



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



ISO 9001:2008  
Certified by IRQS



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### CIRCULAR

It has been decided that the following modified priority norms for calling of vessels at KoPT shall come in effect from April 01, 2016 and shall remain in force for a period of 6 months, after which the same will be reviewed.

1. Vessels in distress
2. Passenger Vessels
3. Vessels going to be neaped from next tide onwards and remaining neaped for more than 48 hours subject to availability of working berths within 48 hours
4. Crude/Liquid Ammonia/LPG Vessel
5. POL Products and Chemicals viz MS,ATF, SKO,HSD,FO, Naptha, Lube, Paraxylene, Butane 1, N Hexane, Bitumen, Coaltar, Benzene, Butadiene, Py. Gas, CBFS, Alcohol, Phosphoric Acid, Acetic Acid, and MEG Vessels, Methyl Tetra, Butyl Ether (MTBE), Phenol, Butyl Acrylic Monometer (BAM), Sulphuric Acid or any other inorganic acid and Linear Alkyl Benzene (LAB), Vessels (calling with or scheduled to load 3,000 tonnes or more) whether for discharge or for loading through pipeline.
6. POL Product and Chemical vessels as indicated against sl. no. 5, calling for unloading or scheduled to load less than 3,000 tonnes through pipeline. Such vessels, if waiting for more than 48 hours will be at par with priority no. 5
7. Coast Guard vessels (on emergency), Indian Navy Vessels, Scientific Expedition & Exhibition Vessels
8. **Applicable for HDC only:**
  - (a) Senior most container vessel (seniority will be decided depending upon arrival / readiness time whichever is later) subject to availability of working berth, mother/daughter vessels originating from Transloading
  - (b) 2nd senior most container vessels /all dry bulk cargo vessels intended to work at MHC berths and Berth No. 4A/export Thermal coal vessel for loading at Berth No. 4, subject availability of working berth. However, inter-se seniority among these categories of vessels will be determined according to their arrival and readiness time whichever is later.
  - (c) Vessels intended to load /unload any dry bulk cargo at conventional berths through ship's gears subject to availability of working berth. Inter-se seniority among the category of vessels will be determined according to their arrival and readiness time whichever is later. However, after waiting for more than 96 hours the seniority of such vessels will be upgraded to Sl.No. 8 (b)
  - (d) Vessels intended to unload / load edible oil or any other liquid cargo (not mentioned above), through pipeline. However, inter-se seniority among the category of vessels will be determined according to their arrival and readiness time whichever is later. In the event of those vessels are waiting for more than 144 hours the seniority of the same will be upgraded to Sl. No. 8 (b)



- (e) Vessels intended to load or discharge bagged cargo / steel cargo / project cargo or any other type of cargo not mentioned above, subject to availability of working berth. However, inter-se seniority of such vessels among category of vessels will be determined according to their arrival /readiness time whichever is later. In the event such vessels are waiting for more than 240 hours the seniority of the same will be upgraded to SI .No. 8 (b)

For calling the above category of ships [under SI. No. 8 (a) to (e)] declared for KDS the existing norms approved by BOT vide Reso. No. 25 dated 25.04.2009 may be followed unless the same is further proposed to be modified by KDS.

9. Vessels for repairing, dismantling, Engine trail, change of crew and other non-cargo handling purpose.

**Note:**

1. Coastal vessels shall enjoy calling priority in terms of Ministry's Guidelines.
2. Naptha and Paraxylene vessels waiting for more than 24 hours will be accorded priority at par with vessels at item (4) above
3. Out of turn priority may be accorded to vessels for HOJ at night subject to receivers / shippers / agents giving an undertaking that the vessel will be sailed out on the next morning tide
4. POL vessels may be accorded priority in-line with Crude Tankers at HOJ#3 provided the POL vessels are waiting at anchorage for 48 hours or more
5. Vessels completing cargo handling inside the impounded dock and intending to backload export cargo without going out of the impounded dock system, may be accorded priority over other vessels waiting at anchorage in ballast for loading exports
6. If any vessel cannot be called during any particular tide due to draft restriction / non-availability of working berth or any other reason whatsoever then next senior most vessels suitable for calling as well as working will be called in that particular tide
7. For calling vessel for lightening at Saugor the above calling norms will be followed provided the vessel is declared for calling Haldia after lightening. However if the vessels is declared for calling KDS after lightening at Saugor then norms applicable for KDS will be followed for calling the vessel at Saugor.

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- All Importers/ Exporters.