



ನವ ಮಂಗಳೂರು ಬಂದರು ಪ್ರಾಧಿಕಾರ  
ನವ ಮಂಗಳೂರು ಪತ್ತನ ಪ್ರಾಧಿಕಾರಣ  
**NEW MANGALORE PORT AUTHORITY**  
(Fully Solar Powered)

ಭಾರತ ಸರ್ಕಾರ (ಪತ್ತನ, ಪೋತ ಪರಿವಹನ ಔರ ಜಲಮಾರ್ಗ ಮಂತ್ರಾಲಯ)  
Govt of India (Ministry of Ports, Shipping and Waterways)  
ಪಣಂಬೂರು ಪಣಮ್ಬೂರ Panambur / ಮಂಗಳೂರು ಮಂಗಳೂರ Mangalore - 575010



No.1/2/2019-20/DTM(O/R)/Part 1

Date: 29.03.2022

**TRADE NOTICE**

**Addendum : Standard Operating Procedure for Berth Allotment at NMP.**

Ref: Trade Notice No. 1/2/2019-20/DTM(O/R) Dtd. 04.10.2019.

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To ensure better transparency in the decision making process of Berth allotment, the following inclusion / changes has been incorporated in the above referred SOP with the approval of the Competent Authority:

- i) **Seniority of vessel (b):** The vessels which are waiting at this Port shall be considering for berthing on first come first served basis. In case there is no vessel waiting, the Berths will be allotted to ETA Vessels on first come first served basis keeping in view of draft and tide cycle. Entry into Port limits and tendering of confirmation of readiness will be considered for any seniority purpose.
- ii) **First eligible vessel postponed its readiness:** The subsequent vessel shall get berthing. The original arrival seniority of the earlier vessel will be considered from the time of declaring readiness to take berth. The readiness of the vessel declared at Operations Meeting will be considered for berthing.
- iii) **Seniority of vessel (e):** When the vessel agent declares a **number of berths** as berth suitability for the vessel, the seniority of the vessel shall be as per the seniority in the first preferred berth. In case of change in berth preference by the agent, the same will be considered from the date of declaration of the change at the operations meeting.

ದೂರವಾಣಿ / ದೂರಭಾಷ / Phone : 0824- 2407341, 2887399


आईएसओ 9001:2015, 14001:2015 एवं आईएसपीएस अनुपालनकर्ता पत्तन

An ISO 9001:2015, 14001:2015 & ISPS Compliant Port

The seniority for the vessels which have to work at multiple berths, for Re-berthing on the same berth, the anchorage arrival time after first discharge and for other berths actual arrival time of the vessel subject to berth availability will be considered for ascertaining the seniority. On special occasions the request of agents will be considered subject to the ports users are in agreement.

- iv) **Seniority of vessel (h):** Swapping of berthing-seniority between vessels can be permitted by the Port at their sole discretion when the agents of the two vessels and/or the respective cargo interests who submit joint request to the Port for exchange of seniority and indemnify the Port against any claim however and whatsoever should arise there from. However, this can be done between the agents/cargo interests of the two senior most vessels. If swapping is with waiting vessels beyond these vessels, then swapping can be done only if the expected berth stay for both the vessels are similar.
- v) **Priority Berthing for B12 (inclusion):** Berthing priority will only be accorded to those vessels with manifested quantity not more than 3000MT for New Mangalore Port. Berthing priority will be allowed priority once in every week, where in the week is defined as Monday to Sunday keeping all other provisions of the existing provisions of the SOP intact. However, 72 hours notice is required to be given for claiming priority berthing and the same will have to be declared in the Daily Operation Meeting.
- vi) **Seniority in case of Lay Can:** The original arrival seniority of the vessel will be considered from the time of declaring readiness to take berth.
- vii) **Priority berthing for B13:** Priority berthing for the berth no. 13 for small parcel size vessel is accorded as per the provisions of TN: NMPT/TM/SM/2018 dtd. 25/01/2018.

viii) **Notes (vii):** Notwithstanding any provisions in the above policy, the port shall have the discretion to berth any vessel or shift any working vessel if required from berth to berth to accommodate other waiting vessels those could not be berthed at any berths due to draft constraints or for Port convenience or in the larger interest of the trade & levy changes as specified in the SOR. In addition to the same the existing methodology adopted for shifting of deep draught bulk and container vessels from Berth No. 14 & 8 respectively shall continue till further.

  
(Y.R. Belagal)  
Traffic Manager

To,  
All the Port users / Captive Users

Cc to: president, Association of NMP Stevedores Assn., Mangalore /  
President, Mangalore Steamer Agents' Association /  
President, NMP C&F Agents' Association.

Cc to: Dy. Conservator, NMPA

Cc to: PS to Chairperson for kind information of Chairperson, NMPA

Cc to: The Sr. DD (EDP) with a request to upload Trade Circular in NMPA's  
Website.