berthing of vessels in general will be on 'First come first serve' basis subject to readiness of vessel; except captive berths, priority berthing under Priority Berthing Scheme (PBS) adopted by the Ports as well as the Ministry directives received from time to time.
- (ii) As per the circular of Govt of India, coastal vessels calling at the Port will be provided priority berthing without payment of priority charges. Accordingly, Multi-Purpose Berth (MPB) will be earmarked for berthing of coastal vessels within 48 hours of arrival of the vessel. However, for some reason, if MPB is not available, coastal vessels may be berthed in another berth upon availability. However, CB-1, CB-2 berth of PPT is declared as exclusive Coastal berthing facility for export of Thermal Coal.
- (iii) For promotion of Container Trade, one Container vessel will be berthed on priority over other general dry bulk cargo vessels at any of the existing general cargo berths without paying priority berthing charges, if the vessel completes loading/discharge operation within 24 hrs. from the time of her berthing. Container vessel working for more than 24 hours, which is allowed priority berthing, has to pay priority berthing charges. One container vessel will be allowed priority berthing at a time.
- (iv) Priority berthing instruction received from Govt. of India from time to time for coastal vessels, vessels carrying sugar, finished fertilizer, etc. will also be complied with. The priority in berthing will be first for vessels in respect of which instruction is received from Govt. of India from time to time. The next priority will be for container vessel followed by vessels under PBS. The detailed terms & conditions of PBS are specified separately for General Cargo Berth (GCB) and CB-1&CB-2 of MCHP.
- (v) For export vessels, berthing will be considered provided the vessel is ready with complete Customs Documents (Shipping Bill) and Let Export Order (LEO) for the full quantity of cargo to be shipped on the ship that is already inside the Port.
- (vi) In case the importer of cargo in any vessel fails to submit the Customs Bill of Entry duly passed out within 30 days of completion of discharge of an earlier vessel at the Port, their subsequent import cargo vessel will not be berthed even if she is a senior vessel.

However, if a berth remains vacant and no other vessel is ready for berthing, PPT reserves the right to consider berthing of such vessel of the importer, primarily to optimize the port infrastructure utilization.

- (vii) One Project cargo vessel will be handled at a time due to their low berth day output. However, in case berths are vacant; additional project cargo vessel can be accommodated.
- (viii) Thermal Coal vessels can be berthed at IOB on priority on payment of required charges by the MGT holders for CB-1 & CB-2.
- (ix) Port will provide PBS for all types of import/export dry bulk cargo under MGT Scheme.
- (x) Liquid cargo vessels of M/s. IFFCO can be considered for berthing at MPB in case the same is vacant and FB-II is occupied and no other general cargo vessels are ready for berthing at MPB. In that event, cargo & vessel related charges will be recovered from IFFCO at TAMP approved SOR rates and the quantity handled by IFFCO at MPB will not be reckoned for the purpose of MGT. Wharfage for quantity handled by IFFCO at MPB would be recovered at the highest rate for that cargo applicable for FB-II. Also, shifting charges will be payable by IFFCO in case of shifting of the vessel to IFFCO berth/roads for accommodating other general cargo vessels at MPB.
- (xi) From among the waiting vessels, Container and Project Cargo having low berth day output, Container vessel will be accorded berthing as per their normal rotation. In case container vessel is working at any berth, then project cargo will have to wait till sailing of the container vessel and then they will be taken one at a time. In case another container vessel arrives in the meantime, she will have priority over the other waiting vessels. However, in case berths are falling vacant, Project Cargo vessel if waiting can be accommodated.
- (xii) Engagement of HMC is compulsory for vessels to load/discharge multiple consignments, if HMC is available. However, for non-fulfilment of this condition, the Port reserves the right to refuse berthing of the vessel.
- (xiii) Notwithstanding any condition mentioned in the policy, PPT reserves the right to plan and schedule berthing of vessels keeping in view Draught, LOA, Beam & other operational exigencies including productivity parameters, effective utilization of resources and Port convenience.

