

# Adani Ports and Sez Limited

## BERTHING POLICY & TARIFF STRUCTURE



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**Note:**

1. Changes in the existing BPTS from the previous edition have been highlighted.
2. The tariff and scale of rates are subject to revisions. In view of the same, please refer to the trade notices for the latest rates / tariff for a particular service or commodity.

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## I. Introduction

### Adani Ports and Special Economic Zone Limited

- Adani Ports and Special Economic Zone Ltd. (APSEZ) is the largest privately developed port in the country and a multi sector SEZ which is spread over 100 sq. km in Kutch, Gujarat India. The port is located in the Northern Gulf of Kutch, enroot major maritime routes, making it one of the country's most convenient gateway for Exim trade, It's proximity to hinterland of North and North West India, gives it a strategic advantage to serve the Industry and trade of this landlocked region, which contributes around 70% of India's total international containerized cargo.
- APSEZ has been operational since 1998 and over **109** million MT of cargo was handled during **FY-2015-16**. Adani group's passion for converting opportunity in to reality has led to APSEZ being conferred with the following awards.
  - Port Authority of the year 2006- award, in the Middle East and Indian Subcontinent by Lloyd's list.
  - Indian Maritime Gateway Awards 2010: Clean Port of the year.
  - Golden Peacock Award for "Occupational Health Safety" 2011.
  - Gujarat junction award 2012 for:
    - a. Port of the Year – Containerized
    - b. Port Infrastructure Developer & Operator of the decade for excellence in Operational Performance, Infrastructure development, Container Cargo handled, Variety & Volume of Cargo handled & Customer Satisfaction.
  - Mala award for non-major Port of the year award 2012.
  - Gujarat star award for Dry bulk / break bulk handling Port of the year 2012.
  - Infra award 2012 by D&B– Axis bank.
  - Best Container Terminal of the Year 2013" award at Sixth Annual Maritime Gateway Awards.
  - Outstanding Contribution in Port Project – EPC World Awards 2014.
  - Private Port of the Year – Gateway Awards 2014
  - HSE Terminal of the Year – Gujarat Junction 2014
  - Best Port of the Year – Gujarat Star Awards 2014
  - 'Port of the Year - Containerized' Award at Gujarat Junction Awards 2015
  - 'Container Terminal of the year' All india and Logistics award 2016, Sep 2016.
- **Some of the salient features of APSEZ are as follows.**
  - APSEZ has a diverse cargo base including dry, bulk, break bulk, liquid, crude oil, project cargo, cars and containers which diversify its business risks and is a unique model for private ports, so far.
  - We have a large water front for future expansion.
  - APSEZ has one of the deepest drafts amongst all ports in India.
  - **25** operational berths which can accept vessels drawing drafts up to **18.0** m for handling dry bulk, break bulk, **containers** and liquid cargoes. The berths are designed to accommodate Post Panamax and Cape size vessels.

- Two container terminals, each having a capacity of 1.3 million TEU's and two container terminal each having a capacity of 1.5 million TEUs.
  - Two SPMs to handle VLCC tankers for IOCL and HMEL.
  - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.
  - The West Basin is the world's largest coal import terminal. . Three berths are fully mechanized and operational along with supporting infrastructure for unloading of vessels. Fourth berth is getting mechanized.
- **Logistical advantage is provided by the network of unparalleled road, sea, and air connectivity.**
    - APSEZ has its own dedicated 64 km private double lane rail network which is capable of handling double stack container trains. APSEZ provides logistic advantage of 380 km to the Northern hinterland of India as compared to JNPT.
    - APSEZ has good connectivity to NH 8A, NH 15 and other state highways.
    - APSEZ has a functional aerodrome capable of handling private jets. Mundra is also well connected to two commercial airports which are within a distance of 60 kms from Mundra.
    - Dry cargo infrastructure capable of handling all types of dry cargo.
    - F.C.C- Fertilizer Cargo Complex. Mechanized system for bagging and loading of fertilizer bags into railway wagons for fast evacuation of cargo.
    - Large storage capacity is available within the port in the form of open and covered warehouses.
    - Large tank farm within the Port to store liquid cargoes.
    - APSEZ aims to handle 123.7 million tons of cargo by the year 2016-17.

## II. Policies

- **Security Policy**

"We are committed to provide a safe and secure working environment to all its employees, port users, cargo, ships and its personnel. This will be achieved by establishing and maintaining the required security measures to prevent unlawful acts against people, cargo and marine assets." "We shall strive to detect and deter unauthorized entrants and criminal activities in port facilities and react timely and correctly when such activities are encountered."

- **Quality Health Safety and Environment Policy**

Adani is committed to Quality, Occupational Health, Safety and Environment in port business. We consider QHSE responsibilities are integral part of our business. To meet this commitment, port shall abide by the following principles:

- Satisfy our customers by maintaining a standard of service that consistently meets the agreed requirements;
- Focus on occupational health & safety of employees, pollution prevention, preservation & protection of environment at all times and in all circumstances;
- Identify and analyse the HSE risks arising from our activities to reduce them to the lowest possible levels;
- Eliminate or reduce the potential and severity of injuries, damages to material and non-material assets, and impact on environment & community arising out of our operations;
- Conform to applicable legislations, regulations and other requirements on QHSE and take additional measures considered necessary;
- Shall strive to achieve the QHSE goals and performance objectives, using effective management system; and reviewed to improve performance;
- Develop, conduct and promote education and training to improve QHSE performance; Continually improve QHSE management system by monitoring, evaluating and reviewing through the definition of operational standards, assessments and audits;
- **IMDG: Class 1 & 7 cargo are not acceptable at Adani port.**

### III. Definitions

- **Agent:** A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) Brokers, (2) Commission Merchants, (3) Resident Buyers, (4) Sales Agents, (5) Manufacturer's representatives.
- **Beam:** The width of the ship.
- **Berth:** A space for a ship to dock or anchor.
- **Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which Payment of duties is deferred until the goods are removed.
- **Break Bulk:** To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship. Loose, non-containerized mark and count cargo, packaged cargo that is not containerized.
- **Bunkers:** A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.
- **Calendar day:** A Calendar day time period is considered from midnight to midnight (i.e. 0001 to 2359hrs).
- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.
- **CB:** Container Berth.
- **CBM (CM):** Abbreviation for "Cubic Meter." CBM measurement is L x B x H.
- **CFS:** Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.

