

V. O. CHIDAMBARANAR PORT TRUST
TRAFFIC DEPARTMENT

TRA-OFTBL-VSL-BERTH-V1-18

SOP FOR BERTHING OF VESSELS IN
V. O. CHIDAMBARANAR PORT TRUST

I. Registration of vessels:

1. Vessels calling at V.O.Chidambaranar Port from Ports other than those listed at Sl.No.2 below, shall declare their arrival at least 7 days but not later than 48 hours in advance.
2. Vessels arriving from the Port of Male, Mangalore, Cochin and Colombo shall declare their arrival at least 24 hours in advance.
3. Vessels claiming priority should register the priority request in the Berth Application itself.

II. Order of priority for allotment of berths:

1. Order of arrival of vessels at the Port and the time of readiness in all respects at the time of availability of berth shall normally form the basis for allotment of berths in the order of arrival priority and the vessel readiness.
2. Vessels having draught of more than 11.5 m shall be kept in a separate queue for 9th berth.
3. Vessels having draught of more than 9.3 m and less than 11.5 m shall be kept in a separate queue for VOC 3 & 4 berths.
4. Vessels undergoing anchorage operations, upon completion of lighterage operation, shall be considered for berthing on availability of suitable draught berth based on their arrival seniority and not on the date and time of Completion of anchorage operation.
5. Two waiting Dry bulk cargo vessels for 9th berth shall be given preference in berthing over break bulk vessels directly calling to 9th berth towards up-topping / discharge to / from other Ports irrespective of arrival time.

III. Priority Berthing:

1. The priority including Ousting priority wherever stated shall be as provided in the Scale of Rates including the rates, to all vessels and such Priority berthing request should be made in the Berth Application itself.
2. Priority shall be for 24 hrs and 48 hrs for one vessel each respectively. Such vessels shall be berthed after completion of the working vessels at berth. In principle, there shall be no priority berthing for 9th berth.
3. Priority for one 100% export oriented vessel may be given which loads a minimum of 10,000mt of cargo. If there is more than one vessel, preference shall be given to salt vessel.
4. Priority berthing for vessels carrying finished fertilizers / raw materials / intermediates for manufacturing of fertilizers shall be given based on the Government instructions from time to time including in the 9th berth.
5. Any 24/48 hrs Priority berthing for vessels loading / unloading cargoes from / to shore tanks at VOC IV will be allotted berth no. IV only.
6. Priority charges shall be collected only when any vessel is allotted berth overlooking the arrival priority of any other vessel even when priority request has been made in advance.
7. Passenger vessel / Cruise vessel may get priority berthing in preference to cargo ships.
8. If any vessel which availed 24 Hrs / 48 Hrs. priority berthing as above fails to complete loading / unloading within 24 Hrs / 48 hours, the vessel shall be shifted to Outer Roads on agent's account if any other vessel is ready to berth on the particular berth. Such shifted vessel shall be kept last in the queue in the arrival list at anchorage. Further, the Steamer Agent of the vessel and the cargo interest i.e. importer / exporter will lose the privilege of getting priority berthing to the vessels under their agency / on their account for next six months. Besides, 24 hrs / 48 hrs time, extension of time limit by one shift on contingent situation of rain may be allowed, which shall be at the discretion of the Traffic Manager.
9. Priority berthing of any vessel at any berth including 9th berth may be considered based on any MoU / Agreement entered by the Port with any Party. However, shifting of the vessel from 9th berth shall be as per Trade Notice TRA-OFTCO-TRD-TRADE-V1-17(44290)D925 dated 12-4-2019 (Annexure – I)

IV. Berthing of Container vessel in Berth No.VII operated by M/s. PSA-Sical Terminal Ltd., and Berth No. VIII by M/s.DBGT :

1. Except for priority and preferential berthing of vessel that may be authorized in terms of guidelines issued by the Government from time to time, Container vessels shall be berthed as per mutually agreed terms & condition of the respective Concession Agreement.

