



## **BERTHING POLICY**

### **1. BERTHING OBJECTIVE**

The objective of the Berthing Policy at Mumbai Port is to provide well-defined, transparent and non-discriminatory guidelines for the allocation of berths to the Vessels at Indira docks and Offshore Container Terminal (OCT), based on vessel pre-notification, arrival, readiness, administrative and statutory compliances.

### **2. BERTHING RATIONALE**

It is our strategic aim to implement the Berthing Policy, which will enable us to maintain systematic berthing and achieve quick vessel turn around and to be fair with all port users.

The berthing of Cargo Vessels and Cruise vessels in Indira docks, Offshore Container Terminal (OCT) and Domestic Cruise Terminal (DCT) is planned in the Operation Group Meetings conducted on working days, where the berths, human resources, and facilities are allocated for the vessels in the most productive manner, according to the type of cargo to be handled, draft requirement, Shed /open storage space requirement etc.

International Cruise Vessels and Domestic Cruise Vessels are normally berthed at BPX, BPS and OCT berths, and in rare cases at 18 Indira Dock.

### **3. BERTHING GUIDELINES**

As a general rule, MbPT adopts the policy of berthing on "First Come First Served" (FCFS) basis. The following requirements will have to be complied with by the Vessel Agents for all cargo vessels for determining the priority of their berthing:

- (i) Vessel Agent shall submit Declaration /Information/ PANS (ISPS) prior to Vessel's arrival and documentary evidence for statutory compliance of Government directives as issued

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from time to time.

- (ii) Vessel Agent shall update Vessel details in Vessel Registration and Voyage Registration modules of Port Community System (PCS), as per the vessel's particular / certificates. In case any information is incomplete or missing in PCS Application, the vessel's application/request for berth will not be accepted.
- (iii) Vessel Agent has to submit vessel's ETA at least 3/7/17 days notices by mail/ PCS Application. Vessels should contact Port Control on VHF channel 12 to inform the Port her firm ETA minimum three (3) hours prior arrival to the Port.
- (iv) Vessels calling from nearby Ports with voyage duration of one day or less, should contact the Port by all available means. In any case, vessels should send minimum of one (1) day notice.
- (v) Vessels must maintain listening watch on VHF Ch 12 during her entire stay in the Port and Port limits. Non-compliance to requirement of maintaining VHF listening watch may result in vessel losing seniority and/or Pilot Cancellation Charges and/or Pilot Detention Charges and/or Anchorage Charges and/or Overstay Berth Hire Charges as applicable in the case.
- (vi) Vessel's Agent/owner shall assess Vessel Related charges on the basis of the estimated stay and pay the charges in advance, along with Stevedoring charges, Container charges (if payable) and Marine charges.
- (vii) Vessel physically arrived within the Port limits should registered herself with Mumbai Port Control giving all the vessels particulars.
- (viii) Vessel requiring any preferred side (Port/Starboard alongside) for berthing, should declare such requirement in the OG Meeting.
- (ix) Vessels with wire mooring ropes will not be accepted at the Port.

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- (x) For bulk/break-bulk Export vessels, Seniority (Readiness) will be considered when 60 % of cargo with Let Export Order (LEO) is inside the Port and ready for loading.
- (xi) Vessels which have been discussed in the Port's OG Meeting, will be considered for allocation of berth for the next 24 hrs. or till next OG Meeting.
- (xii) Vessel deficiency, if any, must be reported well in advance through email/PCS application to Port Operations Centre at [dc@mumbaiport.gov.in](mailto:dc@mumbaiport.gov.in) and [hm@mumbaiport.gov.in](mailto:hm@mumbaiport.gov.in) or through VHF on Channel 12 to the Port Control prior to berthing/un-berthing/shifting/warping operations. Non-reporting of such deficiency will cause vessel to lose her seniority and may be charged as per the Port's discretion. If engines or steering is not available, then these manoeuvres will be considered as cold move and charged as per prevailing Port Tariff.
- (xiii) The maximum age of the vessels acceptable to the Port is as stipulated by the DG Shipping.
- (xiv) Notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice is to inform Port Control well in advance through her agent or by VHF.
- (xv) Mumbai Port will have absolute rights for allotment of berths, which will supersede any other rights of any other party, in order to ensure safe handling and navigation of vessels.
- (xvi) In case of Foreign Warships visiting Mumbai Harbor, one warship will be considered for berthing at BPX and/or BPS, if the dimensions warrant.
- (xvii) In case of sailing of bigger Naval ships, its movement will be accorded due preference.

