

**MUMBAI PORT TRUST
TRAFFIC DEPARTMENT**

No. TM/S/1-CIRCULAR NO. 14

DATED : 30.06.2017

CIRCULAR

The Ship Owners/Agents

The Importers/Exporters

The Secretary, Brihanmumbai Custom Brokers, Association

The Secretary, Mumbai & Nhava Sheva Ship Agents Association (MANSA)

The Secretary, Indian Merchants Chamber, Mumbai

The Secretary, Mumbai Chamber of Commerce & Industry

The Secretary, Container Shipping Lines Association

The Secretary, Federation of Indian Export Organisation

The Secretary, Confederation of Indian Industry

All Shipping Agents

Indian National Ship Owners Association (INSA)

Sub : Improving productivity and Turn Round Time (TRT)
of Vessels – deployment of Private Manpower
for handling of Cargoes in Docks in case of short
supply of OBL Gangs.

Dear Sirs,

The following measures will be initiated w.e.f. 03.07.2017 to improve productivity and turn round time of vessels.

- 2.1 The allocation of available gangs shall be as per the following priorities.
1. Cargo vessels berthed at BPX, BPS and 18 ID.
 2. Cargo vessels berthed at Harbour Wall Berths, i.e. 19/20,21 and 22 ID.
 3. Iron and Steel cargo vessels inside Indira Dock Basin.
 4. Any vessel other than heavy lift / project cargo vessel inside Indira Dock Basin.
 5. Coastal Barges carrying Iron and Steel Cargo / Containers.
 6. Vessels carrying Import Heavy Lift / Project Cargo.
 7. Vessels carrying Export Heavy Lift / Project Cargo.
- 2.2 Notwithstanding the above, in case of sailing vessels and operational exigencies, Sr. Dy. Traffic Manager, Indira Dock, will take a call.
- 3.1 No OBL Gangs/Winch Drivers and On Shore gangs will be supplied on coastal barges/ MBCs/ships carrying cement cargo. The Importers/Agents shall

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make their own arrangement for On Board and On Shore operations. Full rebate in stevedoring charges will be given.

3.2 Where there is short supply of On Board Labour (OBL) Gangs, Vessel Agents/Handling Contractors may make arrangements to utilize private manpower. Rebate of 50% on the stevedoring charges will be given whenever private manpower is utilized.

4. In view of foregoing all the Vessel Agents/Handling Contractors and all other concerned are hereby informed that in case there is short supply of OBL Gangs by MbPT on Cargo Vessels berthed in Docks, the Vessel Agents/Handling Contractors shall make their own arrangement for deployment of private manpower on their Vessels with proper written intimation to OBL Supervisory Staff and concerned Officers. However, MbPT will continue to post the Tally Clerks for vessel working with private manpower for proper recording of cargo discharged and loaded.

5. Vessel Agents / Handling contractors who may not want to engage the private manpower but would want to deploy MbPT manpower, may note that they would get OBL gangs if available. In case no gangs are available the ship work will be rendered idle.

6. The Vessel Agents / Handling contractors shall continue to follow the present system of advance payment of stevedoring charges as per section 3.1(D) of SOR.

7. As for cancellation and/or pick up of gangs the time frame will have to be followed as under:

- i) In Day shift - for cancellation and/or pick up of gangs
by 1430 hrs for 2nd shift.
- ii) In 2nd shift - for cancellation and/or pick up of gangs
by 2030 hrs. for 3rd shift and/or for the following Day shift.

8. The Vessel Agents/Handling Contractors should ensure that they invariably furnish the Daily Tonnage Report, etc. duly certified by the Chief Officer and other relevant valid Import/Export documents to the OBL Supervisory Staff/Shed Staff at the end of the Shifts as per practice in vogue, in order to timely render the Stevedoring Bills and to extend the Rebate as applicable.

9. Kindly give wide publicity amongst all your members.

Yours faithfully,

Sd/-
(A.K. BOSE)
TRAFFIC MANAGER