



आईएसओ 9001-2015 पत्तन  
AN ISO 9001-2015 PORT

मुरगांव पत्तन प्राधिकरण  
**MORMUGAO PORT AUTHORITY**

(पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारत सरकार)  
(MINISTRY OF PORTS, SHIPPING & WATERWAYS, GOVT. OF INDIA)  
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TM/02/26/2023/00049

Date:-07.02.2023

TRADE CIRCULAR NO.02/2023

Sub: - Implementation of Mormugao Port Authority (Berthing Policy for Dry Bulk Cargo – Implementation of Penalty and Incentives), 2023

Board vide Resolution No. 35 of 29.03.2022 resolved to implement the BR 48 dated 30.08.2018 regarding modified performance norms and penalty/incentive scheme for levy of penal berth hire charges. The Policy has been notified in the Official Gazette, Government of Goa and will be effective from 19.02.2023. The approved proposal is as below.

The performance (productivity) norms shall be stipulated as per the formula prescribed at para 4.1 and 4.2 of the policy guidelines issued by the Ministry. On basis of the said formula, the prescribed performance norm for the dry bulk cargo handled at Mormugao Port is as under:

CARGO	PRODUCTIVITY NORMS (Tons/day/hook)					
	HMC 1		HMC 2		SHIP'S CRANE	
	GRAB CAPACITY (CBM)					
	18	20	35	42	12	10
Mop	3400	3700	-	-	2300	1900
Gypsum	9100	10100	-	-	6100	5100
Iron lumps	9800	10900	-	-	6600	5500
Wood chips	--	3200	5600	6800	2000	1600
Limestone	10000	11100			6700	5600
Sand	9800	10100	-	-	6600	5500

The penalty/incentive linked with the performance, suiting the local constraints and restrictions are as under:

Performance norms slab	Penalty/Incentive
If the ship stays upto 5% (higher or lower) of the stipulated time for that commodity as specified in productivity norms.	Nil
If berth stay is more than 5% beyond the stipulated time for that Commodity as specified	Rs 500/- per hour or part thereof for every additional hour.

in productivity norms.	
If berth stay is 5% lower than the stipulated time for that commodity as specified in productivity norms	Rs 50/- per hour or part thereof for every additional hour of saving in berth time beyond 5%
Note:-Factors such as the delays that are attributable to the port viz., break-down/non-availability of port provided equipment, and weather related stoppages (tide, rain, rolling & pitching due to heavy wind, underwater currents, etc.) shall be considered as stoppages.	

The following work/operation stoppages, which are unique to Mormugao Port shall be considered:

- (a) Delays due to shifting of vessels, etc. (with any two berths shifting for vessels enjoying ousting/priority berthing, container vessels and cruise vessels is in routine);
- (b) Tidal conditions, heavy wind leading to stoppage of work to avoid flowing of dust to the fisher folks' habitation;
- (c) Delay in evacuation of cargo due to movement restrictions imposed by the local authorities, labour unrest, local unrest/functions-festivals, transport strike, bandh, etc. and delay in receipt of cargo due to non-availability of railway rakes (to be provided by South West Railways) which are beyond the control of the Stevedore.

The penalty/incentive provisions shall be applicable to Stevedores, with the provision that the amount can be claimed by the Stevedores from the cargo interests (Importer/Exporter) or vessel owners through their agents, depending on the reasons thereof.

Cargo handled at Mooring Dolphins which are unloaded using ships cranes is not covered under this proposal.

In case where in cargo/performance is not specified above (in Resolution 48 dated 30.08.2018), SoR Committee, MPA shall decide on to merge the cargo with similar descriptions to bring uniformity in implementation of the modified performance norms and penalty/incentive scheme for levy of penal berth hire charges.

  
 (Capt. Himanshu Shekhar)  
 Traffic Manager

To,  
Mormugao Steamers Agents Association.

Mormugao Stevedores Association

- c.c. 1. F.A.&C.A.O., Dy. Conservator, MPA  
 2. All Officers of Traffic Department  
 3. MPA Website 4. Hindi Section for Translation

} With a request to kindly circulate among your members and other business associates