### **3.2 REPORTING OF PANS**

It is mandatory for all vessels to send PANS 96 hrs. prior to arrival or

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immediately on arrival to the following authorities at the e-mail addresses given

- (i) ACP & PFSO, Mumbai Port Trust; [pfso@mbptmail.com](mailto:pfso@mbptmail.com)
- (ii) Sr Commandant, CISF; [mptmum@cisf.gov.in](mailto:mptmum@cisf.gov.in)
- (iii) Sr Inspector, Immigration Branch; [frromum@nic.in](mailto:frromum@nic.in)
- (iv) Supdt of Customs (R&I/Admin); [ccpmumbai@yahoo.co.in](mailto:ccpmumbai@yahoo.co.in)
- (v) Director General of Shipping; [dgcommceentre-dgs@nic.in](mailto:dgcommceentre-dgs@nic.in)
- (vi) Dy Commissioner of Police (Port Zone);  
[dcpportzone@mtnl.net.in](mailto:dcpportzone@mtnl.net.in)  
[dcpzoneport-mum@mahapolice.gov.in](mailto:dcpzoneport-mum@mahapolice.gov.in)
- (vii) Commander, Coast Guard; [indsar@vsnl.net](mailto:indsar@vsnl.net) [mrcc-west@indiancoastguard.nic.in](mailto:mrcc-west@indiancoastguard.nic.in)
- (viii) Flag Officer, Commanding-in-Chief, Western Naval Command; [ncsomb@gmail.com](mailto:ncsomb@gmail.com)
- (ix) Dock Master, VTS; [vts@mumbaiport.gov.in](mailto:vts@mumbaiport.gov.in)

#### **4. SUBMISSION OF DOCUMENTS IN PORT COMMUNITY SYSTEM (PCS)**

##### **(a) Registration of Vessel**

Every Vessel calling Mumbai Port needs to be registered at the Port Community System (PCS). Vessel agent shall get the following documents from Master of the vessel for online submission and registration.

- (i) Ship registry
- (ii) Ship safety management certificate
- (iii) International Tonnage certificate
- (iv) International ship security certificate
- (v) PNI cover
- (vi) Class certificate

The Vessel agent thereafter shall log in the PCS and upload above

documents and fill up the vessel registration form. If all the certificates submitted online are as per system requirement i.e. valid, then the Port approves the Vessel Profile.

### **(b) Generation of VCN**

Once the Vessel Profile is approved, the Vessel Agent has to again log in PCS and fill up the VCN form, and VCN s generated.

### **(c) Filing/Uploading of IGM**

The Agents after receipt of all Bills of Lading (B/Ls) for import cargo, shall scrutinize the B/Ls and upload the data of all B/Ls in the ICEGATE system of Customs and then the IGM is uploaded on the ICEGATE, and IGM no. is generated.

The Vessel Agents again applies for Rotation Number to the Customs system and Rotation Number is generated.

### **(d) Submission of Berthing Application**

The agents then upload the berthing application in PCS requesting for a berth for the vessel.

### **(e) Amendment in ETA**

Any change in ETA needs to be updated in PCS

### **(f) Carting of Export Cargo**

Vessel agent has to submit his request in PCS for carting of cargo and the carting order is generated after approval of storage space by Sr. Dy. Traffic Manager, Indira docks.

### **(g) Submission of documents to COAST GUARD**

Vessel Agent has to submit via e-mail copies of documents i.e. PANS, Crew list, last 10 Ports of call, NIL List and Satellite Phone declaration etc. to the Indian Coast Guard authorities.