V. Coal Jetty :

1. These are captive Berths for handling coal on account of Tuticorin Thermal Power Station.
2. For berthing of vessels at Coal Jetty the advice of TTPS shall be followed.

VI. North Cargo Berth I :

1. This is a captive Berth for handling coal on account of NLC Tamil Nadu Power LTD. (NTPL)
2. For berthing of coal vessels in NCB-I, the advice of NTPL will be followed or based on first cum first serve basis.
3. Berthing of other vessels shall be as per the MoU entered with NTPL.

VII. Oil Jetty :

1. The Tanker vessels meant for Oil jetty shall be berthed on arrival priority irrespective of the nature of cargo, subject to readiness of the vessel.

VIII. Shallow Water Berth :

1. VCM tankers of LOA upto 120 M shall be berthed at SB I on getting approval from ICGS as the SB1 had been allotted to ICGS – Tuticorin.
2. VCM Tankers berthed at SB 1 shall bear the cost of shifting the Coast Guard ships to other berths while being berthed at SB 1.

IX. Coastal Cargo Berth :

1. Coastal priority shall be given to vessels carrying coastal cargo as per Government instructions from time to time at Coastal berth. Other berths shall be considered only on account of LOA & draught restrictions at Coastal berth. *Coastal vessels which are accorded Priority Berthing shall not be liable to pay priority berthing charges.*
2. Allotment of Coastal Cargo Berth for vessels other than Coastal Vessels shall be on arrival priority after assessing condition (1) above.
3. VCM Vessels shall apply for 24/48 hours priority, if required in advance, as per the Berthing norms and priority charges shall be levied as per the SoR, subject to condition at Sl.No.1 above.

X. Shifting of vessels:

1. Vessels requiring topping up will get shifted to higher draught berth in preference to the waiting vessel for that berth.
2. Shifting of vessels operating in 9th berth to other berths whenever vessels are waiting at Outer Anchorage shall be as per the Trade Notice TRA-OFTCO-TRD-TRADE-V1-17D925(44290) dt.12-4-2019. **(Annexure-I)**
3. When a deep draught vessel working at 9th Berth reaches 11.5 m/9.3 m draught, the vessel may be shifted to other available normal draught berth to accommodate the vessel waiting at anchorage in preference over vessels waiting with draught of 11.5 m and below irrespective of arrival priority. Such preference shall be given only for one berth subject to the condition that at least two vessels are waiting for Berth no 9 on normal berthing or one vessel on high tide.
4. In the event of poor performance of any working vessel at the berth i.e. for not achieving the desired output based on its capacity, the vessel may be shifted either to other berth or outer anchorage. *The seniority of the vessel so shifted to anchorage shall be kept last in the queue at the anchorage*
5. For accommodating any ousting priority vessel at Berth, the last arrived non-priority vessel at berth shall be moved to outer anchorage. The other working vessel at the berth, which is required for accommodating the ousting priority vessel will be shifted to berth vacated by the last arrived vessel, subject to matching of LOA and cargo. If LOA does not match, the vessel working at the specific berth itself will be shifted to outer anchorage. The condition and charges relating to such shifting shall be as per SoR.

XI. Priority berthing Fees:

As per Port Scale of Rates.

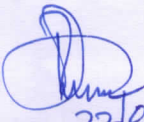
XII. Out put Norms / Incentive / Penal Charges:

Penalty/ Incentive Scheme/ Output norms as approved by the Board/SOR from time to time.

XIII. General:

1. The berthing norms are issued without prejudice to any decision that may be taken by the Central Government from time to time for giving priority to any vessel in the National Interest.
2. The Berthing Norms including output norm shall be reviewed and revised whenever situation demands.
3. Allotment of berth based on suitability shall be made by the Traffic Manager or his representative.
4. Notwithstanding any conditions contained in this SOP for Berthing of vessels the Traffic Manager has the authority to overrule all or part of the conditions in exigencies or for any bonafide requirements.

Annexure-I: Trade Notice TRA-OFTCO-TRD-TRADE-V1-17(44290)dt. 12-4-2019.


22/09/2020

TRAFFIC MANAGER