(xiv) PERFORMANCE NORM FOR DRY BULK /STEEL/ PROJECT CARGO:

Performance Norm: Performance Norm is implemented as a part of berthing policy for dry bulk cargo for major ports circulated by the MoS vide letter No. PD-11033/73/2013-PT (pt) dt.16/06/2016 with an intention to improve overall productivity of operation. The Performance Norm circulated by PPT for different dry/break bulk/steel cargo vessels berthed at conventional berths with different HMC combination/ship's gear is as follows:

DRY BULK CARGO

Ship type	GL/G	No. of HMC	Ship-day productivity (In MT)				
			Coal	Flux	Coke	Iron Ore/ Pellet	Other Dry bulk
Panamax/ Supra/Handy & Above	GL,G	2 or above	22,000	17,400	15,000	27,000	22,000
Panamax	GL,G	1	15,000	14,500	12,000	18,000	15,000
Supra/Handy	G	1	15,000	13,500	12,000	18,000	15,000
Panamax/ Supra/Handy	G	0	14,000	12,000	10,000	15,000	13,000

STEEL/PROJECT CARGO

Cargo	Ship type	Gearless/ Geared	Ship-day productivity (In MT)
Steel	Any	NA	6000 T
Project Cargo	Any	NA	1000 T

NB:- (i) *PPT will not be held responsible for any fall in the output for reasons other than force majeure.*

(ii) The above norm applicable for fair weather season i.e. from October to May which was finalized with the mutual consent of the Port and the stake holders. The Productivity Norm for monsoon period i.e. from June to September will be finalized in consultation with the stake holders.

Calculation of Incentive/Penalty for Dry & Break Bulk Cargo at conventional Berths.

- Steamer Agents to submit the "Vessel Planning" prior to berthing of the vessel.
- Steamer Agents/Stevedores to calculate the time allowed for completion of total discharge/loading of cargo based on the aforesaid productivity norms and the same to be clearly mentioned in the vessel planning form. For example, a handymax geared vessel carrying 59,830 T of Coking Coal, the time allowed is $59,830 \text{ T} \div 14,000 \text{ T} = 4.27 \text{ days} \times 24 = 102.57 \text{ Hrs. i.e., 103 Hours.}$
- Penalty will be levied @ Rs. 3,500/- per hour or part thereof of stay at berth beyond stipulated completion time. Incentive @ Rs. 3,500/- per hour or part thereof will be given if completed before stipulated completion time.

- (d) Therefore, if the vessel completes 2 hours earlier than the allowed time, the Stevedores are eligible for incentive of Rs. 7000/- (Rs. 3500 × 2) and vice-versa in case of penalty.
- (e) The period for which the vessel operations affected only due to shifting of vessel, breakdown of cranes, rain & inclement weather as indicated in the Statement of Facts (SOF) will be deducted from the actual time taken for completion. Accordingly, the penalty and incentive will be worked out.
- (f) Since Licenses are issued by the Port to Stevedores for handling cargo and the Stevedores indent Port resources for handling cargo, the Stevedores would avail incentive and also bear the penalty.
- (g) The geared vessels are expected to operate all cranes till the completion of loading / unloading of cargo. Such geared vessels which are unable to engage all or any ship crane for cargo loading/unloading operations due to breakdown of ship crane(s) or any other reasons not attributable to Port, the vessel agent/importer/exporter is liable to engage Harbour Mobile Crane (HMC) till the ship gear(s) is/are made operational.
- (h) In case the geared vessels engage HMC in loading/unloading operation to supplement the vessel gears for any reason, the productivity norm applicable to geared vessels to be considered as the productivity norm of such vessels.
- (i) In case of vessels using more than 2 HMCs to achieve better efficiency, the Incentive / Penalty to be calculated considering the productivity norm applicable for 2 HMCs.
- (j) Where the vessel is not achieving the prescribed productivity norms, PPT reserves the right to shift the vessel to anchorage at the risk & cost of the ship in addition to levy of penalty charges, if any, at the above prescribed rate.
- (k) The above incentive/penalty will not be applicable in respect of vessels operating at CQ-3 and IOB manually with vessel crane considering less wharf space and constraint in movement of IPT dumpers due to existing mechanized facilities.
- (l) PPT may review the Productivity Norms on quarterly basis and revise the same, if required, based on local conditions and past performance etc. as stipulated in the Berthing Policy for Dry Bulk Cargo for Major Ports, 2016, issued by Ministry.

