

MUMBAI PORT AUTHORITY



STANDARD OPERATING PROCEDURE FOR BERTHING OF VESSELS AT OCT

BERTHING POLICY IN PLACE

MbPT has already a berthing policy for berthing of vessels in the Indira Docks, Harbour wall berths, BPS/BPX and OCT berths, duly approved by Board by TR No. 184 dated 24.11.2020 and the same is published on 30.12.2020.

1. OBJECTIVE

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

2. BERTHING RATIONALE

The allotment of berths for 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 periodically.

3. CHECKLIST FOR BERTHING OF VESSELS AS PER THE BERTHING POLICY 2020

As per berthing policy 2020.

4. OCT BERTHS

The total length of OCT Berth is 700 Mtrs, and normally two vessels are berthed at OCT with working length of less than 500 Mtrs.

5. BERTHING OF VESSELS AT OFFSHORE CONTAINER TERMINAL (OCT) – Related TRs.

5.1 By TR 26 of 30.5.2015, the Board had accorded sanction as under:

- (i) To permit alternate use of the OCT for handling car carriers for a period of one year from the date of operation on trial basis with tariff at 130% of the present level of tariff of MbPT subject to approval by TAMP.
- (ii) ICTPL to file proposal before TAMP for 30% rise in tariff from present level of tariff of MbPT.
- (iii) The revenue share at 130% of tariff to be 55% for MbPT and 45% for ICTPL.

5.2 The board later by TR No 59 of 28.09.2016 accorded sanction as under:

- (i) Continuing alternate use of OCT for handling of Car Carriers.
- (ii) The revenue share as approved by the Board by TR No. 104 dated 28.10.2015, i.e., 72% to MbPT and 28% to the Licensee, if ICTPL levy tariff @ MbPT SOR and if ICTPL levy tariff @ 130% of tariff of MbPT, revenue share would be 55:45, i.e., 55% to MbPT and 45% to ICTPL
- (iii) The arrangement will be operational till final decision is taken about re-organization of OCT Project.

The Board further authorized the Chairman to permit alternate use of OCT for all types of cargo and passenger vessels only in highly exceptional circumstances when port's berths are occupied.

5.3 The Board by TR No 242 dated 27.12.2019 accorded sanction as under:

- (a) Cargo ships having pre-berthing detention of more than 1 tide for BPX/BPS berths, (i.e. missing a tide after the suitable tide for berthing on ship's readiness) shall have option to utilize OCT.
- (b) In case, there is possibility of shifting of cargo ship from OCT to BPX/BPS and to complete the balance cargo at these berths, then MbPT will reserve the right to shift such ships to BPX/BPS/Harbour Wall /Indira Dock berths (as per decision taken in O.G. meeting, the shifting will be on MbPT account).

- (c) Regarding berthing of Cargo ships at OCT it was pointed out that Vessel Agents are paying 130% berth hire at OCT and hence they are not willing to pay 50% stevedoring charges as royalty. Hence it was decided to demand for at least 25% stevedoring charges as royalty when Cargo ships are berthed at OCT.
- (d) The above shall be applicable only for ships other than Ro-Ro and Automobile ships.

5.4 By Circular No.TM/B1/35 dated 07.01.2020, the trade was informed about the berthing plan for Cargo ships at OCT – to mitigate the effect on Cruise ships visiting BPS, BPX and revenue thereof.

6. PROPOSED 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/ MbPT 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 MbPT/OCT berths, in the OG meeting.

The possible scenarios necessitating berthing of vessels at OCT vis-à-vis Mbpt 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 BPX 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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