### **(h) Submission of documents to CISF**

Vessel Agent has to submit via e-mail copies of documents i.e. PANS, Crew list, last 10 Ports of call, NIL List and Satellite Phone declaration etc. to the CISF.

### **(i) Uploading of E-Do**

Once the Consignee approaches the Agent, he issues e-do through PCS on collection of their charges.

## **5. CONTRACTUAL AGREEMENT BETWEEN PORT & VESSEL AGENT / OWNERS**

Vessel Agents/Owners having long term contracts with the port will get their vessels berthed as per their contractual terms & conditions. Port will not be liable for any damage/claim/detention/demurrage etc. in case another vessel is delayed due to berthing of the vessel, under contractual agreement.

## **6. VESSEL'S ENGINE & STEERING GEAR.**

Vessel's engine and steering gear should be available for use at all times during the manoeuvre. Whenever the ship's engine or steering fails to respond during berthing / un-berthing/shifting, the movement will be treated as cold move and charged as per tariff. All tugs mobilized for above purpose will be chargeable as per port tariff. Any vessel deficiency must be reported to VTS prior berthing / un-berthing /shifting / warping operations

**Note-** *If vessel's engine fails during outward Pilotage and cold move charges become applicable to such vessel, the vessel may be required to wait at anchorage until confirmation for payment of cold move charges is received from the vessel*

owners.

## **7. BERTH ALLOTMENT PRIORITY**

All cargo vessels are allotted berth on the basis of rules and regulations framed from time to time and approved by the Board. The vessels are berthed as per the order of priority approved by the Board and amended from time to time and the same is as under:

### **(A) Order of priority**

- (i) First priority and ousting priority at BPX, BPS and 18 ID for Passenger vessels.
- (ii) Second priority to extraordinarily large OD vessels requiring occupation of both BPX and BPS berths.
- (iii) Third priority for PCCs, irrespective of the parcel size, at BPX, 18 ID and BPS.
- (iv) Fourth priority for other OD vessels which require BPX or BPS due to the vessel's dimensions and/or the draft.

### **(B) Advance schedule of arrival and confirmation of ETAs**

All Cargo vessels will have to declare the schedule of arrival 3/7/17 days in advance.

Passenger vessels will have to only declare the ETA and would be berthed on arrival by according priority or ousting priority as warranted.

Except passenger vessels, who only declare their firm ETA, other vessels requiring priority berth will declare their schedule arrival time and confirm the ETA as below:

- (i) 17 days in advance with  $\pm$  96 hours in ETA .
- (ii) 07 days in advance with  $\pm$  24 hours in ETA.
- (iii) 03 days in advance with  $\pm$  12 hours in ETA.

## **8.1 DAILY PORT OPERATION GROUP (OG) MEETING**

The Port holds a Daily OG Meeting at 1030 am at Ambedkar Bhavan on all working days, for planning the berth allocation for the vessels which have arrived or expected to arrive in the next 24 hours commencing 1200 hrs on the present day till 1700 hrs on the following day. The Vessels agents are notified in OG Meeting about the berth allotment and docking/undocking timings. The decisions arrived in the Port OG Meeting is final. Allocation of berth to any vessels other than the FCFS policy will be purely on port's discretion.

## **8.2 DAILY VESSEL LIST**

Vessel list is a document finalized and updated in the OG Meeting by the Sr. DTM (OD) after each and every details viz. arrival draft, Vessel readiness, cargo readiness, preferred side (Portside or Starboard side), sailing draft etc are confirmed by the Vessel Agents present. The Vessel List indicates details of berths occupied, vessels at berth, vessels arrived, vessels waiting, docking, undocking, tonnage handled, agents name etc.

## **9. BERTHING/ UNBERTHING RESTRICTIONS**

### **9.1 DRAFTS AT BERTH AND IN CHANNEL**

The depths in the channel and at the berths are surveyed periodically. The maximum permissible draft at each berth is circulated by the Marine dept. on a monthly basis and copies of the notification is issued to MANSA and Vessel agents in the OG Meeting.

