

श्यामा प्रसाद मुखर्जी पोर्ट, कोलकाता
SYAMA PRASAD MOOKERJEE PORT,
KOLKATA
हल्दिया गोदी परिसर
HALDIA DOCK COMPLEX
यातायात विभाग / TRAFFIC DEPARTMENT

जवाहर टावर उपभवन, 3 री मंजिल /
Jawahar Tower Connector, 3rd Floor
पो: हल्दिया टाउनशिप/P.O. Haldia Township
जिला: पूर्व मेदिनीपुर/ Dist. Purba Medinipur
पश्चिम बंगाल/ West Bengal, PIN – 721607

GMT/45/1369

Date: 04.08.2026

TRADE CIRCULAR

Sub: Partial modification in calling / sailing norms for Container vessels at SMPA.

Ref: Trade Circular No. MTO/G/382/Pt.VI/GMT-65 dt 14.02.2017 (copy enclosed).

The Competent Authority of SMPA has approved the partial modification of the above referred calling norms of Container vessels at HDC and KDS as per the following:

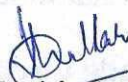
Applicable for Haldia Dock Complex	Applicable for Kolkata Dock System
(i) The senior most Container vessel (seniority will be decided depending upon arrival and readiness time whichever is later) with minimum combined volume of 250 TEUs and above (Import and Export taken together) may be considered under 8 (A) category, subject to availability of working berth.	(i) All container vessels with minimum combined volume of 250 TEUs and above (Import and Export taken together) to be considered under 8 (A) category (of the above referred norms).
(ii) All other container vessels irrespective of volume to be considered under 8 (C) category. However, inter-se seniority among these categories of vessels will be determined according to their arrival and readiness time whichever is later.	(ii) All container vessels with minimum combined volume of less than 250 TEUs (Import and Export taken together) to be considered under 8 (C) category (of the above referred norms).
(iii) However, if a container vessel called under category 8A fails to mobilize the minimum combined volume of 250 TEUs (Import and Export both), in that case priority berth hire charges will be levied against such vessel.	(iii) In case a container vessel called under category 8A (of the above referred norms) fails to mobilize the minimum combined volume of 250 TEUs (Import and Export both), then priority berth hire charges will be levied against such vessel.

(iv) If there is no Container vessel with minimum combined volume of 250 TEUs and above to be called in a particular tide, then the senior most container vessel to be considered for calling in that particular tide under Category-8A.	(iv) If there is no Container vessel with minimum combined volume of 250 TEUs and above to be called in a particular tide, then container vessel(s), below 250 TEUs volume, to be considered for calling in that particular tide under Category-8A (of the above referred norms).
Note: The calling priority of all other cargo vessels (except container) shall remain unchanged.	

The above changes shall be made effective from 10.08.2026 and shall be valid till further order.

All concerned are requested to be guided accordingly.

Yours Faithfully,


(P. Haldar) 04/08/2026

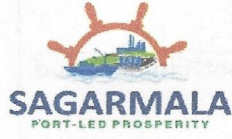
General Manager (Traffic)
Haldia Dock Complex

Copy to:

- PS to Chairman: For favour of information of Chairman.
- PA to Managing Director, HDC: For favour of information of Managing Director.
- General Manager (M&S) / General Manager (Engg.) / General Manager (Finance) / General Manager (Marine) / Traffic Manager, KDS / DMD: For information please.
- Sr. Dy. Manager (Sh&CH) / DMOH : For information please.

Distribution:

All Exporters / Importers / Vessel Agents / Other stake holders: For kind information please.



कोलकाता पत्तन न्यास
KOLKATA PORT TRUST
हल्दिया गोदी परिसर
HALDIA DOCK COMPLEX
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Haldia-721 604, West Bengal, India



No. MTO/G/382/Pt.VI/GMT-65

February 14, 2017

Trade Circular

Re: Comprehensive policy for Calling/Sailing Priority of ships at KoPT.

The Board of Trustees of KoPT in its meeting held on 30.01.2017 has approved comprehensive policy for Calling/Sailing priority of ships at Kolkata Port Trust. The revised norms for Calling/Sailing of ships, covering both Kolkata Dock System as well as Haldia Dock Complex is detailed below:

Priority No.	Revised Norms	
1	Vessels in distress	
2	Passenger Vessels	
3	Vessels going to be neaped from next tide onwards and remaining neaped for more than 48 hours subject to availability of berth during the neaping period.	
4	Crude/Liquid Ammonia/LPG/Naptha vessels.	
5	POL Products and Chemicals to be discharged through pipeline	
6	Edible Oil vessels for working at HOJ-III of Haldia Dock Complex & vessel likely to be affected for more than 72 Hrs for calling at Budge-Budge due to Bore Tide Restriction (BTR) provided agent declares in writing that Vessel will vacate Berth before start of Bore tide.	
7	Coast Guard vessels (on emergency), Indian Navy Vessels, Scientific Expedition & Exhibition Vessels	
8	<i>Applicable for Haldia Dock Complex</i>	<i>Applicable for Kolkata Dock System</i>
8(A)	Senior most container vessel (seniority will be decided depending upon arrival / readiness time whichever is later) subject to availability of working berth, mother/daughter vessels originating from Transloading	Containers, all types of Coal (Both for Imports & Exports),
8(B)	Export Thermal coal vessel for loading at Berth No. 4/one coastal vessel for loading/unloading at other available berth at a time	Vessels carrying Edible Oil imported by Central or State Government,
8(C)	2 nd senior most container vessels /all dry bulk cargo vessels intended to work at MHC berths and Berth No. 4A subject to availability of working berth. However, inter-se seniority among these categories of vessels will be determined according to their arrival and readiness time whichever is later	Edible Oil/Vegetable Oil vessels a/c other parties and Pure Car Carrier (PCC) carrying or loading 100 or more units (import and export combined together),

