



## KOLKATA PORT TRUST

कोलकाता पत्तन न्यास

An ISO 9001 : 2008 PORT

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No. Tfc/CTO/Berthing Policy.

Dated, the 27<sup>th</sup> December, 2019.

### TRADE CIRCULAR

#### Sub : SOP Guidelines for Fixed Window Berthing

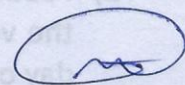
In terms of Chairman's directive vide letter no. Ch/N-225, dated 09.08.2019, Expression of Interest from Feeder Operators were invited for Fixed Window Berthing at 4/5NSD side. After successful bidding, Work Order to M/s Bengal Tiger Line (India) Private Limited, M/s FAR Shipping (India) Pvt. Ltd. And Transworld Global Logistics Solutions (India) Pvt. Ltd. have been issued for Monday berthing – Wednesday sailing, Wednesday berthing – Friday sailing and Friday berthing – Sunday sailing respectively.

In view of the above and as approved by Competent Authority, the following SOP Guidelines are given below:

- 1) The calling of the vessel may be on the previous day or on the same day as the window, provided the vessel can work before 12 noon on the date of window start. Priority for calling will be given over and above the present calling priority of container ships at KDS.
- 2) Feeder Operators who are awarded the Fixed Window Berthing on the slot has to get the vessel ready by all means (ready to work) inside the dock before 12 Noon on the day of berthing in the Window and has to finish cargo operations by all means by latest by 2 PM Noon on the last day of the window failing which the vessel will be shifted out of the berth.
- 3) Vessels for Fixed Window berthing will be given priority for berthing as per EOI at 4NSD and 5NSD only. Vessels declared under FWB scheme cannot be accommodated at 3NSD berth due to their size (LOA).



- 4) Shifting of Non-Window vessel out of the working berth to accommodate the Window Vessel and its shifting back to the Working berth will be under Port convenience and the Vessel Agent should not be charged for shifting of the vessel.
- 5) The Window vessel shall be accommodated at any of the berths at Non-CPY side at 4NSD/ 5NSD. The movement for the Window vessel should be given by 1100 hours latest on the Window start date to enable the vessel to start operations by 1200 hours subject to operational convenience.
- 6) In case no working berths are free to accommodate the window vessel, the junior most vessels amongst the working vessels at Non CPY (4NSD/5NSD) may be shifted to accommodate the Window vessel. The junior most amongst 4 NSD and 5 NSD vessels may be shifted to accommodate the Fixed Window vessel.
- 7) The junior most vessels as per reporting date and time at Sandhead will be shifted to accommodate the Fixed Window vessel or as per Port's convenience. Port's decision in this regard is final.
- 8) Fixed window vessel will be allowed to continue beyond her scheduled time subject to availability of the same berth.
- 9) In case, the productivity of the vessel is hampered by Port non-performance due to MHC failure or bad weather leading to non-completion of cargo operations, the vessel will be allowed to stay at the berth till cargo operation is finished as the case may be.
- 10) In any case, the move count for a window vessel shall not exceed **1050** moves in a call. The export generation of the vessel should be controlled to restrict the move count to **1050**. Window vessel is allotted to work at berth for 50 hours only. Average performance of MHC is 21 moves per as of now. Basis on it **1050** moves is fixed for a call.
- 11) In case of neaping of more than 3 vessels, appropriate call will be taken by the competent authority to call window vessel. In that case, if window is forgone, then the feeder operator will get additional call in the window.
- 12) **Export Cutoff time:** The existing cutoff time for entry and readiness of Export containers will be as per the present practice. However, export will be opened for FWB vessel 6 days in advance from the ETA declared for the vessel.
- 13) Few scenarios/consequences are now visualized which are given above. Any further scenarios/consequences arising during operational permutations in future which may be unique in nature will not be possible to foresee at this moment and will be brought to the notice of the competent authority.



**Traffic Manager**