



## TRAFFIC DEPARTMENT

No:TD/TM/GEN-201(PT-1)/ 905

Date: 22.05.2026

### OFFICE ORDER

The Board of Paradip Port Authority (PPA) in the meeting No. 05/2025-26 held on 20.01.2026 vide Resolution No. 177/2025-26 and meeting No. 01/2026-27 held on 15.05.2026 vide Resolution No. 03/2026-27 have resolved to approve the Berthing Policy for vessels for the FY 2026-27 (w.e.f 01.04.2026 to 31.03.2027) along with Priority Berthing Scheme (PBS) for Dry Bulk Cargo at CB-1 & CB-2 of MCHP (including IOB of IOHP) and General Cargo Berths with the following terms and conditions:

#### **A. Berthing policy for FY2026-27 (w.e.f. 01.04.2026 to 31.03.2027):**

- (i) Allotment of all berths for berthing of vessels in general will be on 'First come first serve' basis subject to readiness of vessel ; except captive berths, priority berthing under Priority Berthing Scheme (PBS) adopted by the Ports as well as the Ministry directives received from time to time.
- (ii) As per the circular of Govt. of India, coastal vessels calling at the Port will be provided priority berthing without payment of priority charges. Accordingly, Multi-Purpose Berth (MPB) will be earmarked for berthing of coastal vessels within 48 hours of arrival of the vessel. However, for some reason, if MPB is not available, coastal vessels may be berthed in another berth upon availability. However, CB- 1& CB-2 berths of PPA are declared as exclusive Coastal berthing facility for export of Thermal Coal.
- (iii) Priority berthing instruction received from Govt. of India from time to time for coastal vessels, vessels carrying sugar, finished fertilizer, LPG etc. will also be complied with. The priority in berthing will be first for vessels in respect of which instruction is received from Govt. of India from time to time. The next priority will be for vessels under PBS. The detailed terms & conditions of PBS are specified separately for CB-1 & CB-2 of MCHP and General Cargo Berth (GCB).
- (iv) For export vessels berthing will be considered provided the vessel is ready with complete Customs Documents (Shipping Bill) and Let Export Order (LEO) for the full quantity of cargo to be shipped on the ship that is already inside the Port.
- (v) In case the importer of cargo in any vessel fails to submit the Customs Bill of Entry/Out of Charge duly passed out within 30 days of completion of discharge of an earlier vessel at the Port, their subsequent import cargo vessel will not be berthed even if she is a senior vessel.

However, if a berth remains vacant and no other vessel is ready for berthing, PPA reserves the right to consider berthing of such vessel of the importer, primarily to optimize the port infrastructure utilization.

- (vi) One Project cargo/Ammonium Nitrate/Break Bulk/Scrap cargo/low productivity vessel will be handled at a time due to their low berth day output. However in case berths are vacant, additional Project cargo/Ammonium Nitrate/Break Bulk/Scrap cargo/ low productivity vessel can be accommodated. In such cases, Project cargo/Ammonium Nitrate/Break Bulk/Scrap cargo/low productivity vessel may also be shifted to anchorage to accommodate higher productivity vessel. If vessel is shifted to anchorage on account of low productivity/performance, the shifting charges (both, outward and inward) shall be borne by the vessel.
- (vii) Port will provide PBS for all types of import/export dry bulk cargo under MGT Scheme in the conventional berths.
- (viii) Liquid cargo vessels of M/s. IFFCO can be considered for berthing at MPB in case the same is vacant and FB-II is occupied and no other general cargo vessels are ready for berthing at MPB. In that event, berth hire charges will be recovered from IFFCO at the rate applicable for IFFCO and GCB, whichever is higher in addition to other vessel related charges. Wharfage for quantity handled by IFFCO at MPB would be recovered at the highest rate for that cargo applicable for FB-II and no telescopic rate is applicable in such case. The quantity handled by IFFCO at MPB will not be reckoned for the purpose of the MGT. Also, shifting charges will be payable by IFFCO in case of shifting of the vessel to IFFCO berth/roads for accommodating other general cargo vessels at MPB.

In case there is swapping of cargo between IFFCO and PPL, the wharfage charge for swapping quantity and berth hire charges will be paid by the importer at the rate applicable for GCB, PPL (FB-1), IFFCO (FB-2); whichever is highest. No telescopic rate will be applicable in such case. The above swapped quantity will not be reckoned for the purpose of calculation of MGT for PPL/IFFCO.

Berthing of liquid cargo vessel of IFFCO at FB-1 and vice versa is permitted for discharge operation as per requests of IFFCO/PPL on payment of charges as given below:

- a. Wharfage at the highest rate of all slabs, revised from time to time, on the liquid cargo transferred from the vessel of IFFCO berthed at FB-1 to IFFCO/PPL plant site; or from the vessel of PPL berthed at FB-2 to IFFCO/PPL plant site.
- b. Berth-hire charges at the rate applicable for GCB, PPL and IFFCO, whichever is highest.
- c. One shifting charge of the vessel.