### **9.2 INNER BERTHS OF INDIRA DOCKS**



Indira Dock is an enclosed wet dock having a total water area of 24.04 hectares and a quayage of about 4000 m. Indira Dock, has an Entrance Lock 228.6 m (750') long and 30.5 m (100') wide through which vessels can enter or leave the docks. There are 21 berths inside the basin with a designed draft of up to 8.84m-9.14m.

### **9.3 OUTER BERTHS OF INDIRA DOCKS**

Outer berths of Indira Docks are 18 HW, 19HW, 20/21 HW, 22 HW and 23HW. Berth 22 HW has been allotted to Indian Coast Guard on License basis for a period of 30 years on payment of upfront fee. Whereas, berth no.23 HW is allotted to barges for discharging oil/POL.

3 berths along the harbour wall, 18,19 and 20/21 having draft of 8.5 m are used for berthing of bigger size cargo vessels. Max permitted LOA of Vessel to berth at these berths is 200m (656') and total length of 3 vessels together at the three Harbour wall berths is 580m (1902').

There are 2 berths on the Southward extension of East arm of the Indira Dock, namely Ballard Pier Station (BPS) and Ballard Pier Extension (BPX). Both the berths have a length of 244 m (800') each. BPX berth known as Mumbai International Cruise Terminal (MICT) caters to Cruise vessels. A modern passenger Terminal is under construction. BPX has a draft of 11 m, whereas BPS has a designed depth of 10.3 mtrs.

### **9.4 BERTHING RESTRICTIONS AT HARBOUR WALL BERTHS**

Vessels will be berthed/unberthed at 19 Harbour Wall, ID under

the following conditions, during night hours:

- (i) Vessels shall be berthed, with 18 Harbour Wall kept vacant, whilst stemming the ebb tide.
- (ii) Vessels sailing out of 19 Harbour Wall during hours of darkness will be sailed out heading the flood time with 18 Harbour wall vacant.
- (iii) If there is a vessel at 18 Harbour Wall, then the combined beam of the Vessel at 18 Harbour Wall and the vessel leaving 19 Harbour Wall should not exceed 150 feet.

(Circular No. DC/C-SH/887 dt. 03.03.2010)

### **9.5 WORKING LENGTH AVAILABLE AT BERTHS**

- (i) 2 to 6 INDIRA DOCK  
The total length of 5 berths i.e. 2 ID to 6 ID is 2600 feet, however, the working length is 2460 feet.
- (ii) 7 to 9 INDIRA DOCK  
The total length of 3 berths i.e. 7 ID to 9 ID is 1500 feet, however, the working length is 1430 feet.
- (iii) 10 to 12B INDIRA DOCK  
The total length of 5 berths i.e. 10 ID to 12B ID is 2680 feet, however, the working length is 2540 feet.
- (iv) 13B to 17 INDIRA DOCK  
The total length of 7 berths i.e. 13B ID to 17 ID is 3780 feet, however, the working length is 3600 feet.
- (v) 18 to 21 INDIRA DOCK Harbour Wall  
The total length of 5 berths i.e. 18 ID to 21 ID is 2454 feet, however, the working length is 1902 feet. Three Vessels can be berthed at 18, 19 and 20/21 berths provided the working length of 3 vessels is 1902 feet.

(vi) BPX & BPS INDIRA DOCK

The total length of 2 berths i.e. BPX ID and BPS ID is 1600 ft, and working length is 1450 feet.

### **10. GENERAL CONDITIONS FOR BERTHING OF VESSELS**

A vessel will be considered for berthing, if she complies with all statutory rules & regulations by International Regulatory Authorities and submits all the relevant documents as per Vessel & Cargo Particulars Form & Acceptance Checklist.

