



TRAFFIC DEPARTMENT

No: TD/TM/GEN-201/921

Dated, the April 11,2018

OFFICE ORDER

The Board of Trustees of PPT vide Agenda Item No.17(04)/2017-18 and Resolution No. 73/2017-18 in the Meeting No. 04/2017-18 held on 23.03.2018 have approved the Berthing Policy for vessels for the FY-2018-19 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-2018-19, which are as follows:

A. BERTHING POLICY FOR 2018-19

- (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.
However, after commencement of actual vessel operations at PICT clean cargo terminal, all container vessels will be handled at the said terminal on 'first come first serve' basis.
- (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) Thermal Coal vessels can be berthed at IOB on priority on payment of required charges by the MGT holders for CB-1 & CB-2 to the extent of 5 nos. of priority berthings per month by each party (MGT holder) and minimum consignment of 30,000 Tonnes per shipment. Thermal Coal vessels of MGT holders with less than 30,000 Tonnes of cargo stock at IOHP will not be accorded any priority berthing at IOB.
- (viii) Port will provide PBS for all types of import/export dry bulk cargo under MGT Scheme.
- (ix) 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.
- (x) 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.
 However, after commencement of actual vessel operations at PICT Clean cargo terminal, all container and other clean cargo vessels will be berthed at the said terminal on 'first come first serve' basis.
- (xi) Engagement of HMC is compulsory for vessels to load/discharge multiple consignments, if HMC is available. However, for non-fulfillment of this condition, the Port reserves the right to refuse berthing of the vessel.
- (xii) Engagement of HMC is mandatory in all vessels working at higher draft berths i.e., CQ1, CQ2 and MPB excluding the vessels working with slings.
- (xiii) Shifting of vessels working at higher draft berths i.e., CQ 1, CQ 2 and MPB is allowed for port convenience to SQ and EQ 1 only. No shifting of vessels from these higher draft berths to other lower draft berths like EQ2, EQ 3 is allowed.

However, shifting of vessels at port convenience will be allowed from the above berths to any other berths / among these berths in the following situations:

- (1) Baby Cape/ Cape size vessel working at CQ1/CQ 2.
- (2) Container vessels/ project cargo/ break bulk & Ferro-chrome vessels working at these higher draft berths.
- (3) Non-availability of any of the higher draft berths, i.e., CQ1, CQ 2 and MPB due to dredging.
- (4) If EQ2/EQ3 berths remain vacant and no vessel at anchorage is ready to berth at EQ2/EQ3, in such cases, shifting of vessels from CQ1/CQ2/MPB to these berths will be considered to avoid idling of berths as well as to accommodate the waiting deep draught vessels.

(xiv) The Productivity/Performance Norms linked to incentive/penalty issued vide PPT's earlier Trade Circulars/orders/communications will be in force till final order of TAMP on the matter.

(xv) 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.

B. PRIORITY BERTHING SCHEME (PB) FOR DRY BULK CARGO AT GENERAL CARGO BERTHS AND CB-1 & CB-2 OF MCHP (2018-19).

- (i) To avail the PBS, Bank Guarantee (BG) towards Minimum Guaranteed Tonnage [MGT] for the year 2018-19 (i.e.w.e.f 01.04.2018 to 31.03.2019) 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 enroll themselves before 15.04.2018. 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 2018-19 by 15.04.2018.
- (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 fulfillment 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-2018-19 w.e.f.01.04.2018. The participants in the scheme for MCHP will be called MGT providers and will have to enroll themselves under the scheme immediately i.e. on or before 15.04.2018 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. 15.04.2018 can be condoned by Chairman, PPT.
- (xvi) With a view to enhance the utilization of idle capacity of MCHP and to reduce pre-berthing detentions on account of such vessels at other general cargo berths, Port will consider berthing of Iron Ore Pellet / Iron Ore Fines and other Dry Bulk cargo vessels at CB-1 berth only. However, vessels declared for loading of such cargo using the facility of CB-1 of MCHP will not be berthed ahead of any designated Thermal Coal ship ready for loading at MCHP.
- (xvii) 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
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.
- (vii) The Terminal Head, M/s. PICTL, Paradip.