Berthing of cargo vessel other than that of IFFCO/PPL at FB-1 and FB-2 is permitted for loading/unloading cargo operation as per requests of Importer/ Exporter and IFFCO/PPL on payment of charges as given below by the Importer/Exporter/Vessel Agent (as applicable) to PPA:

- a. The wharfage charge for loaded/unloaded quantity and berth hire charges will be paid at the rate applicable for GCB, PPL (FB-1), and IFFCO (FB-2); whichever is highest.
  - b. No telescopic rate will be applicable in such case.
  - c. The above loaded/unloaded quantity will not be reckoned for the purpose of calculation of MGT for PPL/IFFCO.
- (ix) Engagement of HMC is compulsory for vessels to load/discharge multiple consignments, if HMC is available. However, for non-fulfillment of this condition, the Port reserves the right to refuse the berthing of the vessel/Shift the vessel.
- (x) Engagement of HMC is mandatory in all vessels working at GCB, subject to availability.

However, loading of Ferrochrome / any other cargo in vessels at GCB will be allowed through slings/vessel gears, where operation cannot be undertaken by HMC, due to intrinsic nature of cargo.

- (xi) Shifting of vessels at port convenience will be allowed from one berth to another berth as per Port Scale of Rates (SOR) at Note-9 of Clause3.4 under Chapter-III.
- (xii) The productivity/performance norms linked incentive/penalty in respect of dry bulk cargo/break bulk cargo/project cargo/ammonium nitrate/Scrap cargo handled conventionally and the productivity/performance norms linked incentive/penalty in respect of dry bulk cargo handled mechanically at CB and IOB and penalty for wharf clearance shall be applicable as notified by the Paradip Port Authority from time to time.
- (xiii) First shifting is considered on Port convenience between different berths viz. mechanized berths of PPA (CB-1, CB-2 and IOB), GCBs of PPA (CQ-1, CQ-2, MPB and SQ), APPL (CQ3), PEQCTPL, JSWPTPL, KICTPPL and JPPL subject to minimum loading/unloading of 25,000 MT in each working berths, for the FY 2026-27.
- (xiv) Shifting of vessels for cargo operational purposes will be considered as per the Office Order No.TD/TM/GEN-211(PT-1)/1458 dated 07.07.2023, for the 2026-27.

**B. PRIORITY BERTHING SCHEME (PBS) FOR DRY BULK CARGO AT CB-1&CB-2 OF MCHP INCLUDING IOB of IOHP AND GENERAL CARGO BERTHS/ CONVENTIONAL BERTHS (FOR THE PERIOD FROM 01.04.2026 TO 31.03.2027)**

- (i) To avail the PBS, Electronic Bank Guarantee (e-BG) towards Minimum Guaranteed Tonnage [MGT] in respect of all import/export dry bulk cargo at GCB with MGT of 3.0 MMT for the FY 2026-27 is to be submitted.

- (ii) The participants have to apply to the Port giving their willingness to participate in the PBS on payment of MGT amount and they will be called MGT providers and will have to enroll themselves before 30.04.2026. A MGT provider under the scheme should furnish an irrevocable Electronic Bank Guarantee [e-BG] for an amount equivalent to the wharfage charges for 3.0 MMT plus applicable GST on highest wharfage rate on commodities expected to be handled from April, 2026 to March, 2027 by 30.04.2026.

Dry bulk cargo quantity handled at KICTPPL and JPPL will be taken into account for fulfillment of the above MGT of 3.0 MMT under PBS in respect of all import/export dry bulk cargo at GCB.

- (iii) The e-BG is to be drawn in favour of Paradip Port Authority on any scheduled banks and will be payable at Paradip Branch. In case the issuing bank does not have a branch at Paradip, it has to be ensured that the e-BG can be encashed at the nearest possible branch of the Bank to Paradip as per PPA format.
- (iv) Priority berthing of vessels under the PBS will be accorded for all types of import/export dry bulk cargo on submission of irrevocable Electronic Bank Guarantee (e-BG) in the prescribed format along with No Objection for an amount equivalent to the wharfage charges for MGT plus applicable GST at highest wharfage rate.
- (v) The MGT provider should submit the Bill of Entry/Shipping Bill in respect of all types of dry bulk cargo in the name of importer/exporter to avail the priority berthing under the PBS.
- (vi) Two berths will be reserved for vessels under the PBS for dry bulk cargo. Priority berthing charges would be levied only in respect of vessels berthed under priority. While vessels of MGT providers berthed on normal seniority will not be required to pay priority charges, the quantity of same would be reckoned for the purpose of MGT. To elaborate, priority berthing of vessels from among the waiting vessels of MGT providers will be considered only for two (2) Berths at GCB at any given point of time whether berthed on priority or normal seniority. If the number of vessels of MGT providers at berth is two (2) at any point of time, vessels as per normal seniority will be considered for next berthing.
- (vii) In case the number of vessels waiting for priority berthing is more than one, the vessels anchoring time will be taken into account and berthing will be provided on 'first come first serve basis' from among the waiting vessels for priority berthing.
- (viii) The participants in the scheme will be called MGT providers. In case the MGT provider fails to achieve the MGT target of 3.0 MMT during April, 2026 to March, 2027, the port would encash the e-BG for the equivalent wharfage on the shortfall quantity of MGT calculated on the highest rate applicable plus GST to the cargo(s) handled by the MGT provider without any advance notice/ intimation.

