

**SOP FOR REGULATING BAHRI VESSELS, GENERAL CARGO VESSELS
(IRON & STEEL / CLEAN CARGO) AND PASSENGER VESSELS AT OCT
BERTHS.**

- (i) Vessel Agents requiring OCT berth for cargo/passenger vessels shall submit an application for berth with details of the vessel (LOA, Beam, & Draft), details of cargo required to be discharged/loaded along with justification for berthing at OCT.
- (ii) Vessel Agents will have to declare their requirement for OCT/MbPA berth 3/7/17 days in advance as per **Berthing Policy**.
- (iii) The status of Harbor Wall berths, BPX/BPS berths and line up of vessels for these berths will be analyzed by Sr. DTM, OD in consultation with Sr. Dock Master, ID and deliberated with concerned vessel agents whose vessels are already working at MbPA/OCT berths, in the OG meeting.

The possible scenarios necessitating berthing of vessels at OCT vis-à-vis MbPA berths are summarized as under:

Import Vessels

- (a) In case of deep drafted, over dimensional vessels having draft requirement upto 11 metres, when berths at BPX/BPS/Harbour wall are occupied and vessel is likely to miss 2 consecutive tides (i.e. missing a tide after the suitable tide for berthing on ships readiness), the vessel will be required to be berthed at OCT, where she can discharge either full cargo or in case of availability of suitable MbPT berth later on, considering draft and balance cargo to be handled more than 9000 MTs, the vessel shall be shifted from OCT to MbPA berths. However subject to navigational and operational constraint and as per the decision taken by Sr. Dy. Traffic Manager, Operations Docks of Traffic Manager and Sr. Dock Master of Marine Department as per the factual situation in the OG meeting, the vessel will be required to be shifted to Harbour wall/BPS/BPX on port account irrespective of tonnage handled at OCT berth as and when situation arises.
- (b) In case of deep drafted vessels with beam of 90' or less having draft requirement upto 11 metres, when suitable berths at BPX/BPS/Harbour wall/inside berths are occupied and vessel is likely to miss 2 consecutive tides (i.e. missing a tide after the suitable tide for berthing on ships readiness) the vessel will require to be berthed at OCT where she can discharge either full cargo or in case of

availability of suitable MbPT berth later on, considering draft and balance cargo to be handled more than 9000 MTs, the vessel shall be shifted from OCT to MbPA berths. However subject to navigational and operational constraint and as per the decision taken by Sr. Dy. Traffic Manager, Operations Docks of Traffic Manager and Sr. Dock Master of Marine Department as per the factual situation in the OG meeting, the vessel will be required to be shifted to Harbour wall/BPS/BPX on port account irrespective of tonnage handled at OCT berth as and when situation arises.

Export Vessels

- (a) In case of deep drafted vessels with beam of 90' or less having draft requirement upto 11 metres for topping up operations, when suitable berths at BPX/BPS/Harbour wall/inside berths are occupied and vessel is likely to miss 2 consecutive tides (i.e. missing a tide after the suitable tide for berthing on ships readiness) the vessel will be berthed at OCT where she can load till achievement of sailing draft. In case of availability of suitable MbPT berth later on, considering draft and balance cargo to be handled more than 9000 MTs, the vessel shall be shifted from OCT to MbPA berths. However subject to navigational and operational constraint and as per the decision taken by Sr. Dy. Traffic Manager, Operations Docks of Traffic Manager and Sr. Dock Master of Marine Department as per the factual situation in the OG meeting, the vessel will be required to be shifted to Harbour wall/BPS/BPX on port account irrespective of tonnage handled at OCT berth as and when situation arises.
- (b) In case of over dimensional vessels having sailing draft requirement upto 11 metres, and requirement of BPX/BPS for topping up, when suitable berths at BPX/BPS are occupied and vessel is likely to miss 2 consecutive tides (i.e. missing a tide after the suitable tide for berthing on ships readiness) the vessel will be berthed at OCT where she can load till achievement of sailing draft. In case of availability of suitable MbPT berth later on, considering draft and balance cargo to be handled more than 9000 MTs, the vessel shall be shifted from OCT to MbPA berths. However subject to navigational and operational constraint and as per the decision taken by Sr. Dy. Traffic Manager, Operations Docks of Traffic Manager and Sr. Dock Master of Marine Department as per the factual situation in the OG meeting, the vessel will be required to be shifted to Harbour wall/BPS/BPX on port

account irrespective of tonnage handled at OCT berth as and when situation arises.

Bahri Vessels

- (a) Bahri vessels have extra-ordinary large dimensions (722 ft/105 ft) and with ramp down (868 ft.) and normally occupies two berths BPX and BPS. If BPX and BPS berths are occupied with cargo vessels, then Bahri vessel, subject to availability of OCT berth, will be regulated at OCT berth, for discharging/loading operations and sailing therefrom.
- (b) At the time of arrival, if once of the outer berths i.e. BPX is available and a cargo vessel working at BPS, Bahri vessel cannot be accommodated at BPX due to insufficient combined length of BPS and EPX berths and if vessel is likely to miss 2 consecutive tides (i.e. missing a tide after the suitable tide for berthing on ships readiness), the vessel is regulated at OCT.

Other Scenarios

- (a) There can be some unforeseen situations, when Cargo vessels are waiting for MbPT berths viz. BPX, BPS or Harbour Wall berths or inside berths occupied by cargo vessels. In such situations, to avoid further waiting period of cargo vessels, berthing at OCT may be required.
- (b) In all the above scenarios, after deliberating the matter in OG Meeting in consultation with Sr. Dock Master, Sr. Dy. Traffic Manager (OD) shall submit a proposal for approval of Chairman for allotment of OCT berth. The proposal of Traffic Manager is routed through Dy. Conservator, FA&CAO and Dy. Chairman.
- (c) As far as possible multiple shifting of vessels from MbPT to OCT berths and vice versa is to be avoided.
- (d) Presently, as per the mandate/policy of the port, at OCT berth RORO-Pax and only cargo vessel carrying only Iron & Steel are allowed to berth as per TR No.104 dated 28.10.2015. Vessels carrying Iron & Steel tonnage are only considered for allotment at OCT.

Other cargo vessels like pulses and sugar or general cargo with deep draft requirement are presently not considered for berthing at OCT berths due to handling of cars for exports at OCT.

- (e) Notwithstanding any provisions in the above policy, the port shall have the discretion to shift any working vessel for loading/unloading of Iron & Steel / Clean cargo, if required, from berth to berth to accommodate other vessels

as per berthing policy or for port convenience or in the larger interest of the trade.

- (f) In case of requirement of OCT berth for accommodating Pure Car Carriers at OCT, Sr. Dy. Traffic Manager, Operations Docks after discussion with Sr. Dock Master during OG meeting, has to ensure that the Cargo/Bahri vessel earlier regulated at OCT berth, will be shifted to suitable MbPT berths on Port account.

Foreign naval vessel / cruise vessel

In case of non-availability of berths at ID/HW/BPS/BPX, foreign naval vessels and cruise ships will be regulated at OCT, depending on the requirement.

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