

VISAKHAPATNAM PORT TRUST
TRAFFIC DEPARTMENT

TRA/GEN/EVTL

Dt. 16-05-2015.

CIRCULAR No.548

Sub: Commencement of Project Facilities at M/s. Essar Vizag Terminals Ltd. – Reg.

Trade are hereby informed that the Project Facilities for handling of Iron Ore traffic at Essar Vizag Terminals Ltd will be commenced w.e.f 14.05.2015. The following details are furnished to the Trade for handling of Iron Ore traffic at V.P.T.

PROJECT FACILITY :

- (A) The berth shall be operated for iron ore (including CLO up to -40 mm, fines and pellets) handling at Outer Harbour on exclusive basis.
- (B) The Concessionaire (M/s. Essar Vizag Terminals Ltd.) and the Concessions Authority (VPT) agreed that till the creation of Mechanized facility at the WQ1 berth of Inner Harbour i.e., in phase-II, the following shall be the arrangement:
 - (i) The Concessionaire shall have exclusivity on Iron Ore Handling (including CLO upto -40 mm, fines and pellets) for vessels above 12.5 mtrs. Draft. In case of vessels upto 12.5 mtrs. draft, the respective exporter shall have the option to choose between Outer harbor and Inner Harbour.
 - (ii) The Concessions Authority will continue to handle iron ore (including CLO upto -40 mm, fines and pellets) at any of the Inner Harbour Berths including WQ-1 berth, with the existing system of handling. The cargo will be handled by the Concessions Authority either through deployment of HMC / Electric Wharf Cranes or through ship gear depending upon the requirement.
 - (iii) The entire revenue on account of iron ore (including CLO upto -40 mm, fines and pellets) handling at Inner Harbour i.e., berth hire vessels related as well as cargo related charges shall accrue to the Concessions Authority. (VPT)
 - (iv) In case of pre-occupation of the berth at Outer Harbour and subsequent vessels are waiting for iron ore (including CLO upto -40 mm, fines and pellets) loading at the Port, the exporter can exercise option either for waiting for Outer Harbour Berth, or for handling at Inner Harbour berths. In case the exporter desires to handle the cargo at Inner Harbour, the Concessions Authority will have the discretion to handle the vessels at any of the berths including WQ-1 berth, in the Inner Harbour

BERTHING POLICY:

Iron Ore and Pellets handled through the Mechanical system – OB-I / OB II

- Both OB-1 and OB-II will be made available for mechanically loading iron ore vessels.
- Keeping in tune with the priority accorded by the Govt., for 75,000 DWT vessels, priority will be accorded only for Iron Ore Vessels of 75,000 DWT - 5%.
- Vessels with lesser DWT come under the non-priority turn.
- The minimum parcel size for loading at OB-I / OB-II is fixed at 30,000 MT (- 5%).
- At OB-II Iron Ore vessels will be berthed in the following ratio:

Category	Ratio of vessels
(BRS / Govt. Priority vessel) and non-BRS vessels	5:1*

- The ratio is fixed as 5:1 to ensure that vessels other than those under BRS could also avail of the facility...
- The minimum parcel size for loading at OB-I / OB-II is fixed at 30,000 MT (- 5%). However, in case of vessels after initially loading in the Inner Harbour upto the Inner Harbour draft, intend to up-top cargo of iron ore mechanically at OB-I / OB-II same will be permitted only if the quantity to be up topped at OB-I / OB-II is at least 10,000 m.t (-5%). Other vessels not meeting the above stipulations and requiring such up-topping, may plan to do so at other facilities in VPT through means such as Floating Cranes, Tran loaders, Barges, etc.
- If OB-I / OB-II is vacant and there is no demand, OB-II can be considered for loading lesser quantities or for up-topping at OB-II even if parcel size is less than above mentioned quantity.

Poor performance: For the purpose of shifting a vessel to the roads for poor performance at OB-I / OB-II, the same is defined as not achieving at least 80% of the operational norm that is decided by VPT from time to time.

Delays beyond the control of shipper / vessel such as non-weather condition are not reckoned for calculation of poor performance

- Such poor performing vessels shifted to Roads, the new seniority of the vessel shall be reckoned from the time of hoisting flag for shifting to roads.
- When the OHP is under maintenance or breakdown, the existing BRS / priority vessels will be carried forward. In such situation Iron Ore vessel's at berth / waiting will be considered as another priority category for berthing in the Inner Harbour.

3) INDICATIVE CARGO HANDLING NORMS

Category of vessel	Indicative norm in Tonnes Per Day(TPD)
Panamax vessels	55,000
100,000 to 150,000 DWT	65,000
>150,000 DWT	80,000

4) TARIFF

A) VESSEL RELATED CHARGES:

The vessel related charges are to be paid to VPT by the Steamer Agents as per V.P.T Scale of Rates.

B) WHARFAGE AND HANDLING CHARGES:

For the 1st 2 years from the date of Award of Concession

Iron Ore Mechanical	..	Rs.95/- per Tonne
Iron Ore Pellets Mechanical	..	Rs.97/- per Tonne

This is a composite rate for wharfage, handling, tripling and stacking.

5) TERMINAL CHARGES:

All Railway terminal charges to be paid to VPT @ 80% of Rs.Rs.22.97ps (Rs.18.40ps) as per the Railway Board Circular issued from time to time. Vessels of exporter concerned will be considered for berthing only after payment of these charges to VPT, duly submitting the payment details along with relevant Railway receipts.

Payment terms 1) Cargo handling charges i.e., Haulage, Tipping & Stacking, Storage/ License, Handling & Wharfage charges are to be paid in advance by Vessel owners/Agents/ Exporters to EVTL on Escrow Account.

Escrow account details

Company name	EVTL Operational Period Account
Bank Name	Yes Bank
Account No.	000180200005662
FS code	YESB000001
Branch	Ground & First Floor, Moti Mahal, Dr. Annie Besant Road, Next to City Bakery, Worli, Mumbai-400018
City	Mumbai

Therefore, all the Port Users are requested to make note of the above and necessary action may be taken for utilizing the M/s. EVTL terminal to handle mechanized Iron Ore handling system for carrying out the shipping operations at VPT.


TRAFFIC MANAGER /C

Copies to:

- PS to Chairman for kind information to Chairman.
- PS to Dy. Chairman for kind information to Dy. Chairman.
- DE/CME/FA&CAO/Secretary/DC for information
- M/s. Essar Vizag Terminals Ltd.
- PA to TM – for information of TM pl.
- All Officers – for information.
- All Dock Inspector's – for information and necessary action.
- All Trade - for information and necessary action.
- President, Visakhapatnam Stevedores Association, Visakhapatnam.- for information.
- Chairman, Visakhapatnam Steamship Agents Association, Vsp. – for information.
- Secretary, Visakhapatnam Charter Ship Agents Association, Vsp. - for information.
- President, Visakhapatnam Customs Clearing & Forwarding Agents Assn., Vsp. – for information