However, if the firm desires to deposit the equivalent shortfall amount, they may be permitted to do so.

- (ix) In case the storage plots allotted to the MGT providers are full and not available to accommodate further cargo, the request of the MGT provider to berth their vessel on priority will not be entertained.
- (x) In addition to PBS for General Cargo Berths, both the berths of MCHP (CB-1 & CB-2) and IOB of IOHP are also earmarked under the PBS for loading of Thermal Coal with an MGT quantity of 5.0 MMT for the period from 01.04.2026 to 31.03.2027. The participants in the scheme for MCHP will be called MGT providers and will have to enroll themselves under the scheme immediately i.e. on or before 30.04.2026 to avail the said PBS. A MGT provider under the scheme has to furnish an irrevocable Electronic Bank Guarantee in prescribed format for an amount equivalent to handling (unloading from wagon and shipment through coal handling plant) charges plus applicable GST for the cargo under the scheme i.e. 5.0 MMT to be loaded.

Thermal Coal loaded at PEQCTPL will be taken into account for fulfillment of MGT obligations of 5.0 MMT under PBS for loading of Thermal Coal at MCHP.

In case of MGT provider fails to achieve the MGT target of 5.0 MMT during the above period, the Port would encash the e-BG for an amount equivalent to handling charges (unloading from wagon and shipment through coal handling plant) on the shortfall quantity plus GST without any advance notice/ intimation.

However, if the firms desire to deposit the equivalent shortfall amount, they may be permitted to do so.

- (xi) To keep one Coal berth at a time for berthing of vessel of Thermal Coal exporters and who are enrolled under the Priority Berthing Scheme, berthing of vessel in other Coal berth will be done as per the seniority of arrival of the vessels. In case the vessels of Thermal Coal exporters who are enrolled in the Scheme do not have vessels for berthing, then berthing of non-MGT vessels will be done as per the seniority of the vessels.

To elaborate, priority berthing of vessels from among the waiting vessels of MGT providers will be considered only for one (01) berth at MCHP at any given point of time whether berthed on priority or normal seniority. If one vessel of MGT providers is at MCHP berth at any point of time, vessels as per normal seniority will be considered for next berthing.

- (xii) PPA reserves the right to shift any vessel under the PBS berthed at any berth if the ship fails to achieve the rate of loading/unloading stipulated by PPA to any waiting berth or to roads. For such shifting, charge will have to be borne by the MGT provider.
- (xiii) Any delay by any of the prospective MGT provider in making application for the PBS by the schedule date i.e. **30.04.2026** can be condoned by Chairman, PPA.


- (xiv) With a view to enhance the utilization of idle capacity of MCHP and to reduce pre-berthing detentions on account of such vessels at other general cargo berths, Port will consider berthing of Iron Ore Pellet and other Dry Bulk cargo vessels (excluding Iron ore) at CB-1 berth only.

However, vessels declared for loading of such cargo using the facility of CB-1 of MCHP will not be berthed ahead of any designated Thermal Coal ship ready for loading at MCHP.

- (xv) A MGT provider under the scheme should furnish an irrevocable **Electronic Bank Guarantee** valid up to **30.06.2027**.

**C.**

- (i) Vessel arrival and readiness status as at 1100 hours (IST) of the day will be reckoned for deciding the seniority, berthing, priority berthing and MGT priority berthing of the vessel.
- (ii) Notwithstanding any condition mentioned in the policy, PPA reserves the right to plan, schedule berthing and shifting of vessels to other berths/anchorage keeping in view Draught, LOA, Beam & other operational exigencies including productivity parameters, effective utilization of resources and Port convenience.
- (iii) In case of any dispute, interpretation of Chairman, PPA will be final and binding on all concerned.

  
Sr Asst Traffic Manager  
Paradip Port Authority  
*2/11/24*

**Copy to:-**

1. All Importers/ Exporter/ Stevedores/Handling Agents/Shipping Agents for information and necessary action.
2. The Secretary, PPSA/USA/KSAA, Paradip Port.
3. The FA&CAO/DC/CME, PPA for kind information.
4. The SE, MCHP/SE, IOHP, PPA for information.
5. All Officers of Traffic Department, PPA.
6. The Sr. Dy. Director, EDP Cell with a request to upload the same in PPA website.
7. Import/Export/Plot/Marine Section, Traffic Dept, PPA
8. O.O.G.F.