### **11. NON BERTHING OF VESSELS**

A Vessel will not be considered for berthing, if Vessel:

- (i) is poorly maintained & requiring repairs and is considered unsafe for berthing by the Port.
- (ii) has defective or non-functional ship's equipment.
- (iii) has invalid statutory certificates, including expired load test certificates of cargo gears
- (iv) is blacklisted by the Port/ Port State Control/ Flag State.
- (v) is not manned as per Safe Manning Document.
- (vi) does not produce proper proof to show that the vessel is suitably insured under DG Shipping authorized P & I club to cover the risk of damage to any Port installations (fixed and floating), wreck removal, water, air Pollution and consequent civil liability and any other risks applicable. Restrictions/Instructions/Circulars issued by GOI and GOAP will be strictly adhered to.

### **12. SWAPPING OF BERTHS**

Swapping of berthing-seniority between vessels may be permitted by the Port at their sole discretion when the Agents of the two vessels and/or the respective cargo interests jointly

request the Port for exchange of seniority and indemnify the Port against any claim however and whatsoever should arise there from. The agency which intends to swap the seniority of its vessels must take into confidence other agents whose vessel will be adversely affected due to swapping of seniority. LOA / Productivity of vessel being swapped will be considered before accepting the swapping request.

### **13. REMOVAL OF VESSEL FROM BERTH**

A Vessel may be removed from the berth by the Port and shifted to an alternative berth/anchorage, at the cost, time and risk of the vessel, for the following reasons.

- (i) If the vessel or her cargo is considered unsafe or hazardous for safety of the Port or the environment.
  - (ii) If the vessel is ill-equipped with poor and unsafe cargo gears.
  - (iii) If the vessel does not correct deficiencies pertaining to safety, brought to her notice within the stipulated time by the Port/ Port state/ Flag state authorities.
  - (iv) If the stowage of cargo is improper or incorrectly declared.
  - (v) The prevalent or oncoming weather warrants it to be removed from her berth
  - (vi) Stowage of cargo is improper and/or improperly declared.
  - (vii) Requests for premature un-berthing;
  - (viii) Agent has made a wrong declaration.
  - (ix) Non-cooperation of the vessel/vessel staff/vessel agent.
- Whenever vessel is shifted to accommodate another

vessel having priority at the adjacent berth and unless the vessel shifts another vessel cannot be berthed at the adjacent berth due to length restriction then arriving vessel shall pay the Shifting Charges of the shifting vessel.

- (x) Vessels idling at berth due to reasons attributable to the agents may be shifted to another berth or to anchorage at the Port's discretion for the purpose of accommodating other vessels. The cost and time shall be on the vessel's account.

### **14. SHIFTING/WARPING MOVEMENTS**

For the purpose of this policy:-

**Shifting movement** means: - from one berth to another berth, from one berth to anchorage and from anchorage to berth (after first call).

**Warping movement** means: Physically shifting the vessel ahead/astern within the same berth.

For warping of a vessel, within the same berth, the maximum length permitted for shifting within the berth is maximum 100 feet. If Pilot boards the vessel during warping, then shifting charges are applicable.

### **15. VESSEL READINESS FOR CARGO OPERATIONS**

Vessel should be ready for commencement of cargo operation in all respects within 2 hours from the time she is all fast.

### **16. VESSEL READINESS FOR SAILING**

- (i) A vessel should be ready for sailing in all respects within 4 hours after completion of her cargo work.
- (ii) A vessel which is not ready to sail after 4 hours of completion of cargo work for reasons attributable to the

vessel or vessel's agent will be deemed to have overstayed and is liable to pay penal Berth Hire charges as per Port Scale Of Rates.

### **17. PENAL BERTH HIRE CHARGES**

As per the Scale of Rates (SOR) provisions,

- (i) There shall be a 'penal berth hire' equal to one day's berth hire charges for a false signal.
- (ii). The Master / Agents of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather conditions.