- **Cold move:** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.
- **CT:** Container Terminal.
- **Deadweight Tonnage (DWT):** Appropriate seasonal deadweight.
- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
- **Draft:** Vertical distance between the vessel's water line and the lowest part of its hull.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.
- **ETA:** Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **FCFS:** First Come First Served.
- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as "Ocean Intermediaries."
- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.
- **GT:** Gross Tonnage.
- **International Ship and Port Facility Security Code (ISPS):** It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade."
- **IWPM / OWPM:** Inward Pilot Memo / Outward Pilot Memo.
- **Idling:** If a vessel is alongside the berth without carrying out any cargo operations.
- **Kg:** Kilogram.
- **LOA:** Length Overall.
- **Monsoon Period for Mundra port:** Monsoon period at APSEZL, Mundra is from 15th May to 30th September each year.
- **Mtrs:** meters.
- **MW:** Megawatt.

- **NH:** National Highway.
- **O.D.C:** Over Dimension Cargo.
- **On Board:** A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
- **P&I:** Protection & Indemnity.
- **PANS:** Pre-arrival notification of security.
- **Per day:** 24hrs calculated from commencement of the mentioned activity. Any period part thereof will be considered as full day and charged accordingly.
- **POC:** Port Operation Center.
- **Priority Berthing:**
  - **Ousting Priority:** If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.
  - **Priority:** If a vessel having a priority for a given berth arrives, then she will berthed ahead of other vessel waiting for that berth once the berth falls vacant.
  - **Overriding Priority:** If a berth has been allotted to a specific cargo/receiver, then these vessels will have priority on that berth. However if a vessel with overriding priority arrives and requires the use of that berth, she will be berthed ahead of other waiting vessels having the same cargo/receivers.
- **Ro/Ro:** A shortening of the term, "Roll On/Roll Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry Ro/Ro cargo.
- **TEU:** "Twenty feet Equivalent Unit." is an exact unit of cargo capacity often used to describe capacity of container ships.
- **Timings:** All timings will be based on Pilotage Certificate which is signed by the vessel's Master.
- **TPH:** Tons per hour.
- **Trans-shipment Port:** Place where cargo is transferred to another carrier.
- **VCN:** Vessel Call Number.
- **Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
- **Warping:** Physical shifting of the vessel ahead / astern on the same berth.
- **WB:** West Basin.



- **Types of Ships:**
  - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
  - **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll-on/roll-off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.
  - **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.
  - **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.
  - **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
  - **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
  - **Roll-on/Roll-off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
  - **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.
- **Free pratique:** means permission for Ship/vessel to enter into the port limits, embark or disembark, discharge or load cargo or stores. Free Pratique is granted by Public health officer (PHO).
- **Quarantine :** Quarantine means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner so as to prevent the possible spread of infection or contamination.

## IV. Berthing Policy

### 1. Berthing Objective

1.1 The objective of the Berthing Policy at Adani port is to provide well-defined, transparent, and non-discriminatory guidelines for the allocation of berths at the Port, based on vessel pre-notification, arrival, and administrative compliances.

### 2. Rationale

2.1 The aim of this BPTS is to provide the user with relevant information for planning of a vessel call at the port and the charges that are likely to be incurred.

### 3. Berthing scheme: First come First serve (FCFS)

The Port, as a general rule, adopts the policy of First Come First Serve (FCFS) basis. Container vessels are generally accepted basis their berthing windows as agreed between the Shipping Line and the concerned Container Terminal. For all cargo vessels, the following criteria will be used by the Port for determining the berthing priority:

- 3.1** The vessel has duly submitted the required Declaration / Information / PANS (ISPS) prior vessel's arrival / statutory compliance of government directives as issued from time to time. Vessel agents are required to declare their vessels through APMS. All vessels related details are to be updated in vessel definition and vessel registration. The details should be entered as per the vessel's particular. In case any information is incomplete or missing in APMS, the vessel's application for berth will not be accepted.
- 3.2** Vessel owner / agent have paid in advance all the charges as per the PAA raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice.
- 3.3** Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports or the voyage duration is around 1 day, which are required to provide one day notice.
- 3.4** Vessel which has physically arrived within the port limits or at defined position and registered herself with Port Marine Control giving all the vessels particulars. Physical arrival means the time of arrival of vessel into Port Limits or at defined position.
- 3.5** Seniority of a vessel will be counted basis the time of her physical arrival, filing of IWPM, Cargo readiness, clearance from concerned department such as Dry Cargo, Liquid and Container with respect to cargo readiness, receipt of pipe check list, verification of packing list and Terminal readiness whichever is later and applicable for that vessel.
- 3.6** Contractual agreements in place: Customers who have entered into long term contracts with the Port will be given priority in berthing as per their contractual terms & conditions. Port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.
- 3.7** In case of pipe export vessels, seniority will only be considered for vessels if "80% Let Export Orders" of each type/size/ diameter of pipe is available in the Port for loading. If cargo is found to be less than the aforementioned quantity, such vessels will not be considered / discussed in Port berthing meeting and seniority of such vessels will only be considered upon meeting the aforementioned norms. Similarly for other export cargoes, seniority will only be considered provided 80% with LEO of the cargo is inside the Port.
- 3.8** Vessels which have been properly declared before 1000 hrs will only be considered for allocation of berth during the next 24 hrs. Vessels which have been declared later than 1000 hrs will be considered for berthing in the next Berth Planning Meeting or earlier if a suitable berth is available.

## 4. Berth allotment criteria.

BERTHING POLICY	
Berth-1, 2 , 3 & 4	Priority for Liquid cargo. Berth no. B-2 will have precedence for tankers working overseas cargo.
Berth-5,6,7 & 8	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth-9,10,11 & 12	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
MICT, AMCT, AICTPL and ACMTPL	Container and RoRo vessels are accepted basis their berthing windows as agreed between the Shipping Line and the concerned Container Terminal.
WB-1	Ousting priority berth for M/s Coastal Gujarat Power Limited vessels.
WB-2	Priority berthing for M/s Coastal Gujarat Power Limited (CGPL) vessels arriving as per binding forecast. In case, there are no M/s Coastal Gujarat Power Limited vessels waiting for the berth, then M/s Adani Power Limited vessels gets priority in berthing.
WB-3	M/s Adani Enterprise Limited (AEL) vessel will have priority berthing at WB-3 however if there is a vessel working at WB-4, she will be first accommodated at WB-3 following the outward of WB-3 vessel. However, if a M/s Coastal Gujarat Power Limited vessel makes a request for priority berthing of its vessel at WB-2 berth, then M/s Adani Power Limited vessel will get priority in berthing on WB-3 over M/s Adani Enterprise Limited vessels from the time of arrival of M/s Adani Power Limited (APL) vessel till WB-2 berth become available for use of M/s Adani Power Limited vessel.
WB-4	First Come First Serve (FCFS)

