

**KOLKATA PORT TRUST  
HALDIA DOCK COMPLEX**

**Office of the General Manager (Traffic)  
Jahawar Tower Annex Building**

MTO/G/382/Pt.VI/GMT-26

December 16, 2016

**TRADE CIRCULAR**

**Subject: Policy for allocation of berths for handling various cargo / container inside the  
impounded dock system at HDC**

The Trade has already been notified that from 1<sup>st</sup> October, 2016, the Productivity Norms for handling Dry Bulk Cargo at Berth Nos. 2, 4B, 8, 9 & 13 of HDC have been introduced and to maximize the productivity, majority of the Dry Bulk Cargo is required to be handled at Berth Nos. 2, 4B, 8 & 13 through MHCs, apart from Berth No.4, 4A & 12.

Incidentally there is a demand from the Trade, that some berths at HDC should be earmarked exclusively for handling clean Dry Bulk Cargo as certain commodities like sugar, food grains, finished fertilizers, etc. cannot be handled at the Coal Handling Berths due to contamination. Although Lime Stone, Iron Ore, gypsum, dolomite, cement clinker, fertilizer raw materials etc. are handled at the Coal Handling Berths at the moment yet the importers of such cargo also prefer clean Berths where coal or other dirty cargo are not handled.

Keeping the above issues in mind, the Board of Trustees of KoPT in its meeting held on 30.11.2016 has approved Policy for allocation of berths for handling various cargo/container inside the impounded dock system of HDC. In terms of the said policy the practice/guidelines enumerated below will be applicable for allocation of berths within the impounded dock system for handling various Dry Bulk, Break Bulk, Liquid Bulk Cargo as well as container vessels:

Berth No.	Type of Commodity
3	Paraxylene, edible oil. Dry bulk cargo meant for direct delivery from the jetty as well as various break bulk cargo subject to non availability of facilities for handling such cargo at other berths. In addition HSD, SKO and Furnace Oil can also be handled at this berth. However, Sulphur & other hazardous/dangerous dry bulk cargo will not be handled at Berth No. 3.
4	Loading of thermal coal for coastal export. Handling of Edible Oil through pipeline.
4A	Handling of compatible dry bulk cargo through mechanized system as per the license agreement with ISHPL.
2, 4B and 8	all types of dry bulk cargo like Coal, Coke, limestone, Clinker, Iron-Ore etc excluding food grains, sugar, other dry bulk material for human consumption. Break bulk cargo will also be handled at the said berths as per the provisions of Contract with the contractor(s) of KoPT. Paraxylene will also be handled at Berth No. 2.
5,6 & 7	Edible Oil and other liquid bulk cargo (except Class-A petroleum products) handled through pipelines having handling facilities at these berths. Berth No. 5 will be also utilized for loading/unloading of barges.
9	Slow moving non-black dry bulk cargo primarily meant for direct delivery from jetty & break bulk cargo using ship's gears.
10 & 11	Container.

Berth No.	Type of Commodity
12	Clean dry bulk cargo and various break bulk cargo including project material and steel as per the license agreement with TMILL.
13	Clean dry bulk cargo like sugar, edible commodities (in dry bulk form), and other non-black dry bulk cargo depending upon suitability/compatibility. Break bulk cargo will also be handled at this as per the provision of the contract with the contractor of KoPT. However, black dry bulk cargo like Coal, Coke, Manganese Ore etc will not be handled at this berth.

**Note:**

*The above practice/guidelines will be followed for allocation of berths inside the impounded Dock System for handling various Dry Bulk, Break Bulk, Liquid Bulk Cargo as well as container. However, in case of exigencies, Port may allocate any berth for handling any cargo depending upon its suitability and facilities available at the berths. In addition, Port may declare Berth No.7 as waiting berth to accommodate non-working vessels in the near future.*

The aforesaid policy is effected for a period of one year from the date of issuance of this Circular after which the same will be reviewed.

  
(S. K. Saha Roy)

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