



जवाहरलाल नेहरू पोर्ट ट्रस्ट JAWAHARLAL NEHRU PORT TRUST

ISO 9001 : 2000
ISO 14001:2004
ISO 27001:2013
ORISAS 18001:2007

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मुख्य सतर्कता अधिकारी Chief Vigilance Officer-(022) 2724 2282; मुख्य प्रबंधक (प्रशासन) एवं सचिव Chief Manager (Admn.) & Secy-(022) 2724 2233;
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No.JNP/Traffic/LBS/ 1564

Date: 30/07/2016

Trade Notice

Considering increasing import of edible oil, the port intends to unlock additional capacity by improving the productivity of edible oil vessels handled at JNPT.

In this regard, after detailed discussions in various meetings held with the Shipping lines and Tank farm Operators, and taking into considerations the views expressed by the stakeholders, Port has formulated following comprehensive norms for TAT calculation (Total Allowable berth stay) that will come into force for all Edible Oil vessels handled at JNP w.e.f. 10th August 2016:

1. Pipeline wise flow rate norms

| Pipeline Diameter (Inches) | Flow Rate Norm (MT/ Hour) |
|----------------------------|---------------------------|
| 12" | 300 |
| 18" | 400 |

2. The above norms are not applicable for following situations

- Port side delays
 - Delays due to shifting of vessel
- Non port delays
 - 2 hours of pressure commencement
 - 3 hours of squeezing operation
- Adverse weather conditions
- Intermediate pigging - 6 hours or less

3. Overall turnaround time allows for TAMP approved procedures-

- Initial berthing to cargo commencement time - 3.5 hours or actual, whichever lesser
- 'Ready to sail' time - 4 hours of post cargo completion or actual, whichever lesser

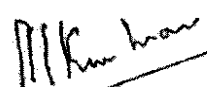
4. The port to calculate the allowable berth stay (TAT) for given vessels (Berthing to Ready to sail) at the time of entry inwards (berth allotment) of vessel. The procedure for calculating the allowable berth stay (TAT) norm is as follows -

- Identify cargo quantity on board and recipient terminal
- For the given cargo, identify largest pipe line available for the connection
- Calculate required berth stay depending upon the flow rate norm for the given pipe line diameter, pressure build up delay and squeezing delay - in case, if squeezing is applicable

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हमेशा हिन्दी में पत्राचार करके देश का गौरव बढ़ाएँ ।

- (iv). Apply allowable exemption for intermediate pigging, if applicable – is for 6 hours or monthly average, whichever lesser
 - (v). If multiple cargoes can be technically discharged/loaded simultaneously, then the cargo requiring highest time to discharge/ load will be the bottleneck cargo – bottleneck cargo will be considered to define 'allowable berth stay'
 - (vi). If multiple cargo cannot be discharged simultaneously, then berth stay requirements for the multiple cargoes to be additive for deriving overall 'allowable berth stay'
 - (vii). Calculate allowable berth stay (TAT) requirement by adding average monthly pre-commencement and post-completion delays or TAMP approved norms, whichever lower to 'allowable berth stay'
 - (viii). Average pre-commencement and post completion delays to consider 'Edible Oil' only
 - (ix). Any intermediate breakdowns for pipelines are not exempted from these norms
 - (x). JNPT to declare the allowable berth stay (TAT) to vessel at the time of berth allotment to the vessel.
 - (xi). Any delays due to shifting of vessel are exempted from TAT norm
 - (xii). Vessels to vacate berth after allowable berth stay (TAT) norm is reached.
5. This supersedes the "Maximum birth stay norm of 72 HRS " for edible oil vessels.
6. These norms will be reviewed after six months from date of its implementation.


(Dr. C. Unnikrishnan Nair)
Chief Manager (Traffic)
Jawaharlal Nehru Port Trust

Copy to:

- 1) ALL TANK FARM OPERATORS
- 2) ALL SHIPPING LINES
- 3) MANSA
- 4) JLCBUA
- 5) BPCL

Cc.:

- 1) PS to Chairman
- 2) PS to Dy. Chairman
- 3) Dy. Conservator
- 4) Chief Manager(Fin) /c