



दीनदयाल पत्तन प्राधिकरण

(आईएसओ 9001:2008 एवं आईएसओ 14001:2004 प्रमाणित पोर्ट)

DEENDAYAL PORT AUTHORITY

(AN ISO 9001:2008 & ISO 14001:2004 CERTIFIED PORT)

यातायात प्रबंधक का कार्यालय, दीनदयाल पत्तन प्राधिकरण, श्रमदीप बिल्डिंग, नया कंडला कच्छ (370210)



No. Traffic/Traffic/3478/170MMT/2025/2060

Date: 21/05/2026

CIRCULAR

In partial modification of the Berthing Policy Circulated vide Circular No. Traffic/Shipping/587/Berthingpolicy/2025/385 dated 24.03.2025 & Circular No. Traffic/Traffic/3478/170MMT/2025/618 dated 11.08.2025, following priority groups of Appendix-01A, stands amended as under-

Appendix-01A- Order of allotment for dry cargo -

Sl. No.	Group	Maximum No. of Berths	Notes
1	Finished Fertilizers or any other priority accorded by Government other than Coastal cargo vessels.	Two	<ul style="list-style-type: none">The vessels against which out of turn the Government of India from time to time has accorded berthing priority will be considered under this category. Allotment of berths will be based on inter se seniority. <p>In absence of suitable vessel under govt. priority, either waiting or having ETA of 48 hours, two berths under the category will be operated based on vessel declaring productivity in terms of "30000/25000/10000 MTPD"* (Higher Quotes) will be considered for berthing. Allotment of berth will be based on seniority. The eligibility criteria for this category will be, for bulk cargo, a productivity of minimum 15% above the prescribed norms or 30,000 MTPD/ 25,000 MTPD/ 10,000 MTPD whichever is higher.</p>
2	Coastal cargo vessels.	One	<ul style="list-style-type: none">Allotment of berth will be based on seniority.In absence of suitable vessel under coastal priority, one berth under the category will be operated based on vessel declaring

Sl. No.	Group	Maximum No. of Berths	Notes
			productivity in terms of "30000/25000/10000 MTPD"* (Higher Quotes) will be considered for berthing. Allotment of berth will be based on seniority. The eligibility criteria for this category will be, for bulk cargo, a productivity of minimum 15% above the prescribed norms or 30,000 MTPD/ 25,000 MTPD/ 10,000 MTPD whichever is higher.
3(A)	Higher productivity.	Two	A productivity of 15% above the prescribed norms or 40,000 MTPD, whichever is higher, will be the minimum eligibility criteria for this category. Vessel committing to highest productivity in terms of MTPD will be considered for berthing. Commitment of highest productivity should not exceed the upper ceiling of 55,000 MTPD. In case of same commitment offered by more than one port user, allotment of berth will be based on seniority.
3(B)	Vessels declared under SAAGAR Scheme	Two	<ul style="list-style-type: none"> • Inter Se seniority of the vessels under SAAGAR Scheme to be based on the time of documentary readiness (including but not limited to payment of charges) vis-à-vis the time of reporting, whichever is later. • In case, reporting times of two or more ships coincide, seniority will be accorded in order of the parcel size, i.e., the vessel having a larger loading/ unloading programme will be construed to be senior to the vessel having lower loading/ unloading programme. • One berth shall be allocated for dry bulk cargo vessels and one for break bulk cargo vessels. However, in the absence of a vessel in either cargo category, both berths may be allocated to vessels of the other category
3(C)	Vessels having a minimum parcel size of 8,000 MT and completing within 24 hours.	One	<ul style="list-style-type: none"> • The vessel has to complete the cargo operations (export/ Import/ Both) and vacate the berth in the same tide the next day in which the said vessel was berthed

