



कोलकाता पोर्ट ट्रस्ट  
KOLKATA PORT TRUST  
हल्दिया गोदी परिसर  
HALDIA DOCK COMPLEX  
शिपिंग एंड कार्गो हैंडलिंग प्रभाग  
Shipping & Cargo Handling Division



ISO 9001:2008  
Certified by IRQS



ऑपरेशनल ऑफिस कंप्लेक्स,  
चिरंजीबपुर, हल्दिया - 721 604  
दूरभाष सं. (03224) 252208  
फैक्स सं. (03224) 252475  
जिला - पूर्ब मेदिनीपुर

Operational Office Complex,  
Chiranjibpur, Haldia - 721604  
Phone No. (03224) 252208  
Fax No. (03224) 252475  
Dist. Purba Medinipur

No.MTO/G/300A/1930

July 10, 2013

### CIRCULAR

Haldia Dock Complex has entered into an agreement with M/s. Universal Seaport Pvt. Ltd. (USPL) for Supply, Installation, Operation & Maintenance of 2 Mobile Harbour Cranes (MHC) and 4 Payloaders for undertaking all required on-board cargo handling operations as mentioned below at Berth No.4B. The Mobile Harbour Cranes and other equipment are expected to be put into cargo operation by the 12<sup>th</sup> of July, 2013.

Loading/Unloading of cargo to & from the ship/sea going barges as well as loading of cargo on non seagoing barges by using Mobile Harbour Cranes including operation of Payloader(s) inside hatches, cleaning of ribs and sweeping of cargo inside hatches/deck of the vessel at Berth No.4B.

An output of 20,000 MT per day by using 2 MHCs or 10,000 MT per day by using 1 MHC ( if situation so warrants) for the ships carrying dry bulk cargo at Berth No.4B is expected to be achieved by the contractor at each berth.

All cargo related charges for on-board, wharfage & other associated operations including special rate and taxes excluding charges for use of MHC shall be realized by KoPT directly from the Importers/Exporters or their agents/Steamer Agents as per the prevailing Scale of Rates of KoPT. For use of the MHCs, related charges @ Rs.85.44 per tonne (plus applicable special rate & taxes) is to be paid separately on adhoc basis which will be subject to approval of TAMP for Loading/Unloading of cargo to & from the ship/barge. The rate is for achieving 20,000/10,000 MT by using 2/1 MHC. However, in the situation when the productivity rate falls below 20,000/10,000 MT by using 2/1 MHC due to reasons not attributable to the contractor of KoPT, HDC, the importer/exporter will not be given the benefit of the lower rate as prescribed in the SoR. Similarly, in case the productivity is achieved more than 20,000/10,000 MT by using 2/1 MHCs, an additional 10 % of the base rate of MHC on the additional cargo handled over and above the 20,000/10,000 MT will be realized from the concerned importer/exporter or their agent/Steamer Agents.

Accordingly, the concerned Importers/Exporters or vessel agents (where required) must ensure proper evacuation/aggregation of cargo from/to hook point through their Service Providers (Shore Handling Agents), [Storage/stack yard management of cargo at the respective plot will be done by Importers/Exporters or their agents.] Importers/Exporters or vessel agents (where required) will be responsible for any detention of ship owing to their failure in ensuring prompt evacuation/aggregation of the cargo from/to hook point.

The Importers/Exporters or the vessel agent shall have to engage any of the Surveyor approved by KoPT for undertaking initial/interim/final survey of the cargo on the ship as per requirement.

*Handwritten signature*  
10/07/2013

(A.K. Mahapatra)  
Deputy Manager (Sh&CH)  
For Manager (Sh&CH)