No: 1/2/2019-20/DTM (O/R)   DATE: 20.09.2022

TRADE NOTICE

Sub: Fixed berthing window policy for container vessels at B. No. 14.-reg.
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With a view to facilitate assured services to the EXIM trade, Mainline/Feeder line Operators, Terminal Operator and Port Authority, a fixed window policy has been framed for Berth No. 14. This has been drawn up after due consultation with all the stakeholders. Accordingly, the policy has been finalized and approved by Board of New Mangalore Port Authority and the same will be called as **"Fixed berthing window policy for container vessels at berth no.14 (Annexture-1)".**

The Board in its Ordinary Meeting held on 24 Aug 2022 has resolved to implement the policy vide Resolution. No73/2022-23, which would be effective from 30.09.2022.

Encl: Annexure I

Traffic Manager (I/c)

To,

All Port Users

Copy to:
- The President, Mangalore Steamer Agents Association .
- The President, Association of NMPA Stevedores.
- The President, KCCI.
- The President, Mangalore Customs House Agents Association.
- FA&CAO/Dy.Conservator/Secretaty, NMPA for information.
- Sr.DTM/DTM for information.
- Sr.DD (EDP) to upload the Trade Notice in NMPT Website.
- PS to Chairman/ PS to Dy.Chairman for kind information.

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(Annexture-1)

Sub: Fixed berthing window policy for container vessels at B.No. 14.

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<u>**Objective:**</u>

   M/s. JSW Mangalore Container Terminal Pvt. Ltd. has commenced mechanized container handling operations at Berth No. 14 w.e.f. April, 2022 at New Mangalore Port. The policy is introduced to provide assured berthing and performance to the container vessels calling at New Mangalore Port. The container vessels hitherto were handled at multiple berths prior to the above dedicated facilities at particular berth and hence there is a need to streamline the arrival of container vessels to the Port to avoid container vessels waiting at anchorage and provide on arrival berthing with assured productivity. Accordingly, the fixed berthing window policy is implemented.

   The terms and conditions of the policy are as under:

1) **Application:**

   The policy shall be applicable to the container vessels requiring Berth No. 14.

2) **Reporting time of the Container Vessels:**

   The vessels calling under the above system must report to the pilot station within the scheduled day and time of window within the margin of (+/-) 4 hrs. in scheduled berthing timing and day of window. However, in case of late reporting of the vessel beyond the above permissible time, the vessel agent shall communicate to the Port at least 24 hrs. before expected time of arrival. The berthing of vessels reporting late shall be subject to the condition that the berth is not claimed by any other vessels on first come first served basis.

3) **Sailing Time:**

   The sailing time of the vessel shall be as per the window timings. However, if there is not claim for the berth beyond the window timings, the vessel can be permitted to continue at berth for container handling operation.

4) **Assured Berthing Productivity:**

   The terminal operator shall ensure berth productivity of 18 moves per hour with 2 mobile harbor cranes for vessels having up to 500 boxes, 20 moves per hour for vessels having more than 500 and less than 1000 boxes and 22 moves per hour for vessels having 1000 boxes or more.

5) **Minimum Throughput:**

The container vessel operator shall assure a minimum throughput of 8000TEUs per annum for allotment of fixed berthing window from second year onwards. In case of shortfall in assured throughput beyond 25% without any justifiable reasons may attract withdrawal of fixed berthing window facility. However, there will not be any levy of penalty for shortfall in assured throughput.

6) **Period:**

The policy shall be initially for a period of one year and further extension of the period after review.

7) **Allotment of Berth to the Vessels without Fixed Berthing Window:**

The container vessels/lines which are not having fixed window shall be provided berth on first come first served basis during the period other than the allotted under fixed window berthing under policy. In case of cancellation of vessels calling under fixed berthing window, the berth will be allotted to the vessels on first come first served basis.

8) **The Format for Allotment of Fixed Berthing Window:**

Sl. No.	Vessel Operator	No. of Boxes (Appx)	Fixed Window				No. of service hrs allotted (*)
			Berthing		Sailing		
			Day	Time	Day	Time	
1	Sima Marine	600	Sunday	01:00	Monday	12:00	35
2	TFPL	500	Monday	13:00	Tuesday	22:00	33
3	TCI	1000	Tuesday	23:00	Thursday	05:00	30
4	BTL	1000	Thursday	06:00	Friday	22:00	40
5	Free Berth		Friday	23:00	Saturday	24:00	25

Note:

i.   (*) 5 hrs.(Max) for pre-commencement and post completion of operation is included in service hours. All the operators have to ensure substantial reduction in this by way of pre berthing and post completion process optimization.

ii.   The tentative window schedule is as per minimum productivity prescribed or as requested by the container operators. As confirmed by the PPP operator, the Avg. Productivity achieved is 24+ moves/Hr., hence additional free berth time will be available once the scheme is stabilized and lines schedule compliance improves.

iii.   The Concessionaire is required to give priority berthing of the vessels in case the Central Govt. instructs the Ports. Such directions should be obliged by the Concessionaire.

iv.   The above schedule is tentative and can be reviewed by the Traffic Manager in consultation with the PPP operator as when the requirement arises or a change/new request is received from any container vessel operator.

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