### Notes:

- 4.1 Tankers arriving from within Gulf of Kutch shall give a minimum of 24 hrs notice of Arrival (NOA) with an indication of the IWPM filing time with 3 hours accuracy.
- 4.2 If the vessel (as per point no-4.1) arrives outside the 3 hours window or files her IWPM outside the 3 hours window, it will be considered for berthing only after 24 hrs.
- 4.3 The port has capacity and necessary infrastructure to handle 2 steel vessels and 3 fertiliser vessels at any given time.
- 4.4 Priority berthing will be given for M/s Welspun Corp Ltd (Export Steel Cargo), M/s Indian Farmers Fertilisers Cooperative Ltd. (Fertiliser). These vessels will be accommodated at any of the berths at T-2 and T-3 Terminal subject to berth parameters.
- 4.5 The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 4.6 The port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

- 4.7 A vessel missing her turn at MMPT must provide her readiness within 6 hrs. In-order to retain seniority for berthing. As regards West Basin, the berthing policy as mentioned above will be enforced as the Port has to comply with contractual agreements.

## 5. Priority berthing guidelines for vessels:

**For Tankers:** Priority berthing for tankers will only be accepted if they will be occupying the berth for-less than 26 hours. The time will be counted from first line ashore to all cast off.

- 5.1 Priority berthing will be allowed for up to 2 vessels at a time on FCFS basis.
- 5.2 Priority berthing is only applicable for dedicated Liquid cargo berths.
- 5.3 Any vessel requesting priority berthing is required to give at least 24 hrs notice basis ETA at Mundra Port limit. No request for priority berthing will be accepted, if the notice is less than 24 Hours.
- 5.4 Once a vessel has requested priority, the same can be cancelled or withdrawn up to 12hrs before her arrival ETA at the Port Limit without attracting priority cancellation charges.
- 5.5 Priority cancellation charge of will be levied as per tariff in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA.
- 5.6 If a vessel berths without superseding any other vessel, priority berth charges will not be applicable to the vessel.
- 5.7 Port will not keep berth vacant for any priority vessel and seniority sequence will be maintained as usual till arrival of priority opted vessel. The vessels priority starts from her arrival time and accordingly she will be given first preference amongst the waiting vessels. The vessel's ETA must be updated every 06 hrs in the last 24 hours.
- 5.8 The next vessel seeking priority will be accorded the same 26hrs after un-berthing of 2nd priority vessel.
- 5.9 The vessel which avails priority berthing will be required to pay 100% additional berth hire as applicable as per prevailing Port Tariff. In case of vessels having import as well as export cargo, the following will apply:
- 5.9.1 Vessel's berth stay cannot exceed 26 hours as given above.
- 5.9.2 If there is another vessel waiting for berth, the priority vessel will shift out on completion of the cargo for which priority berthing had been sought.
- 5.9.3 The vessel, berthed on priority, after shifting out will re-berth as per her new seniority as per BPTS.
- 5.10 In case a vessel which is berthed on 'priority terms' is unable to complete the cargo operations and sail out within 26 hours, then **Layup berth hire charges** as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS. In case the vessel is delayed beyond 26 hours for the fault of the vessel, the Port reserves the right to shift the vessel to anchorage at her cost, subject to another vessel waiting for occupying the berth. The vessel / agent / shipper / consignees agree to give an undertaking to pay the charges for priority berthing in advance. Priority will be accorded as per Port's discretion. In case of any dispute, the Port's decision will be final.

- 5.11 Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability.
- 5.12 Government Cargoes:** The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time). Priority berthing is also granted to long term contractual partners.

## 6. General guidelines for all Vessels

- 6.1 The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If a vessel's engine or steering fails during any point of the berthing / un-berthing / shifting manoeuvre, it will be treated as cold move and will be charged as per Port tariff.
- Note:** If vessel engine fails during outward Pilotage and cold move charges become applicable to such vessels, the vessel may be required to wait at anchorage until payment confirmation for cold move charges is received from the vessel owners.
- 6.2 Any vessel deficiency must be reported to the port well in advance through email to Portopscenter [portopscenter@adani.com](mailto:portopscenter@adani.com) or through VHF on Channel 77 to Mundra Marine Control prior berthing / un-berthing / shifting warping operations. Non reporting of such deficiency will attract charges as per BPTS vessel depending upon the type of deficiency. If engines or steering is not available then these maneuvers will be considered as cold move and charged as per Port tariff.
- 6.3 A vessel refusing an allocated berth for any reason will lose her seniority.
- 6.4 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion.
- 6.5 Priority berthing is also granted to long term contractual partners, as a general rule, ousting priority is not available. However if the port is forced to grant ousting priority to any vessel for whatsoever reason, all related charges including but not limited to viz. shifting, time lost, equipment idling etc will be payable by the vessel requesting ousting priority.
- 6.6 A '90 minute' notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice has to inform Port Control well in advance through her agent or via VHF as defined in the ALRS (Mundra Port – Ch 77)
- 6.7 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.
- 6.8 By making an application for, an accepting, the berth or other services and facilities in the port, the Vessel and the agent agrees to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.

## 7. Clarification regarding acceptance of Notice of Readiness time

- 7.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 7.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area, than the anchor dropped time will be considered as NOR time.
- 7.3 In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time of filing the inward pilot request will be considered as NOR time.
- 7.4 In case a vessel physically arrives at a distance of 1 mile from Port's pilot station and waits for pilot to board the vessel without dropping anchor then the time of arrival to such position which is 1 mile from PBG will be considered as NOR time. The time of arrival along with NOR time has to be communicated and confirmed with Marine control on CH-77.

## 8. Daily Port Berth Planning Meeting (Port Operation Center)

- 8.1 The Port holds Daily Berth Planning Meeting at 1100 hrs on all working days, to plan the allocation of berths for the next 24 hours commencing from 1200 hrs on that day. The vessels agent and concerned parties shall be notified about the Tentative Berth Plan by 1300 hrs of the same day via email through Port Operation Center. The decisions arrived in the Port Berth Planning Meeting will be final. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

## 9. Dry cargo breaks timings

- 9.1 0900 to 1000 hrs Shift change.
- 9.2 1300 to 1400 hrs Lunch Break.
- 9.3 2100 to 2200 hrs Shift change.
- 9.4 After completion of break timing, the work should start at the strike of the clock.