Sl. No.	Group	Maximum No. of Berths	Notes
			<p>on the previous day. The time of stay at berth in all the cases shall not be more than 24 hours/ till last sailing pilot in same tide. The vessel has to vacate berth as per the tide. Allotment of berth will be based on seniority.</p> <ul style="list-style-type: none"> In absence of suitable vessel under 24 hrs priority, one berth under the category will be operated based on vessel declaring productivity in terms of "30000/25000/10000 MTPD"* (Higher Quotes) will be considered for berthing. Allotment of berth will be based on seniority. The eligibility criteria for this category will be, for bulk cargo, a productivity of minimum 15% above the prescribed norms or 30,000 MTPD/ 25,000 MTPD/ 10,000 MTPD whichever is higher.
3(D)	15,000 MTPD priority.	-	Kept in abeyance.
3(E)	8,000/ 6,500 MTPD priority.	One	<p>Allotment of berth will be based on seniority. The eligibility criteria for this category will be as follows -</p> <ol style="list-style-type: none"> For bulk cargo, a productivity of minimum 15% above the prescribed norms or 8,000 MTPD, whichever is higher. For break bulk cargo, a productivity of minimum 15% above the prescribed norms or 6,500 MTPD, whichever is higher.
3(F)	Vessels having a minimum parcel size of 14,000 MT and completing within 48 hours, in case no vessel is eligible for berthing under Sl. No. 3(B).	-	Kept in abeyance.
3(G)	Any vessel committing a higher productivity.	-	Kept in abeyance.
4	Vessels scheduled to load/unload Steel/ Project cargo.	One	Allotment of berth will be based on seniority.
5	Tankers scheduled to discharge Bitumen at Dry Cargo Berths	One	Allotment of berth will be based on seniority. A productivity of 15% above the prescribed norms will be the minimum eligibility criteria for this category. In absence of Bitumen Vessel, one additional berth will be

Sl. No.	Group	Maximum No. of Berths	Notes
			operated under General group (Sr. No. 5) based on Seniority.
6	Vessels scheduled to load general export or import cargo.	Remaining Berths	Allotment of berth will be based on seniority. However, allotment of berths to bagged cargo will be capped to 3, i.e. at most 3 bagged cargo ships would be permitted to work simultaneously under this category.

* - "30000/25000/10000 MTPD" indicated at Sr. No. 1, 2, 3(A), 3(C) means vessels quoted 30000 MTPD, 25000 MTPD, 10000 MTPD will have 1st priority, 2nd priority, 3rd priority respectively and will be scheduled for berthing from the total eligible vessels ready to berth on the day. In case of non-availability of any vessel under 30000 MTPD, vessel of 25000 MTPD shall be considered for the berthing. Similarly, in case of non-availability of any vessel under 30000 MTPD or 25000 MTPD, vessel of 10000 MTPD shall be considered for berthing.

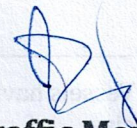
Note- C. Vessels under Sl. No. 3(A) through 3(G) will be referred to as 'Priority' group. Maximum number of berths allocated under this category will be 6.

In addition to the above, the following modifications/additions are incorporated in the Berthing Policy:

1. Penal Berth Hire Charges at the rate of Rs. 10,000 per hour shall be levied for the excess time utilized by a vessel beyond the permissible time as determined in accordance with the applicable productivity norms.
2. Vessels shall be berthed on a "First Come, First Serve" basis, subject to the readiness of the vessel, in supersession of the existing criterion based on the date of readiness.
3. The productivity norms for all commodities, as specified in Appendix-02A and Appendix-02B, are revised with an enhancement of 15% over the existing indicated productivity norms, until further orders.

The aforementioned modification will come into effect on and from the proceedings of the Berthing Meeting to be held on 22.05.2026 at 1100 hrs and same shall be valid till further orders.

This has approval of the Competent Authority.



Traffic Manager
Deendayal Port Authority

All Port Users/Trade Associations

Copy to-

1. Sr. PS to Chairperson....for kind information of Chairperson please.
2. PS to Dy. Chairperson....for kind information of Dy. Chairperson please.
3. FA&CAO, DC, Secretary, CME, CE....for kind information please.
4. All officials of Traffic Department.....for information & necessary action please.
5. EDP Section....kindly circulate on website.