



TRAFFIC DEPARTMENT

No: TD/TM/GEN-14(VI)/2016/885

Dated, the March 9, 2016

OFFICE ORDER

The Board of Trustees of PPT vide **Agenda Item No.14(05)/2015-16 & Resolution No. 230/2015-16** in the **Meeting held on 29.02.2016** have resolved to approve the proposed Berthing Policy for the FY-2016-17 to commence from 01.04.2016 as follows:-

- (i) Allotment of all berths for berthing of vessels except for captive berths will be on 'First come first serve' basis subject to readiness of vessel, except for priority berthing under Berth Reservation Scheme adopted by the Port.
- (ii) As per the circular of Govt of India, coastal vessels calling at the Port will be provided priority berthing. Accordingly, Multi-Purpose Berth (MPB) will be earmarked for berthing of coastal vessels within 72 hours of arrival of the vessel. However, for some reason, if MPB is not available, coastal vessels may be berthed in another berth subject to availability. However, CB-1, CB-2 berth of PPT is declared as exclusive Coastal berthing facility for export of Thermal Coal.
- (iii) All container vessels will be allowed priority berthing over other waiting vessels without levy of any priority berthing charges mainly to promote container/ containerized cargo subject to the condition that the vessel sails within 24 hours of its 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 received from Govt. of India from time to time. The next priority will be for container vessel followed by vessels under Berth Reservation Scheme.

- (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) For import cargo of all types, ships will be berthed on 'first come first serve' basis excluding the ships to be berthed under the Berth Reservation Scheme of the Port or as per the directive of Ministry of Shipping from time to time provided the IGM of the vessel has been filed and the importer will submit the Customs Bill of Entry duly passed out within 30 days of completion of discharge at the Port.

For failure of an importer to adhere to this stipulated guideline for any of their earlier ship berthed, the next ship on their account will not be berthed.

- (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) Iron ore Berth as and when vacant can be utilized for handling of other cargo using ships gear. If required, Thermal coal vessels can be taken at IOB on priority over other non-IOHP vessels for clearance of cargo stock available in IOHP area without levy of priority charges.
- (ix) Port will provide Berth Reservation Scheme for all type 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, project cargo and CPC 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 and CPC cargo vessel 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 or CPC cargo vessel, if waiting, can be accommodated.

(xii) In case of more than two importers/ shippers for a particular vessel approach for berthing they have to engage HMC, if available, to discharge the cargo, failing which the Port reserves the right to refuse berthing of the vessel.

(xiii) PPT will not be held responsible for any fall in the output for reasons other than force majeure.

(xiv) Users/beneficiaries opting for berthing at CQ-III & IOB /shifting to CQ-III and IOB to berth their vessels will be required to pay shifting charges in case of vessel of EBTPL or mechanized Iron ore vessel is ready for berthing respectively at respective berths.

(xv) All participants under the berth MGT Scheme have to be enrolled on or before 31.03.2016 with submission of required Bank Guarantee as per the MGT stipulation.

Chairman, PPT may condone any delay for late submission of application for enrolment.

(xvi) If any vessel fails to achieve the norm prescribed by the Port, consecutively for 2 days, the Port reserves the right to shift the vessel to anchorage at her cost.

**Sd/-
Traffic Manager
Paradip Port Trust**