## 10. Berth Parameters for easy reference, the indicative berth allocation parameters are given in the following table

Berth	LOA (Mtrs)	Displacement (MT)	Order of priority for Berth allocation	Present Liquid Pipeline Connectivity
<b>MUNDRA MULTI-PURPOSE TERMINAL (MMPT)</b>				
<b>B-1</b>	295	90000	As per declared policy. Clause D of BPTS page 11.	1) 2 x 8" dia SS (POL-White Oil/ Chemicals) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemicals) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil)

<b>B-2</b>	185	40000	As per declared policy. Clause D of BPTS page 11.	<ol style="list-style-type: none"> <li>1) 2 x 8" dia SS (POL-White Oil/ Chemical)</li> <li>2) 1 x 12" dia CS (POL -Black Oil/Bunker)</li> <li>3) 2 x 12" dia CS (POL -White Oil/ Chemical)</li> <li>4) 1 x 12" dia CS (Edible – Non- insulated).</li> <li>5) 1 x 12" dia CS (Edible – Insulated)</li> <li>6) 1 x 16" dia CS (POL-White Oil).</li> <li>7) 1 x 24" dia CS (POL –White Oil).</li> <li>8) 1 x 24" dia CS (POL –Black Oil)</li> </ol>
<b>B-3</b>	230	90000	As per declared policy. Clause D of BPTS page 11.	<ol style="list-style-type: none"> <li>1) 1 x 8" dia SS (POL-White Oil/ Chemical)</li> <li>2) 1 x 12" dia CS (POL -Black Oil/Bunker)</li> <li>3) 2 x 12" dia CS (POL -White Oil/ Chemical)</li> <li>4) 1 x 12" dia CS (Edible – Non- insulated).</li> <li>5) 1 x 12" dia CS (Edible – Insulated)</li> <li>6) 1 x 16" dia CS (POL-White Oil).</li> <li>7) 1 x 24" dia CS (POL –White Oil).</li> <li>8) 1 x 24" dia CS (POL –Black Oil)</li> </ol>
<b>B-4</b>	230	90000	As per declared policy. Clause D of BPTS page 11.	<ol style="list-style-type: none"> <li>1) 1 x 8" dia SS (POL-White Oil/ Chemical)</li> <li>2) 1 x 12" dia CS (POL -Black Oil/Bunker)</li> <li>3) 2 x 12" dia CS (POL -White Oil/ Chemical)</li> <li>4) 1 x 12" dia CS (Edible – Non- insulated).</li> <li>5) 1 x 12" dia CS (Edible – Insulated)</li> <li>6) 1 x 16" dia CS (POL-White Oil).</li> <li>7) 1 x 24" dia CS (POL –White Oil).</li> <li>8) 1 x 24" dia CS (POL –Black Oil)</li> </ol>
<b>B-5</b>	575	180000	As per declared policy. Clause D of BPTS page 11.	1 x 12" dia Bunker Line (Black Oil).
<b>B-6</b>	Meters	180000		1 x 12" dia Bunker Line (Black Oil).
<b>B-7</b>	441	63000		1 x 12" dia Bunker Line (Black Oil).
<b>B-8</b>	Meters	63000		1 x 12" dia Bunker Line (Black Oil).
<b>B-9</b>	794	74000		General cargo berth, no bunker lines.
<b>B-10</b>	meters	74000		General cargo berth, no bunker lines.
<b>B-11</b>		74000		General cargo berth, no bunker lines.
<b>B-12</b>	195 meters	74000		General cargo berth, no bunker lines.
<b>Barge Berth</b>	80	4200	NONE	1 x 12" dia Bunker Line (Black Oil).
<b>Mundra SPM</b>	350	360000 (DWT)	NONE	1 x 48" Dia Pipe Line along with 2 x 16" Dia Floating Hose Connections.
<b>HMEL SPM</b>	350	320000 (DWT)	NONE	1 x 48" Dia Pipe Line along with 2 x 16" Dia Floating Hose Connections.
<b>WEST BASIN</b>				
<b>WB-1</b>	1510 Meters	266000	As per declared policy. Clause D of BPTS.	Bunker and fresh water lines not available presently.
<b>WB-2</b>		266000		
<b>WB-3</b>		266000		
<b>WB-4</b>		321000		
<b>MUNDRA INTERNATION CONTAINER TERMINAL [ MICT ]</b>				
<b>CB-1</b>	630 Meters	180000	Any Container vessels + any break	1 x 08" dia Bunker Line (Black Oil).



<b>CB-2</b>		180000	bulk vessels subject to availability of berth and acceptance by MICT on FCFS basis.	1 x 08" dia Bunker Line (Black Oil).
<b>ADANI MUNDRA CONTAINER TERMINAL [ AMCT ]</b>				
<b>CB-3</b>	630 Meters	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by AMCT on FCFS basis.	1 x 08" dia Bunker Line (Black Oil).
<b>CB-4</b>		180000		1 x 08" dia Bunker Line (Black Oil).
<b>ADANI CMA MUNDRA TERMINAL PRIVATE LIMITED (ACMTPL)</b>				
<b>SB-4</b>	650 Meters	231600	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by ACMTPL on FCFS basis.	Bunker and fresh water lines not available presently.
<b>SB-5</b>		231600		
<b>ADANI INTERNATIONAL CONTAINER TERMINAL PRIVATE LIMITED (AICTPL)</b>				
<b>SB-6</b>	810 Meters	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by AICTPL on FCFS basis.	Bunker and fresh water lines not available presently.
<b>SB-7</b>		180000		

**Notes:**

- 10.1** The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on monthly basis and issued to Trade.
- 10.2** Non container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum of 6 hours' notice for shifting will be given to the vessel.
- 10.3** A minimum safe clearance of 35 meters will be maintained in between vessels. For vessels less than 200 meters, a minimum safe clearance of 30 meters will be maintained.
- 10.4** A Minimum safe clearance of 75 meters is required during berthing of PCC (Car Carriers) While minimum safe clearance of 65 meters is required during un-berthing of PCC (Car carriers).
- 10.5** Total Quay Length for berths in straight line.

Berth No.	Total Quay length	Remarks
5 & 6	575 meters	Total Quay length of berth No 5 & 6 is 575 mtrs in a straight line and hence more than two ships can be berthed depending upon their LOA, subject to minimum clearance requirements.
7 & 8	441 meters	Total Quay length of berth 7 & 8 is 403 mtrs in a straight line and hence more than two ships can be berthed depending upon their LOA, subject to minimum clearance requirements..
9, 10 & 11	794 meters	Total Quay length of berth No 9, 10 and 11 is 794 mtrs in a straight line and hence more than three ships can be berthed depending upon their LOA, subject to minimum clearance requirements.