Priority No.	Revised Norms	
8(D)	Vessels intended to load /unload any dry bulk cargo at conventional berths through ship's gears subject to availability of working berth. Inter-se seniority among the category of vessels will be determined according to their arrival and readiness time whichever is later. However, after waiting for more than 96 hours the seniority of such vessels will be upgraded to item 8(C) and the revised seniority will be considered from the time of upgradation	Grains, Pulses & Logs (both Import and Export),
8(E)	Vessels intended to unload / load edible oil or any other liquid cargo (other than POL Products and Chemicals), through pipeline. However, inter-se seniority among the category of vessels will be determined according to their arrival and readiness time whichever is later. In the event of those vessels are waiting for more than 120 hours the seniority of the same will be upgraded to item 8(C) and the revised seniority will be considered from the time of upgradation	Limestone and All types of Coke vessels, Steel and all types Ore vessels (except iron ore),
8(F)	Vessel intended to load export steel cargo. However, after waiting for more than 144 hours the seniority of such vessels will be upgraded to item 8(C) and the revised seniority will be considered from the time of upgradation	Iron Ore
8(G)	Vessels intended to load or discharge bagged cargo / import steel cargo / project cargo or any other type of cargo not mentioned above, subject to availability of working berth. However, inter-se seniority of such vessels among category of vessels will be determined according to their arrival /readiness time whichever is later. In the event such vessels are waiting for more than 192 hours the seniority of the same will be upgraded to item 8(C) and the revised seniority will be considered from the time of upgradation	Fertiliser and raw materials for fertiliser vessels,
9	Vessels for repairing, dismantling, Engine trial, change of crew and other non-cargo handling purpose.	General Import & Export Vessels not mentioned at items 1 to 8(G)

At KDS senior most coastal vessel will be accorded priority within the priority numbers 8A to 8G, subject to availability of berth, provided no other vessel enjoying coastal priority is working in KDS

Norms for Sailing of Ships from the impounded dock of HDC

Priorit y No.	Norm	Remarks
1	Senior most Container Vessels	Inter-seniority of vessel within the same group will be determined as per the completion time of cargo operation or readiness for sailing whichever is later.
2	Second seniormost container vessel/export thermal coal vessel loaded at Berth 4	
3	Vessels loaded with export cargo	
4	Import vessels with other retention cargo on-board/Vessels sailing in ballast	

Notes:

(i) Applicable for Haldia Dock Complex & Kolkata Dock System

1. Paraxylene vessels waiting for more than 24 hours will be accorded priority at par with vessels at Priority No.(4) above.
 2. If any vessel cannot be called during any particular tide due to draft restriction / non-availability of working berth or any other reason whatsoever then next senior most vessels suitable for calling as well as working will be called in that particular tide
 3. For calling vessel for lightening at Saugor the calling norms will be followed for KDS or HDC as per the next point of call of the Vessel.
 4. Inter-se-seniority of vessels in the same priority number will be determined as per the arrival time at Sandheads or readiness of vessel whichever is later.
 5. At KDS Container Vessel shall mean vessels carrying/due to load containers the quantum of which will be 100 TEUs per call [import & export taken together]. Vessels carrying/due to load less than such specified number of containers shall enjoy priority of the general import /export vessels under item 9 above
- However, there is no threshold limit of containers for enjoying calling priority at HDC.

(ii) Applicable for Kolkata Dock System only:

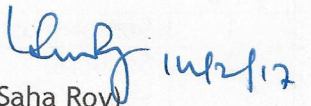
1. Vessels carrying import raw sugar, or coming for loading steel waiting for 24 hours will get priority under 8C above. Such vessels after waiting for 24 hours more will get priority under 8B. All other vessels [excluding vessels under item 9] waiting for more than 48 hours will get priority for calling at par with vessels at item 8(C) above.

(iii) Applicable for Haldia Dock Complex only:

1. Vessels completing cargo handling inside the impounded dock and intending to backload export cargo without going out of the impounded dock system, may be accorded priority over other vessels waiting at anchorage in ballast for loading exports.
2. Out of turn priority may be accorded to vessels for HOJ at night subject to receivers / shippers / agents giving an undertaking that the vessel will be sailed out on the next morning tide.

3. POL vessels may be accorded priority in-line with Crude Tankers at HOJ#3 provided the POL vessels are waiting at anchorage for 48 hours or more.
4. Vessels sailing in ballast after waiting for 48 hours will be treated at par with vessels intending to sail after loading export cargo.

The above guidelines will supersede all other previous circulars/notifications issued in this regard and the same will be implemented with immediate effect.


(S.K. Saha Roy)
General Manager (Traffic), I/C