



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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Trade Circular

Sub: Restricting calling of few non performing vessels carrying edible oil cargo at HDC

In order to improve the average productivity of Crude Palm Oil, RBD Palm Oil and Soyabean oil cargo at HDC, a Performance as well as Productivity/Incentives norms for handling of edible oil through pipeline was introduced w.e.f. 01.08.2017. The same was communicated to the Trade Circular no. MTO/G/104/Pt IX/1901 dated 19th June 2017. In the said norms, the benchmark productivity of Crude and RBD Palm Oil was fixed at 250 MT per hour and Soyabean Oil at 450 MT per hour. The said scheme was also approved by TAMP subsequently.

Upon observing the performances of the edible oil vessels during the last 10 months till 31st May 2018, it has been revealed that 26 vessels, carrying CPO, have consistently not been able to achieve the Benchmark productivity in two voyages or more.

It is seen that out of 26 vessels, 8 nos. of vessels, have achieved the benchmark productivity either once or more than once during last 10 months, 11 vessels (as shown under Table –A) have achieved more than 200 M.T. per Hour once or more than once and 7 vessels (as shown under Table –B) have consistently not been able to achieve more than 200 MT per hour.

Table – A

Sl. No.	Vessel Name	Sl. No.	Vessel Name
1	MT PV OIL JUPITOR	7	MT KAPPA SEA
2	MT YU FU	8	MT PV OIL VENUS
3	MT ASIA ASPARA	9	MT FENG HAI 33
4	MT EXPRESS	10	MT ADEN PRINCES
5	MT THERESA PISCES	11	MT PROSPER
6	MT QIAN TAI 1		

Table – B

Sl. No.	Vessel Name	Sl. No.	Vessel Name
1	MT BORNEO PIONEER	5	MT FENG HAI 22
2	MT DELTA SEA	6	MT FENG HAI 13
3	MT ARMONIA	7	MT BLUELINE 1
4	MT OCEANIC CORAL		

The performance of the aforementioned vessels is severely affecting the performance level of HDC and consequently the TRT of edible oil vessels have not been improved.

The Appropriate Authority of HDC has decided that the vessels shown under Table- B in the tabular chart will not be accepted by the port henceforth and other vessels shown under Table- A can be accepted at Haldia Dock subject to submission of an undertaking from the respective importers/steamer agents of the vessels that they will take all necessary steps so that benchmark productivity norms is attained by the vessel, failing which, such vessel will not be accepted further. The above will come into affect immediately.



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

Copy forwarded to all Importers of Edible Oil/Vessel's Agent for information and necessary action please.