12	195 meters	Total Quay length of berth No 12 is 195 mtrs. One ship having maximum length of 225 mtrs can be berthed at B-12.
MICT CB1 & CB2	630 meters	Total Quay length at MICT is 630 mtrs in a straight line and hence more than two ships can be berthed depending upon their LOA, subject to minimum clearance requirements.
AMCT CB3 & CB4	630 meters	Total Quay length at AMCT is 630 mtrs in a straight line and hence more than two ships can be berthed depending upon their LOA, subject to minimum clearance requirements.
AICTPL SB6 & SB7	810 meters	Total Quay length of AICTPL at South Basin is 810 mtrs in a straight line and hence more than two ships can be berthed depending upon their LOA, subject to minimum clearance requirements.
ACMTPL SB4 & SB5	650 meters	Total Quay length of ACMTPL at South Basin is 650 mtrs in a straight line and hence more than two ships can be berthed depending upon their LOA, subject to minimum clearance requirements.
West Basin WB1, WB2, WB3 & WB4	1510 meters	Total Quay length of West Basin Coal Terminal is 1510 mtrs in a straight line and hence more than four ships can be berthed depending upon their LOA, subject to minimum clearance requirements.

## 11. General conditions for berthing / un-berthing and cargo operations of vessels

### 11.1 Vessel will not be considered for berthing if the Vessel:

- 11.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.
- 11.1.2 Has invalid statutory certificate, including expired load test certificates of cargo gears.
- 11.1.3 Is blacklisted by Port State Control.
- 11.1.4 Is not manned as per Safe Manning Document.
- 11.1.5 If vessel does not produce proper proof to show that the vessel is suitably insured under DG Shipping authorized P&I club to cover the risk of damage to any port installations (fixed and floating), wreck removal, water, air Pollution and consequent civil liability and any other risks applicable. Restrictions / Instructions / Circulars issued by Government of India and State Maritime Board will be strictly adhered to.
- 11.1.6 Vessel should arrive and depart the port either on even keel or with a positive trim and minimum list. In no case should the vessel be trimmed down by the head or have a list of more than 0.3 degree. In case a vessel is found to be trimmed down by head, the movement of such a vessel may be cancelled for safety reasons as such vessels are very sluggish in handling which is not acceptable in a strong tidal port. Such vessels will be provided pilot only after they have corrected their list and trim. For container vessels which have trim up to 40 cm down by head shall be permitted on case to case basis on prior intimation to Port Control.
- 11.1.7 Draft survey of a vessel which is down by head and listed more than 0.3 degrees will not be conducted unless the vessel comes on even keel and reduces the list to 0.3 degrees. All delay, detention and cost arising from negative trim, list exceeding 0.3 degrees and inability to comply with minimum draft and trim requirement will be on vessels account.

- 11.1.8 Delivery order has to be submitted by the agent to the Port prior berthing of the liquid vessel. Without DO, the vessel will only be berthed if the agent gives in writing that the agency agrees to pay the storage rent and / or any charges which may become payable due to the agent holding the delivery of the cargo.
- 11.1.9 Vessels shall be un-berthed only after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues. No marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
- 11.1.10 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final.
- 11.1.11 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting. Decision of the port on berth planning and allocation will be final and binding on all concerned.
- 11.2 A vessel may be removed from berth for the following reasons.**
- 11.2.1 If the vessel is considered unsafe or hazardous for port safety.
- 11.2.2 If the vessel is equipped with poor and unsafe cargo gear.
- 11.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- 11.2.4 In case the weather deteriorates or is likely to deteriorate.
- 11.2.5 If the stowage of cargo is improper or incorrectly declared.
- 11.2.6 The vessel is under performing as per port norms or idling at the berth without proper justification, the vessel will be un-berthed and applicable shifting charges will have to be borne by the vessel.
- 11.2.7 Makes a request for early un-berthing.
- 11.2.8 Has made a wrong declaration.
- 11.3** Performance of the vessels which are alongside the berth would be continuously monitored up to 08:00 hrs and will be discussed in the Daily Berth Planning Meeting. If a vessel is underperforming, the vessel's agent will be advised in writing to improve the vessel's performance. If by next day 08:00 hrs, the vessel's performance is still found to be unsatisfactory, a notice may be served to the Master to un-berth the vessel. Work stoppages beyond the control of the vessel or the Port will be excluded while evaluating the performance. Reasons such as lack of cargo and documents, poor or uneven stowage, unusually slow and unproductive cargo handling gears will not be accepted as valid reasons for poor performance of the vessel.

- 11.4** Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.
- 11.5** For purposes of this policy:-
- 11.5.1 A shifting movement means:
- I. From one berth to another berth or
  - II. From one berth to anchorage and re-berth.
- 11.5.2 A warping movement means: Physical shifting of the vessel ahead / astern on the same berth.
- 11.5.3 A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side.

## 12. Free time allowed to vessels prior cargo commencement and after completion.

- 12.1 A vessel should be ready for commencement of cargo operation in all respect within 3 hours from the time she is all fast alongside the berth. In case the vessel cannot commence her cargo operation within 3 hours, layup berth hire / Idling charges as per Port Tariff shall be applicable.
- 12.2 A vessel wanting to over stay beyond the allowed 3 hrs after cargo completion shall make a request for over stay at least 2 hrs prior vessel's sailing time. Such a request will be accepted on case to case basis provided there is no vessel waiting for the use of the berth and the Port has not planned any maintenance activity on the berth. The Port's decision on such request would be final. In case, the Port refuses permission to over stay, the vessel will have to vacate the berth. The additional time beyond 3 hrs will be given on lay-up berth hire / Idling charges till the outward pilot request time.
- 12.3 If cargo stoppage is more than 2 hours due to failure of vessel equipment's or gear, idling at berth or for any other reasons. Lay-up berth hire / Idling charges as per Port Tariff shall be applicable as per conditions laid below
- 12.4 Total cargo stoppages /idling should not exceed two hours during the entire port stay of the vessel or else lay-up berth hire / Idling charges will become applicable.
- 12.5 Whenever a vessel is given due notice by the Port to vacate the berth on account of either under performance or for safety reasons and the Master of the vessel refuses to vacate the berth after 2 hours of due notice by the Port, the Port will charge **2 times the berth hires as mentioned in the port tariff (minimum berth hire charges will be applicable) and in addition to berth hire charges.** Pilot detention and cancellation charges where applicable will be as per Port Tariff.