### **18. SHIFTING OF VESSELS FOR PORT CONVENIENCE**

No Charges shall be levied for shifting of a vessel for Port Convenience. Shifting of vessels for Port convenience is defined to mean the following:

- i) If a working cargo vessel is required to be shifted to another berth so as to enable berthing or sailing of another vessel at the same berth or any other berth in the Dock in view of restriction of LOA, beam, draft, etc., such shiftings shall be considered as shifting for Port convenience.
- ii) If a working cargo vessel is required to be shifted from one berth to another berth due to non-availability of storage space of import or export cargo requiring covered accommodation, such shifting shall be considered as shifting for Port convenience.
- iii) Whenever a vessel is required to be shifted from the cargo berth to the gantry berth for the convenience of container loading/ unloading, such shifting will be treated as shifting for Port convenience provided the agents of the vessel have made specific request to that effect in their berthing application.
- iv) Whenever a vessel is required to be shifted from one berth

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to another berth via stream so as to accommodate another vessel or the same vessel in view of the restriction of LOA, beam, draft, etc., such shiftings shall be treated for Port convenience.

- v) Whenever an export loading vessel is required to be shifted from Harbour Wall berths to BPX/BPS berths due to restriction of LOA, beam and draft via stream, such shiftings shall be treated for Port convenience.
- vi) Whenever an import discharging vessel is required to be shifted from BPX/BPS to Harbour Wall berths due to restrictions of LOA, beam and draft via stream so as to accommodate another vessel at BPX/BPS, such shiftings shall be treated for Port convenience.
- vii) Whenever irrespective of loading/discharging, if the vessels are required to reposition either from Harbour Wall berths to BPX/BPS berth and vice versa, and if such shiftings are required to be done due to restrictions of LOA, beam and draft, the same shall be treated for port convenience.
- viii) Whenever a vessel is shifted either from Harbour wall berths or BPX/BPS berths to stream so as to accommodate another ousting priority vessel, such shifting shall be treated for Port convenience.
- ix) Whenever vessels are required to be shifted from deep draft anchorage to lesser draft anchorage in order to accommodate vessel of higher draft, such shifting shall be treated for Port convenience.

SHIFTING FOR PORT CONVENIENCE benefit will **not be applicable** in the following cases:

- (i) Non-cargo vessel which in any case have to vacate the berth when cargo vessel arrives.
- (ii) Vessels which are idling at berth without doing any cargo handling operations.

*By making an application for, and accepting, the berth or other services and facilities in the port, the Vessel and the agents agree to be bound by the provisions of the MPT ACT, Bye-laws, Rules and Regulations, Scale of Rates at Mumbai Port issued and amended from time to time by the Port.*

### **19. IMMOBILISATION OF VESSEL**

As a general rule the Port does not grant permission for immobilization of the main engines of the vessels. Immobilization will be permitted by Marine Department subject to the following terms and conditions.

- (i) Permission will have to be obtained in writing from the Port.
- (ii) Master shall ensure that the vessel remains safely alongside and if required, double up the moorings.
- (ii) In case the vessel is unable to remain alongside for whatever reasons, any pilot / tug / mooring crew assistance provided by the port will be on chargeable basis.

**Immobilization of a vessel shall be only during “day time”.**

### **20. ACCIDENT ON BOARD THE VESSEL**

In case any accident takes place on board the vessel in which port personnel/contractor staff is injured, the vessel will be held responsible for the same and will be liable for penalties/compensation decided by the port, which will be final.

### **21. PRIORITY BERTHING FOR COASTAL VESSELS**

Ministry's guidelines vide reference No.PT-11033/51/2014-PT dated 04.09.2014.

- (i) “Coastal vessels” is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / competent authority.



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- (ii) Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.
- (iii) All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
- (iv) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
- (v) Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
- (vi) There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
- (vii) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
- (viii) Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
- (ix) Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing

through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.

- (x) The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate formal for coastal and foreign vessels.

### **22. VESSEL ARRIVING FOR BOTH IMPORT & EXPORT CARGO**

When the vessel is programmed for carrying out both import and export cargo handling (subsequently / simultaneously) the arrival seniority shall be considered provided the export programme / schedule is declared before berthing of vessel for discharge operation. Vessels completing import cargo handling inside the dock and intended for back loading of export cargoes shall be deemed as ready when the import has been completed or upon readiness of export cargo/documents, whichever is later and as per the other condition for export vessels already mentioned.

