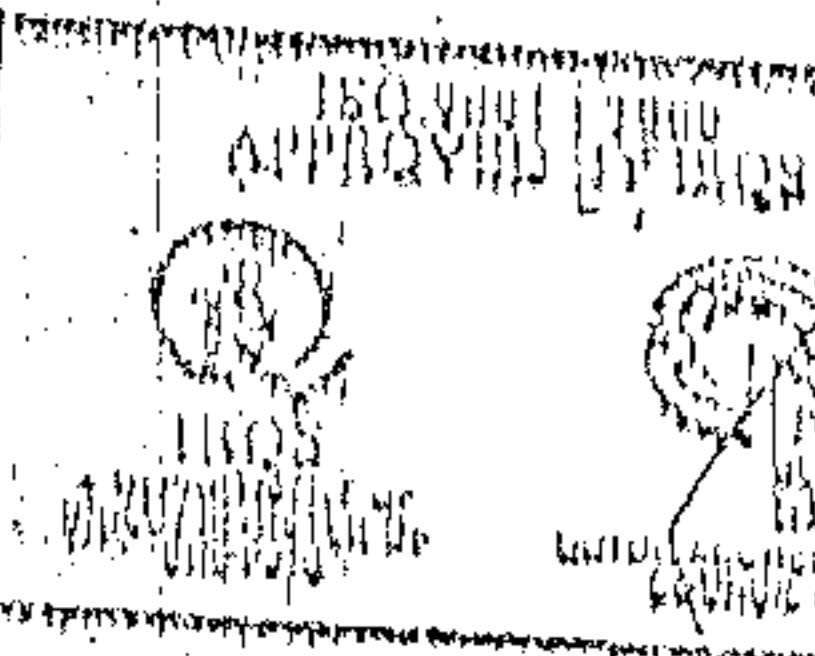




जवाहरलाल नेहरू पोर्ट ट्रस्ट
JNPT

जवाहरलाल नेहरू पोर्ट ट्रस्ट JAWAHARLAL NEHRU PORT TRUST

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JNP/OPRN-CMO/LIQUID/2010/137

01/02/2010

C I R C U L A R

Based on the requests of ministry of 'Shipping,' JNPT Liquid Chemical Berth User's Association and BPCL, now the norms for berthing of PSU & non-PSU vessels on priority and first-cum-first-serve basis at BPCL Liquid cargo Jetty, JNPT, have been decided as per Annexure (copy enclosed). This circular will come in force w.e.f. 01/03/2010.

(S.N. Maharana)
Chief Manager (Oprn)

To :

- I) Chief Manager (Operation), BPCL
- II) All Shipping Agents / Lines
- III) All Tankfarm Operators
- IV) MANSA
- V) Jnpt Liquid Cargo Berth User's Association
- VI) Liquid cargo Jetty, BPCL, JNPT.

C.C. to :

- 1) All Hod's / Sr. Managers
- 2) P.S. to Dy. Chairman (I/c)
- 3) P.S. to Chairman

Norms for berthing of Liquid cargo vessels on priority and first-cum-first-serve-basis

a) Priority berthing :

1. Vessels carrying cargo of BPCL, IOC and ONGC can only be considered for priority berthing subject to payment of priority berth hire charges in advance.
2. BPCL, IOC and ONGC can declare only a maximum of one vessel each per week for priority berthing.
3. Indian Navy ships coming for bunkering will have overriding priority on others considering national interest. In case of emergency or war like situation on payment of priority berth hire charges provided at least 96 hours notice is given, by Indian Navy, stating the details of emergency.
4. The declaration of the vessel for priority berthing shall be clear seven days in advance, in the daily pre-berthing meeting held at 1030 hrs. For example, if a vessel is declared on 01/01/2010 at 1030 hrs in daily pre-berthing meeting, the priority will be considered for 08/01/10 for a window of 24 hours i.e. 0001 hours on 08/01/10 to 2400 hours on 08/01/10. Vessel arriving at pilot station, in the example, after 0001 hours on 09/01/10 will lose priority.
5. Two priority vessels cannot be handled on both the berths simultaneously.
6. Two consecutive vessels on Priority on one berth will not be considered for berthing i.e. one after the other. However, the next priority vessel can be allowed for berthing on second available berth.
7. For priority vessel, the quantity of the cargo to be discharged / loaded shall not be less than 15000 MT and the entire cargo operation allowed shall be upto 36 hours. Failing which, the vessel will suspend operations on completion of 36 hours and shifted to outer anchorage and await berthing on normal turn basis.
8. Irrespective of PSU/non-PSU vessels, the priority berthing shall be provided without levying priority berth hire charges subject to loading/unloading of minimum parcel size of 50000 MT of cargo within a period of 24 hours (from commencement to completion of loading/unloading), failing which, priority berth hire charges shall be payable by the vessel agent prior to sailing of the vessel. This norm will be effective after seeking approval of the board.

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10/10

9. The vessel declared on priority has to obtain VIA, at least five days in advance of her ETA date.
- b) Berthing norms for other non-PSU / PSU vessels :
1. In order to tide over the congestion, the aggregate length of LOAs (Length Over All) of the two tankers with least hazardous cargoes at LB-01 shall not exceed 260.00 meters in fair season and 245.00 meters in foul season.
 2. Fresh declaration of the liquid vessels shall be made at least 72 hours in advance and VIA shall be registered with the Port at least 24 hours in advance; failing which vessel will not be considered for berth allocation in pre-berthing meeting.
 3. The decisions taken in daily pre-berthing meeting shall be valid for a period of 24 hours.
 4. ETA declared in daily pre-berthing meeting shall be in the permissible limits of +/- 2 hours only. Any change beyond that may be communicated in writing by the vessel agent which will be considered in the next pre-berthing meeting, and the vessel will be treated as freshly declared with new ETA.
 5. All shiftings of vessels at Liquid Berth shall be chargeable to the Agency request for shifting.
 6. The present norm of berth stay of 72 hours of the vessel at Liquid cargo jetty will be reduced to 56 hours at a stretch (once common user pipeline facilities are made available). The vessel can be declared again for subsequent berthing after vacating the berth and such vessels could be allocated berth on turn basis.
 7. Intermediate pigging for similar grade of cargo getting discharged into the same Tank Farm shall not be permitted.
 8. Intermediate pigging between two grades and / or two different cargoes will have to be completed within 06 hours failing which, the penal berth hire charges in addition to the berth hire charges shall be levied for the additional period taken to complete the pigging.
 9. Whenever a vessel is required to be shifted to accommodate any other vessel, the vessel agent has to submit the shifting memo completed in all respect to the control in time as decided in the pre-berthing meeting. Failing which, penal berth hire charges shall be levied in addition to the berth hire charges for the period by which the incoming vessel is delayed.
 10. A ready vessel after waiting for 96 hours, shall supersede a priority vessel.
 11. In case of any operational / tidal exigencies, JNPT reserves the right to review the situation.

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