## 13. Lay-up berth hire / idling charges.

- 13.1 In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment, layup berth hire / Idling charges will become applicable after the stipulated time allowed for such stoppages provided there are no vessels waiting for berth. The vessel will revert to normal berth hire once the vessel agent makes a request for use of shore equipment.

- 13.2 In case, a vessel is on layup berth hire / Idling due to vessel equipment failure and another vessel arrives and requires the use of that berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account..
- 13.3 The port may turn down a vessel request for berth stay on layup berth hire / Idling if it will result in cascading impact on other arriving vessels.
- 13.4 The port shall remove a vessel from the berth on vessel account if, the vessel is unable to meet port's productivity norm due to failure of her equipment and the port is not in position to provide shore resource. The shifting of the vessel from berth will however be done only if another vessel arrives and requires the use of that berth.
- 13.5 Port will not charge layup berth hire charges on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater. This will be subject to the following conditions:
- 13.5.1 There are no vessels waiting for that berth.
- 13.5.2 The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
- 13.5.3 The request for additional berth stay should be made at least 3 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
- 13.5.4 The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

#### 14. Import / Export voyage in same VCN

- 14.1 As a general rule after completion of discharge operations, a vessel has to vacate the berth for other vessels waiting at the anchorage. If the same vessel is fixed for loading, her arrival time for loading operation will be considered only after she has completed her previous cargo and is thereafter ready to load cargo in all respects.

In case a new VCN is issued upon request, the second call will be treated as a fresh call and all marine dues will be applicable to the vessel.

#### 15. Anchorage charges:

- 15.1 Anchorage charges will be applicable, from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below.
- i. Those vessels which are governed by individual long term Marine services contracts.
  - ii. SPM vessels which will continue to be charged as per their contracts or the full anchorage rates.
  - iii. Anchorage charges shall be charged on hourly basis.

## 16. Documents require in prescribed Format through APMS.

- 16.1 The vessel's agent should submit the following documents in the prescribed format through APMS for vessel declaration prior to physical arrival in Port. The vessel will be considered for berthing only after completion of declaration formalities and submission of pre-arrival documents as per Port Berthing Policy.
- 16.2 Berth Application through APMS [MAR/ F/ 003]
- 16.3 Vessel and Cargo Particulars Part A through APMS [MAR/ F/ 011].
- 16.4 Vessel acceptance navigational checklist to be uploaded in APMS.
- 16.5 IWPM / OWPM / Shifting Pilot Memo filed in prescribed format with minimum 1 hrs 30 minutes' notice for Dry, Liquid vessel and for container vessels 1 hour 45 minutes [MAR/F/012].
- 16.6 For SPM vessel, IWPM to be filed with 6 hrs notice during office hrs (0900 hrs to 1800 hrs) and 12 hrs notice after office hrs (1800 hrs to 0900 hrs). In case back to back vessels (one vessel working at SPM and another vessel to be berthed after casting off working vessel), the IWPM to be filed with 8 hours' notice. Minimum 2 hours will be necessary between the times the working vessel is ready to cast off to the POB time of next vessel [MAR/F/012].
- 16.7 Import General Manifest copy to be submitted at least 24 hours before vessel arrival;
- 16.8 Vessel Stowage Plan at least 24 hours before vessel arrival;
- 16.9 Packing List for project cargo receiver wise in excel sheet stating L x B x H (CBM) and weight.
- 16.10 Pre arrival "Pipe export stevedoring check list" duly completed.
- 16.11 Loading/Unloading Sequence.
- 16.12 Cargo gear declaration with respect to (1) No of cranes available (2) SWL of each crane (03) Outreach of crane.
- 16.13 Cargo declaration with respect to (1) Declaration of cargo above SWL of cranes (2) Requirement of shore crane (3) Requirement of Fork Lift.
- 16.14 Service Agreement and advance payment of assessed vessel related charges.
- 16.15 Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement.
- 16.16 Export General Manifest is to be submitted within 9 days of vessel sailing.
- 16.17 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. In absence of same, APSEZ will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Mundra roads. However the vessel will be considered for berthing seniority only after party wise packing list is received as required by the Port.
- 16.18 For all pipe export vessels, vessel is to be declared with duly filed "Pre Arrival Check list". In absence of same, the port will conditionally declare the vessel. A VCN will be provided to the

vessel so as to permit her to anchor at the roads. However the vessel will be considered for berthing seniority only after the "Pre Arrival Checklist" has been received by the port.

All ships calling the port to get free pratique clearance from the Port Health Officer, prior their arrival. In case vessel requires boarding of PHO for clearance the port will take 1.5 hrs notices for berthing of vessel after it is cleared by PHO.

## 17. Pilot Cancellation and amendment for outward moves

- 17.1 Pilot Cancellation and amendment for outward moves can be accepted through email to Portopscenter [portopscenter@adani.com](mailto:portopscenter@adani.com) or through VHF on Channel 77 to Mundra Marine Control with a minimum 45 minute notice. Only one cancellation and revision of OWPM timing will be accepted. Thereafter a minimum of 2 hrs notice has to be given for OWPM. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.
- 17.2 Cancellation and amendment of inward pilot memo for SPM vessels will have to be done at least 3 hours before POB time or else pilot cancellation charge before boarding will become applicable.
- 17.3 At West Basin pilot request notice of 2 hrs will be required.

## 18. Swapping of Seniority

Swapping of berthing-seniority between vessels may be permitted by the Port provided the agent or agents of the affected vessels and /or the respective cargo interests jointly request the Port for exchange of seniority in the pre scribed application form and agree to indemnify the Port against any claims whatsoever may arise there from. The agency which intends to swap the seniority of its vessels must take into consideration other agents whose vessel will be adversely affected due to swapping of seniority. LOA / Productivity of vessel being swapped will be considered before accepting the swapping request.

## 19. Shifting of vessels

No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:

- 19.1 If a working cargo vessel at berth or at mooring point is shifted for port to undertake hydrographic survey work, dredging, repair and maintenance of berth, or such other similar activities whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 19.2 If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".
- 19.3 Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE".

- 19.4 Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
- 19.5 Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE"
- 19.6 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 19.7 Similarly shifting charges will also be applicable in the following cases of shifting:
- 19.7.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
- 19.7.2 Vessels which are idling at berth without doing any cargo handling operations.