Incentive / Penalty Norms for MCHP:

Sl. No	Activity	Time Allowed	Remarks
I	CLEARANCE & LOADING		
(a)	Loading Clearance time From the time of berthing (MADE FAST) including initial draught survey and other documentations etc. till the loading clearance given)		If hatch opening problem, 15 minutes more will be allowed. If no improvement in

	(i) Existing coastal vessel (ii) Foreign vessels requiring coastal conversion	30 minutes 60 mnts (30 mnts normal + 30 mnts additional)	problems of hatch opening after three voyages, vessel will be debarred.
(b)	Time allowed for de-ballasting (i) Panamax Vessel (ii) Handymax/Supramax	Nil 1 hour	
(c)	Number of Times to be taken for hatch changes (i) Panamax vessel (ii) Handymax/Supramax vessel	15 Times 9/11 times	(No. of hatches X2+ 1) (No. of hatches X2+ 1)
(d)	Time allowed for draught check (2 times draught check)	1 hours	
(e)	Time allowed for final clearance from the time of completion of loading	1 hour	
II	LOADING RATE (Tonnes / Hour)		
(a)	(i)Panamax vessel (ii) Handymax/Supramax Vessel	3000 2500	
(b)	Gross Ship day output (Tonnes) (i) Panamax Vessel (ii) Handymax/Supramax (iii) Till such time, shifting cargo is moved to IOHP, the present system will continue.	50,000 40,000 25,000	
III	PENALTY FOR NON-ACHIEVEMENT OF THE ABOVE PERFORMANCE		
(a)	Levy of penalty for excess time taken for loading, clearance, de-ballasting, final draught check and other clearances as stipulated.	Rs. 5,000/- per hour or part thereof	
(b)	Levy of penalty for each additional hatch changes than the above stipulated norms [I(c)]	Rs. 5,000/- for each additional hatch change.	
(c)	Levy of penalty for each additional draught	Rs.5,000/- for each additional	

	check[for Item I (e) above]	survey beyond the stipulated 2 times.	
Ref: Minutes of Meeting with Stakeholders dt. 14/10/2015			

NB:- PPT will not be held responsible for any fall in the output for reasons other than force majeure.

B. PRIORITY BERTHING SCHEME (PBS) FOR DRY BULK CARGO AT GENERAL CARGO BERTHS AND CB-1 & CB-2 OF MCHP (2017-18).

- (i) To avail the PBS, Bank Guarantee (BG) towards Minimum Guaranteed Tonnage [MGT] for the year 2017-18. (i.e. w.e.f. 01.04.2017 to 31.03.2018) in respect of all import/export dry bulk cargo at GCB with MGT of 2.5 MMT per annum to be submitted.
- (ii) The participants have to apply to the Port giving their willingness to participate in the PBS on payment of MGT amount and they will be called MGT providers and will have to enrol themselves before 15.04.2017. A MGT provider under the scheme should furnish an irrevocable Bank Guarantee [BG] for an amount equivalent to the wharfage charges for 2.5 MMT on principal commodity expected to be handled for the FY 2017-18 by 15.04.2017.
- (iii) The BG is to be drawn in favour of FA & CAO, PPT on any scheduled banks and will be payable at Paradip Branch. In case the issuing bank does not have a branch at Paradip, it has to be ensured that the B.G can be encashed at the nearest possible branch of the Bank to Paradip as per PPT format.
- (iv) Priority berthing of vessels under the PBS will be accorded for all types of import/export dry bulk cargo on payment of irrevocable Bank Guarantee (BG) for an amount equivalent to the wharfage charges for MGT. For parties enrolled under PBS and allotted mechanical plots at IOHP/MCHP, berthing of vessels at GCB for manual loading of cargo from these mechanical plots will neither be considered for Priority Berthing, nor towards fulfilment of MGT.
- (v) The MGT provider should submit the Bill of Entry/Shipping Bill in respect of all types of dry bulk cargo in the name of importer/exporter to avail the priority berthing under the PBS.
- (vi) Three berths will be reserved for vessels under the PBS for dry bulk cargo. Priority berthing charges would be levied only in respect of vessels berthed under priority. While vessels of MGT providers berthed on normal seniority will not be required to pay priority charges, the quantity of same would be reckoned for the purpose of MGT. To elaborate, priority berthing of vessels from among the waiting vessels of MGT providers will be considered only for 3 General Cargo Berths at any given point of time whether berthed on priority or normal seniority. If the number of vessels of MGT providers at