### **23. CARGO READINESS FOR BERTHING A VESSEL FOR EXPORTS**

- (i) Vessels seeking berth ONLY for loading should have its Export cargo carted in the docks with 60% of cargo aggregated and should be physically available before berthing the vessel for loading with Customs and Port documentation completed for atleast 60% of the cargo before berthing the vessel and balance document should be made available after berthing without any delay in vessel operation.
- (ii) If the shipper fails to complete the document formalities, the Port may shift the Vessel to stream on agents account to accommodate another vessel in waiting.
- (iii) For **liquid bulk cargo meant for export** wherein the cargo is fed from outside the port, customs and port

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documentation for a minimum of 60% of the cargo should be ready prior to berthing the vessel.

- (iv) In the case **of Export of liquid bulk cargo like Molasses, Edible oil** etc where the tanks are located within the port, 100% cargo should be physically available with full customs and port documentation completed.
- (v) For all **agricultural produce** (wheat, maize & sugar) meant for exports a minimum of 50% of the total Shipping Bill quantity should be physically available with full customs and port documentation completed.

### **24. SENIORITY OF THE VESSEL**

- (i) Arrival date and time of a vessel shall be reckoned as the time and date of her entering the Port limits as reported by the Master communicating to VTMS which shall be verified based on the radar recording, wherever possible.
- (ii) In cases when the order of arrival of 2 or more vessels is the same, the deciding factor will then be the order of anchoring as recorded by the Port control.
- (iii) Anchoring time shall be declared by the Master and that becomes the basis for deciding the seniority of the vessel in cases where 2 or more vessels arrive at the same time. However, the master shall declare the anchoring time within a maximum limit of 30 minutes from the time of anchoring, however, vessels will be considered for berthing as per seniority / priority after they are ready in all respects.
- (iv) The order for sailing will be on the order of calling for Pilot by the ship master subject to other priority and operational requirements for ensuring quick dispatch of ships.
- (v) In respect of import vessel (dry cargo), which is going to load export cargo after completion of her discharge, her seniority for the purpose of allotment of berth under Export will be counted from the time the vessel is ready to load cargo.

### **25. SHIFTING OF VESSELS TO ANCHORAGE**

Any vessel idling at berth or underperforming shall be shifted to anchorage at her cost.

In case the vessel is shifted out from berth due to poor performance or any other reason, the seniority of the vessel will be lost and shall be considered as fresh from the date /time of shifting to outer anchorage.

In case of vessel being shifted to outer anchorage to accommodate vessels enjoying ousting priority etc. the seniority of the vessel will be protected, as already given at the time of its first berthing.

### **26. DISCRETION OF THE PORT TO SHIFT VESSELS ON PORT CONVENIENCE**

Notwithstanding any provisions in the above policy, the port shall have the discretion to shift any working vessel, 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.

### **27. GOVERNMENT OF INDIA DIRECTIONS ON BERTHING**

Government guidelines regarding berthing of vessels and priorities issued from time to time shall be reckoned as part of this Policy and in case of any conflict with the provisions therein, government guidelines shall prevail.

### **28. MISCELLANEOUS**

- (i) All the matters related to Berthing of vessels shall be discussed and decided only during the course of OG Meeting held daily. As such, submission of applications, amendments, whatsoever etc. shall be recorded on PCS and informed to the trade only during the OG Meeting. In case there is no OG Meeting on a particular day, the effect of the declarations given will be from the time and date of the OG Meeting.

## BERTHING POLICY – 2020

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- (ii) Notwithstanding the above Policy, the Traffic Manger shall have the discretion to shift any working vessel if required from berth to accommodate other vessels as per Berthing Policy or any other bonafide requirements.

