



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



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No.MTO/G/607-F/Shore/A/841

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### TRADE CIRCULAR

W.e.f. 01.06.2016, Haldia Dock Complex will undertake Shore handling operation at Berth 2 & 8 through engagement of a contractor namely M/s. Ripley & Co. Stevedoring & Handling Pvt. Ltd. The following operation will be undertaken by Port during the Shore handling operation at Berth 2 & 8:

1.

- i) Transfer of dry bulk cargo between Berth No. 2 and/ or 8 and the dedicated storage area(s) of the respective berth, including loading of dumpers at the berth/receiving points and unloading at the storage area(s)/jetty.
- ii) Storage/ stacking of dry bulk cargo at respective storage area(s) of the receivers, including heaping/high heaping of cargo, as well as all other required on shore operation. In case of shipment, the work will include proper heaping of cargo at the Jetty for vessel loading.
- iii) Loading of dry bulk cargo from the storage areas onto the rakes/trucks/other road bound vehicles for evacuation by Rail / Road in due consultation with concerned receiver/ importer or their representatives.
- iv) Despatch related services of wagons /trucks / other road bound vehicles including cleaning of wagons prior to loading, closing of gates of wagon/truck by suitable pegs after loading, lime spraying on the wagon.

The Port will also undertake the following works:

- a) Unloading of railway wagons by conventional means and transportation of export cargo to the storage yard or directly to jetty for vessel feeding.
  - b) Shore handling operations as above for break bulk cargo.
2. In case the cargo after unloading at Berth No. 2 and/ or 8 is stored in area other than at the dedicated storage area of the concerned berth (at which the cargo was originally unloaded), Port shall also arrange for transportation of cargo back to the railway siding at the dedicated storage area of the concerned berth for rail delivery.
3. After transfer of entire cargo from Jetty, a joint certification by the representatives of Port and the concerned importer or his authorized agent to be done, to establish that the

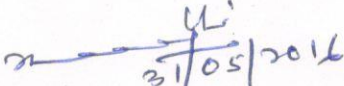
total cargo landed from the vessel has been transferred to the plot allotted to them or to their authorize agent.

4. Cargo will be loaded on to the wagon as per the direction of the Importer or their representatives to ensure that wagons are not under. loaded / loaded beyond the permissible limits as per Railway's Rules.
5. Apart from the above, the Port will undertake the following operations:
  - (i) Cleaning of the berths/wharfs.
  - (ii) Spillage cargo from the roads shall be collected and stacked at the specified storage area of the Importer.
  - (iii) Clearing the railway tracks at the dedicated storage area(s) of Berth No. 2 & 8.
  - (iv) Removal of foreign materials like boulders, thermal coal, iron-ore, etc. from empty wagons as well as cleaning of empty wagons placed at the railway sidings prior to loading of cargo to avoid contamination of cargo.

It may however be noted that services like photography, dealing Railway indents, water sprinkling, etc which are not under the purview of the basic shore handling operation are to be arranged by the importer/exporter separately as per their requirement and such arrangement will be outside the purview of the instant shore handling operation.

All charges for undertaking the different operations as mentioned above shall be realized by KoPT directly from the concerned port user as per the extant Scale of Rates (SoR) of KoPT. In addition to the despatch related service mentioned at 1 (iv) above, HDC shall also provide services related to weighbridge (both road & rail).

However, apart from Berth No. 2 and 8, at other Port operated berths the existing system of shore handling operation will continue.

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