berth is three (3) at any point of time, vessels as per normal seniority will be considered for next berthing.

- (vii) In case the number of vessels waiting for priority berthing is more than one, the vessels anchoring time will be taken into account and berthing will be provided on first come first serve basis from among the waiting vessel for priority berthing.
- (viii) The participants in the scheme will be called MGT providers. In case the MGT provider fails to achieve the MGT target of 2.5 MMT during the FY, the port would encash the BG for the equivalent wharfage on the shortfall quantity of MGT calculated on the highest rate applicable to the cargo(s) handled by the MGT provider without any notice.
- (ix) In case the storage plots allotted to the MGT providers are full and not available to accommodate further cargo, the request of the MGT provider to berth their vessel on priority will not be entertained.
- (x) In addition to PBS for General Cargo Berths, both the berths of MCHP (CB-1 & CB-2) are also earmarked under the PBS for loading of Thermal Coal with an MGT quantity of 3.0 MMT for the FY-2017-18 w.e.f. 01.04.2017. The participants in the scheme for MCHP will be called MGT providers and will have to enrol themselves under the scheme immediately i.e. on or before 15.04.2017 to avail the said PBS. A MGT provider under the scheme has to furnish an irrevocable Bank Guarantee in PPT format for an amount equivalent to handling (unloading from wagon /stacking plus loading by Ship Loader) charges for the cargo under the scheme i.e. 3.0 MMT to be loaded.
- (xi) To keep one Coal berth at a time for berthing of vessel of Thermal Coal exporters and who are enrolled under the Priority Berthing Scheme, berthing of vessel in other Coal berth will be done as per the seniority of arrival of the vessels. In case the vessels of Thermal Coal exporters who are enrolled in the Scheme do not have vessels for berthing then berthing of non-MGT vessels will be done as per the seniority of the vessels.
- (xii) In case of any dispute, interpretation of Chairman, PPT will be final and binding on all concerned.
- (xiii) PPT reserves the right to shift any vessel under the PBS berthed at any berth if the ship fails to achieve the rate of loading/unloading stipulated by PPT to any waiting berth or to roads. For such shifting, charge will have to be borne by the MGT provider.
- (xiv) The vessels opting for dual loading at MCHP with minimum load rate of 4000 MT of Thermal Coal would be considered for out of turn berthing amongst all waiting vessels including MGT providers for CB-1 & CB-2. The levy on priority berthing charge as per existing SoR will not be levied for such vessels as an incentive for such dual loading. In case more than one vessel opting to avail this facility, the vessel of the MGT provider will be berthed ahead of non-MGT provider. Otherwise, it would be on "first come first serve" basis.

- (xv) Any delay by any of the prospective MGT provider in making application for the PBS by the schedule date i.e. 15.04.2017 can be condoned by Chairman, PPT.
- (xvi) Notwithstanding any condition mentioned in the policy, PPT reserves the right to plan and schedule berthing of vessels keeping in view Draught, LOA, Beam & other operational exigencies including productivity parameters, effective utilization of resources and Port convenience.

**Traffic Manager (I/C)
Paradip Port Trust**

Copy to:

- (i) All HoDs,PPT.
- (ii) All Officers of Traffic Department/E.E,MCHP/E.E,IOHP,PPT.
- (iii) The Hindi Officer, PPT in compliance to the Board Resolution as above.
- (iv) All Importers/Exporters.
- (v) The Secretary, PPSA/USA, Paradip Port.
- (vi) The Secretary, KSAA, Paradip Port.