## 20. Immobilization Permission

If vessel wants to carry out M/E maintenance work during her Port stay the Port will grant Immobilization permission subject to the following terms and conditions on port's discretion. After completion of permitted time, fresh Immobilization requisition has to be filed for completion of the remaining work. The Immobilization should be completed prior to completion of cargo operations. The Master of the vessel should inform Marine Control on VHF Ch-77 prior immobilizing the ships engine and after repairs have been carried out. In case the vessel is unable to sail out after cargo completion due to engine repairs in progress, then layup berth hire will be applicable.

- 20.1 Permission will have to be obtained in writing.
- 20.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.
- 20.3 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.
- 20.4 In case, the vessel is unable to remain alongside the berth for whatever reason, any pilot / tug / mooring crew assistance provided by the Port will be on a chargeable basis.
- 20.5 Due care should be taken by ship's crew in tending the ship's mooring lines, as Mundra Port has strong tidal currents or off shore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.
- 20.6 Cancellation of Immobilization request shall be considered only if it is rendered 6 hours prior to all fast time or else charges will be applicable. If vessel is already at berth at the time of request then once permission granted the charges will remain applicable.

## 21. Tug requirement for various berths

- 21.1 For vessels less than 100 mtrs LOA and GT less than 3000 which have working twin screw and bow thruster, the Pilot may choose not to use any tugs. In such cases, only Pilotage charge will be levied.



- 21.2 Un-berthing of vessels from berth B2 in flood tide, berth B4 in ebb tide (vessel which are Portside alongside) and from Terminal- 3 in ebb tide (vessels which are starboard side alongside) will only be carried out if the draft of the vessel is less than 9 mtrs & LOA less than 200 mtrs. One additional tug on chargeable basis will be used for such manoeuvres if the Agent wants the vessel to sail out in adverse tide.

**Note:** The availability of tugs for transportation of passenger is not normally guaranteed as vessel movements have priority over such request. The Port shall not be responsible to the hirer for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire. The hirer shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from the use of the tugs during the period of the supply on hire to any property belonging to the port including the tugs or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life or property may have arisen due to any act or default of any employee of the Port.

## 22. Berthing / Un-berthing restriction for vessels

Berthing:	
B-1, B-3, B-11, B-12	a) POB: At any time. (EXCEPT FROM 01:30 to PRINTED TIDE TIME) (E.g. = Tide 1800, POB cut off 1630 hrs. Next POB 1800 hrs)
B-2	POB 30Mins after HW to 2Hrs before LW.
B-4	a) P/S A/S : POB - PRINTED LW to 2Hrs before HW. b) S/S A/S : POB at printed HW to 2Hrs before printed LW. Max permissible LOA= 190 m. Max permissible draft: 10 mtrs.
B-5, B6	a) LOA < 100 m : Berthing using single tug, POB will be 2Hrs 30Min before LW to HW. b) LOA <= 210 m with draft < 12 m: POB Any time c) LOA > 210 m with any draft: POB 2Hrs before to 1 Hour before HW and 1Hr 30Min before to 30Min after LW subject to 10% UKC. d) LOA > =245 m with draft >= 13 m: POB will be 2 hours before HW. e) Shifting of Capesize vessel from B6 to B1 : POB 3Hrs before printed tide or 01Hr 15Min before LW. f) Berthing of vessels in ebb tide with LOA > =100 M < 210 M and draft > 12.0 M : POB 2.5 hrs before LW to 1.0 Hr before HW
B-7, B-8, B8A	a) POB - 01 Hr 30Min before printed tide. b) For berthing B-8 and B-7 in same tide: POB for B-8 = 1Hr 45 min before tide and POB for B-7 = 1 Hr 15 min before tide. c) B-8: Max. permissible draft < 10.5 m d) B 8A : Max LOA = 130 m, Berthing upto Bollard No. 37. e) B-8A: No night berthing permitted with B8 occupied, f) B-8A: If P/S A/S then min clearance between B-8 and B-8A > 75 m.
B-9	a) P/S A/S with B-10 vacant (Max LOA = 190m & Max draft = 10 m): POB from HW to 2Hrs before LW. b) P/S A/S with B-10 occupied (Max LOA =190m & Max draft = 10 m): POB from HW to 2Hrs before LW Only if 60 m clearance from B-10 vessel. c) S/S A/S (LOA and draft as per berth parameters): POB from LW to 2Hrs before HW.
B-10	a) P/S A/S (No restriction of LOA & draft): POB from HW to 2Hrs before LW. b) S/S A/S (No restriction of LOA & draft): POB from LW to 2Hrs before HW.