### **29 BERTHING OF VESSELS AT MICT (BPX)**

- (i) At Mumbai International Cruise Terminal (MICT), International Cruise Vessels (ICV) whose schedule has been given about 1/2 years back are berthed at MICT, BPX. The ICVs are berthed directly on arrival, if berth is vacant or berth under ousting priority by ousting cargo vessel from BPX berth.
- (ii) For the International Cruise Vessel berthing at MICT under ousting priority, instead of “*Ousting charges*” and the collateral “*shifting out*” and “*shifting in*” charges of the ousted vessel, only “*priority charges*” is levied and difference between these charges will be remitted under Section 53 of Major Port Trust Act, 1963. (TR 12 dated 30.05.2016)

### **30. BERTHING OF VESSELS AT BPX/BPS**

- (i) Vessels loading cargo and requiring BPX or BPS for topping up, on readiness declared by agent on attaining the permissible draft thereat shall be regulated at BPX or BPS, after the vessels thereat sail or shift to alternate berth. However, no vessel will be ousted from BPX or BPS for accommodating these vessels.
- (ii) Vessels with draft of more than 8.5 meters can be regulated at BPS or BPX berth
- (iii) All pure car carriers or Ro-Ro vessels opting for OCT shall be berthed at OCT directly on arrival depending on the availability of berths.
- (iv) As and when a Cruise Vessel with LOA of more than 800 is at BPX berth and another cargo vessel is at BPS, the deep drafted cargo vessels which arrive during this period shall

be taken directly to OCT, without any delays, subject to availability of berths.

- (v) In case where there is likely to be availability of berth at harbour wall, the cargo vessel at OCT shall be shifted to harbour wall berth on port account provided the draft has reduced to 8.5 and below.
- (vi) Vessels loading cargo at harbour wall berths or berths in dock basin and expected draft at the time of sailing, if more than 8.5 meters, the cargo vessel will be shifted to BPS/BPX for topping up operations .
- (vii) The berthing of International and Domestic cruise vessels at BPX having ETA clashing, shall be decided by the Port.

### **31. COAST GUARD VESSELS**

Mumbai Port has leased one berth i.e. 22 ID berth to Coast Guard for 30 years. The Coast Guard vessels are normally berthed at 22 ID and additional Coast Guard vessels are allotted berths inside dock basin, depending on the berth availability.

### **32. COASTAL CARGO VESSELS**

All vessels carrying coastal cargo shall normally be accommodated at berths 9, 10, 11 ID and in case the draft of the vessels does not permit berthing of the vessels at these berths, such vessels are allotted other berths in the dock basin for cargo operations.

### **33. OFFSHORE SUPPLY VESSELS**

Offshore supply vessels seeking allotment of berth are allotted berths as per the availability of berths inside the docks and harbour wall, only after payment of Berth Hire Charges by Vessel Agents in advance for the number of days planned for staying in docks. Such vessels carry out survey, minor repairs, discharging or loading of offshore materials etc.

### **34. REPAIR VESSELS**

Some of the vessels requiring repairs at berth are allotted berth on advance payment of berth hire charges. Repairs are permitted after submission of NOC from Cochin Shipyard Limited (CSL).

### **35. COCHIN SHIPYARD LTD. (CSL)**

CSL under agreement with MbPT has been leased Hughes dry Dock (HDD) and 4 berths viz. 5, 6, 7 & 8 Indira Dock for dry dock and wet dock repairs of Vessels for 29 years. Under the agreement, any vessel requiring repairs at berths other than the allotted needs to get NOC from CSL.

*Not with-standing anything contained above, The Port shall retain the right to prioritize any/all of the above conditions depending on the special circumstances prevailing and discussed during the OG Meeting. Decisions of Mumbai Port on berth planning and allocation are final and binding on all concerned.*

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**WORKING LENGTH AVAILABLE AT BERTHS  
IN INDIRA DOCKS**

<b>BERTHS</b>	<b>TOTAL LENGTH (FT.)</b>	<b>WORKING LENGTH (FT.)</b>
BPS-BPX	1600	1450
2-6 ID	2600	2460
7-9 ID	1500	1430
10-12B ID	2680	2540
13B-17ID	3780	3600
18-21 ID	2454	1902