

Berthing Policy for Dry Bulk Cargo for New Mangalore Port Authority 2024

1. Fixation of Incentives and Penalties along with the Performance norms for implementation of Berthing Policy for NMPA is as follows:

(a) Productivity Norms for dry bulk cargo:

(Tonnes/ day)

Sl. No.	Commodity	MHC of 100T and above capacity (2 Nos.)	64T MHC (2Nos.)	Ship Crane (4Nos.)
1	Coal	22000	11000	13000
2	Pet Coke	16400	10000	12000
3	Met Coke	12000	7700	7500
4	Urea	11600	9000	7500
5	DAP/SOP	11600	9000	7500
6	MOP	12900	9500	10200
7	Sulphur	12000	9500	8000
8	Gypsum and other Ores and Minerals	20000	9600	11000
9	Limestone/ Dolomite	12000	11000	10800
10	Bentonite	12000	8000	7300
11	Rock Phosphate and other FRM	4000	4440	4200
12	Other Finished fertilizer	11600	10800	9600
13	Iron Ore Fines	21600	12000	14500
14	Food Grains	10400	5200	5000
15	River Sand	20000	16800	16000
16	Industrial Salt	14500	13500	12000

(b) Incentive/ Penalty:

Based on the performance norm for the commodity-infrastructure combination fixed from time to time, the duration of ship's stay in hours will be stipulated by the port on ship to ship basis. For each ship, actual berth stay will be calculated based on "end of inward Pilotage" to sailing time. The actual berth stay will be compared with stipulated berth stay for the ship- commodity combination. Following incentive or penalties will be levied in case of lower or higher stay of ship as compared to stipulated time.

Sl. No.	Description	Incentive	Penalties
(i)	Ship stays within 5% (higher or lower) of stipulated time	---NIL--	---NIL--
(ii)	Ship stays more than 5% higher than the stipulated time	---NA--	No. of additional hours X Rs.3500/- per hour or part thereof.
(iii)	Ship stay more than 5% lower than the stipulated time	No. of additional hours saved X Rs. 350/- per hour or part thereof.	---NA--

Note:

- i. In computing actual performance achieved by each ship for the purpose of calculating penalty/ incentive any stoppage of operations on account of port-related or weather-related issues will be discounted. Such exclusions will be limited to:
 - a) Break-down/ non-availability of port provided equipment at berth.
 - b) Weather related stoppages as indicated in the Statement of Facts (SOF).
 - c) Shifting of ships between berths on account of port. Port is required to maintain a record of a historical data of the frequency of such cases.
 - d) Any delays in sailing post vessel readiness to sail on account of port i.e. pilot/ tug unavailability, tidal conditions.
 - e) Essential activities like Bunkering, ownership / vessel name change.
 - f) Any stoppages attributable to the Port account like vessel idling at Berth due to non-availability of Berth of suitable draft etc.
 - g) Draft surveys within the prescribed norms for ships. As a guideline maximum 30 minutes per party for interim draft survey should be allowed. Any additional time incurred in draft surveys will be considered in berth stay. Port should also make all attempts to ensure that in case of multi-party consignments, common surveyors are appointed so as to reduce time lost during interim draft surveys.

Any stoppages because of other reasons are not to be excluded for calculation of performance norms, unless specifically approved by Board.
 - h) For computing the incentive/penalty the respective Steamer and Stevedoring agents may submit a joint declaration clearly mentioning the stoppages to be accounted on their behalf. Accordingly, the bill shall be raised to the Stevedore, which will also specify abstract of penalties and incentives calculated clearly mentioning the stoppage accountable to the respective Steamer Agent/Stevedores. Subsequently, the Stevedoring agent may raise bill the same to the respective Steamer Agent.
 - i) For any operational purpose like during the discharge of heterogeneous cargo belonging to multiple parties and are stowed separately in a vessel and if all the 4 ship cranes are unable to discharge / load the cargo, then performance norms of the ship cranes will be proportionately reduced..
- ii. Steamer Agents to submit the 'vessel planning' prior to berthing of the vessel.
- iii. The Stipulated time of stay of vessel shall be calculated based on the total cargo discharged/loaded from the vessel during the stay at berth and the performance norm prescribed for the commodity. For example, a vessel carrying 44,000 tonnes of coal handled through two Nos. of MHC of 100T and above capacity the stipulated time of stay of vessel will be 48 hours i.e. $(44,000/22,000) \times 24$.
- iv. The penalty of Rs. 3,500/- per hour or part thereof for the stay of vessel at berth higher than the stipulated time of stay of vessel at berth and incentive of Rs.350/- per hour or part thereof for the stay of vessel at berth lower than the stipulated time of stay of vessel at berth.

- v. If the total stay at berth of a vessel is 3 hours lower than the stipulated time, the Stevedores are eligible for incentive of Rs.1,050/- (i.e. Rs.350*3) and in case of vessel stays 3 hours higher than the stipulated time they shall be liable to pay Rs.10,500/- (i.e. Rs.3,500*3) in case of penalty.
- vi. Since licenses are issued by the Port to Stevedores for handling cargo and the stevedores indent resources for handling cargo, the Stevedores would avail incentive and also bear the penalty.
- vii. 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 cranes or any other reasons not attributable to port, the vessel agent/importer/exporter is liable to engage Harbour Mobile Crane (HMC) subject to availability till the ship gears is/ are made operational.
- viii. In case of vessels using more than 2 HMCs to achieve better efficiency, the incentive/ penalty to be calculated considering the productivity norms for 2 HMCs.
- ix. Where the vessel is not achieving the prescribed productivity norms, NMPA reserve the right to shift the vessel to anchorage at the risk and cost of the ship in addition to levy of penalty charges, if any, at the above prescribed rate.
- x. NMPA may review the productivity norms on annual basis and revise the same, if required, based on local conditions, up- gradation of berth infrastructure and past performance etc. as stipulated in the Berthing Policy for Dry bulk cargo for Major Ports, 2016 issued by the Ministry of Port, Shipping and Waterways (MOPSW).

(c) Anchorage charges for Dry Bulk Cargo Vessels:

The Anchorage charges for dry bulk cargo may be considered as prescribed in the general revision of the Scale of Rates of NMPA.

2. The above provisions will come into effect after expiry of 30 days from the date of notification of the Order passed in the State Gazette and shall remain valid for period of one year from the date it comes into effect. The existing policy will be continuing till such time this revised policy comes into effect.