

C I R C U L A R

Iron, Steel Scrap & Shipbreakers Association of India
The Indian Ship Breakers Association
All Ship Breakers.

Sirs,

Sub: Ship breaking activity in Mumbai Port.

- Ref: 1) This office circular No.TM/B/10-15/08
of 86-87 dated 2.5.2009.
2) This office circular No.TM/B/10-15/12
of 86-87 dated 12.5.2009.
3) This office circular No.TM/B/10-15/14
of 86-87 dated 3.6.2009.

The number of vessels calling Mumbai Port for breaking has been increased significantly. Consequently, some of the vessels have to wait for beaching . To circumvent congestion, it has been decided to ear-mark plots LDT-wise, which is as under:

Sr.No	LDT range in MT	No.of plots	Plots ear-marked
1.	Upto 3000	04	LBS-11, LBS-12 , PWB-1 & PWB-7.
2.	Above 3000	14	All other plots i.e. LBS-1 to 10 and PWB-3 to 6.

Note: (a) The plots will be allotted based on the LDT of the vessel. However, in case plots of a smaller LDT range remains vacant, the beaching of vessel falling in higher LDT range will be beached.

(b) The number of plots earmarked will be reviewed as per the demand.

2. The procedure for beaching a vessel behind the vessel undergoing breaking in the event when all plots are occupied, is modified as under:

- (i) The beaching of vessel behind a vessel undergoing breaking can be considered only when 80% of LDT is broken or less than 1000MT LDT is balance to be broken, whichever is lesser, of a vessel at the plot. The percentage of LDT broken will be determined strictly by considering 800 MT per month for vessels

having LDT upto 3000 MT and 1000 MT per month for vessels having LDT above 3000 MT;

- (ii) Vessels having LDT upto 3000 MT will be beached behind vessels undergoing breaking at ear-marked plots irrespective of completion of breaking;
- (iii) Vessels having LDT of 5000 MT and above shall be given preference for beaching;
- (iv) However, if the applicant is in possession of a plot, he will be allowed to beach his next vessel behind the existing vessel undergoing breaking, at his request, provided the beaching application complete in all respects of the vessel is submitted prior to completion of 80% of breaking of the existing vessel at that plot.

3. All ship breakers are hereby directed that -

- (i) Vessels beached at vacant plot shall commence breaking within 7 days from the date of beaching. In case breaking of the vessel does not commence within 7 days, shipbreaking charges will be recovered from 8th day onward instead of beaching charges and accordingly the regulated period will be counted from that day onwards.
- (ii) The ship breakers of the vessels beached behind vessels undergoing breaking shall submit all required documents prior to completion of breaking of previous vessel and commence shipbreaking within 3 days from date of shipbreaking permission. In case breaking of the vessel does not commence within 3 days, shipbreaking charges will be recovered from 4th day onward instead of beaching charges and accordingly the regulated period will be counted from that day onwards.
- (iii) To break their vessel at the rate of 800 MT per month for vessels having LDT upto 3000 MT and at a 1000 MT per month for vessels having LDT above 3000 MT;
- (iv) The shipbreaker shall complete breaking, remove all broken materials from plot and surrender plot within the time period arrived as per norms specified above.

4. Shipbreakers failing to adhere to the norms specified at para 3 above and failing to complete the breaking and not surrendering the plot within the

stipulated period, shall be dealt sternly and services suspended without further reference.

5. As a one-time measure, vessels which are already awaiting beaching and vessels going to be arrived on or before 15.3.2010, will be allowed beaching irrespective of the LDT at any of the plots.

6. Mumbai Port Trust reserves the right to beach any vessel at any plot, without assigning any reason.

7. You are requested to take note of the same and give wide publicity amongst your members.

Yours faithfully,

**Sd/-
(S.S. SHIRALKAR)
DY. DOCKS MANAGER (GEN.)**