MICT & AMCT	<ul style="list-style-type: none"> <li>a) LOA <math>\leq</math> 290 M : POB anytime</li> <li>b) LOA <math>&gt;</math>290 m and <math>\leq</math> 311 m with tide range <math>\leq</math> 5. 0 m: POB any time</li> <li>c) LOA <math>&gt;</math>290 m and <math>\leq</math> 311 m with tide range <math>&gt;</math> 5. 0 m : POB 02 Hrs 30 Min before to 30 Min after printed tide subject to 10% UKC</li> <li>d) LOA <math>&gt;</math> 311 m with tide range <math>\leq</math>4.0 m: POB any time</li> <li>e) LOA <math>&gt;</math> 311 m with tide range <math>&gt;</math>4.0 m: POB 02 Hrs 30 Min before to 30 Min after printed tide subject to 10% UKC</li> <li>c) PCC BERTHING : If SW wind more than 15 kts , POB 01:30 Hrs before HW to printed LW (CONVERSE FOR "NE"ly WIND)</li> </ul>
AICTPL & ACMTPL	<ul style="list-style-type: none"> <li>a) LOA <math>\leq</math> 325 m : POB any time.</li> <li>b) LOA <math>&gt;</math> 325 m and <math>\leq</math>350 m with tide range <math>\leq</math>4.0 m: POB any time</li> <li>c) LOA <math>&gt;</math> 350 m with tide range <math>\leq</math>4.0m : POB 02Hrs 30 Min before to 30 Min after printed tide time subject to 10% UKC</li> <li>d) LOA <math>&gt;</math> 325 m with tide range <math>&gt;</math>4.0 m: POB 02Hrs 30 Min before to 30 Min after printed tide time subject to 10% UKC</li> </ul>
West Basin	<ul style="list-style-type: none"> <li>a) Draft <math>\leq</math> 14.5 m : POB 2.5 hrs before to printed tide subject to 10% UKC.</li> <li>b) Draft <math>&gt;</math> 14.5 m : POB 2.5 hrs before to 1.5 hr before printed tide subject to 10% UKC.</li> <li>c) For Bunker Barge (AEL): POB 2hrs before to printed tide time.</li> </ul>
SPM	<ul style="list-style-type: none"> <li>a) SPM Berthing : Daylight hours only.</li> <li>b) If wind and tide from same direction or adverse wind <math>\leq</math> 15 Knots : SPM POB from 30Min after printed tide to 03Hrs before next tide or sunset which ever is earlier.</li> <li>c) If wind and tide from opposite direction and adverse wind speed <math>&gt;</math> 15 Knots. <ul style="list-style-type: none"> <li>i ) POB time to be 1Hr after change of tide, if tidal range <math>&gt;</math> 2.5 mtr.</li> <li>ii ) POB time to be 1Hr 30Min after change of tide if tidal range <math>\leq</math> 2.5 mtr.</li> </ul> </li> </ul>
<b>Un-berthing:</b>	
B-1, B-3, B-12	<ul style="list-style-type: none"> <li>a) POB - Any time</li> </ul>
B-2	<ul style="list-style-type: none"> <li>a) POB 01Hr before printed HW to 01Hr before printed LW (With Favourable wind or with adverse wind <math>\leq</math> 20 Kts).</li> <li>b) With Adverse Wind <math>&gt;</math> 20 Kts or draft <math>&gt;</math> 9 m : POB 30 mins after HW to 01 hr before LW.</li> </ul>
B-4	<ul style="list-style-type: none"> <li>a) P/S A/S: POB 01Hr before printed LW to 01Hr before printed HW.</li> <li>b) P/S A/S (Draft <math>\leq</math> 9 m or LOA <math>\leq</math> 200 m): POB anytime.</li> <li>c) P/S A/S (Draft <math>&gt;</math> 9m OR LOA <math>&gt;</math> 200 m): POB 30 mins before LW to 01Hr before HW.</li> <li>d) S/S A/S : POB anytime.</li> </ul>
B-5	<ul style="list-style-type: none"> <li>a) Draft <math>\leq</math> 12 m : POB anytime subject to 10% UKC being available during the vessel transit.</li> <li>b) Draft <math>&gt;</math> 12 m upto 13 m:POB 2Hrs 30Mins before to 01Hr after printed tide time.</li> <li>c) Draft <math>&gt;</math> 13 m: POB 02Hrs 30Min before HW.</li> </ul>
B-6	<ul style="list-style-type: none"> <li>a) Draft <math>\leq</math> 11m : POB anytime subject to 10% UKC being available during the vessel transit.</li> <li>b) Draft <math>&gt;</math> 11 m upto 13 m : POB 2Hrs 30Mins before to 01Hr after printed tide time.</li> <li>c) Draft <math>&gt;</math> 13 m : POB 2Hrs 30Mins to 30Mins before HW and 01Hr 30Mins before to 30Mins after LW subject to 10% UKC.</li> </ul>
B-7,8, B-8A	<ul style="list-style-type: none"> <li>a) P/S A/S : POB any time sub to 10% UKC.</li> <li>b) S/S A/S (Draft <math>\leq</math> 8.5 m): POB any time.</li> <li>c) S/S A/S (Draft <math>&gt;</math> 8.5 m): POB 2Hrs before to 30Mins after printed tide time.</li> </ul> <p>NOTE: NO NIGHT UNBERTHING FROM B-8A WITH B-08 OCCUPIED.</p>
B-9	<ul style="list-style-type: none"> <li>a) P/S A/S (Draft <math>\leq</math> 9 m or clearance <math>\geq</math> 40 m with B-10 vessel): POB anytime</li> <li>b) P/S A/S (Draft <math>&gt;</math> 9m and STS clearance <math>&lt;</math> 40 m): POB 1Hr 30 Mins before HW to printed LW.</li> <li>c) S/S A/S: POB 1 hour before LW to 1 hour before HW.</li> </ul>

B-10	a) P/S A/S (Draft $\leq$ 9 m or clearance $\geq$ 40 m with B-11 vessel: POB anytime b) P/S A/S (Draft $>$ 9m and STS clearance $<$ 40 m): POB 1Hr 30 Mins before HW to printed LW. c) S/S A/S: POB 1 hour before LW to 1 hour before HW.
B-11	a) P/S A/S: POB anytime b) S/S A/S (Draft $\leq$ 10 m): POB 2 hour before LW to printed HW. c) S/S A/S (Draft $>$ 10 m): POB 1 hour before LW to 30 Mins before HW.
MICT, AMCT & AICTPL ACMTPL	a) POB - Any time subject to 10% UKC being available during the vessel transit.
West Basin- 1,2,3	a) LOA $\leq$ 230 m in ballast : POB 2Hrs 45Mins before to 15Mins after printed tide. b) LOA $>$ 230 m and Draft $\leq$ 13 m : POB 2Hrs 45 mins before to 15 mins before printed tide subject to 10% UKC during vessel transit. c) LOA $>$ 230 m and Draft $>$ 13 m : POB 2Hrs 15 mins before to 45 mins before printed tide subject to 10% UKC during vessel transit. d) For Bunker Barge (AEL): POB 2hrs before tide to printed tide time.
West Basin -4	a) POB: From printed LW to LW + 1 Hr Or From 2Hr 30 mins before to 01 Hr before HW. (E.g. = LW 0800, HW 1400, UNBERTHING FROM 0800 TO 0900 & 1130 TO 1300)

## 23. Documents required for vessel registration and statutory compliance to be uploaded on APMS

### 23.1 General Documents required for all vessels declaration.

- 23.1.1 Berthing application - MAR/ F/ 003
- 23.1.2 Vessel & cargo particulars part A - MAR/ F/ 011
- 23.1.3 Vessel acceptance navigational checklist- Annex I, II & III
- 23.1.4 International Tonnage certificate.
- 23.1.5 Ship particulars.
- 23.1.6 P&I certificate
- 23.1.7 Certificate of Class
- 23.1.8 Certificate of appointment from operator

### 23.2 In addition to above following additional documents required for Bulk & break bulk :

- 23.2.1 Last port draft survey report for fertiliser vessel.
- 23.2.2 Fertiliser checklist
- 23.2.3 Pipe check list for (for pipes).
- 23.2.4 Packing list in excel sheet (for all break bulk vessels).
- 23.2.5 Stowage Plan.
- 23.2.6 Discharge or loading sequence.

### 23.3 In addition to above following additional documents required for Liquid vessel:

- 23.3.1 Stowage Plan.
- 23.3.2 Temperature report for heated cargo
- 23.3.3 Pre-arrival exchange information checklist

## 24. Standard time for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
24.1	Containers	IMPORT / EXPORT	Cargo commencement takes place after unlashing of containers the first container loaded or unloaded.	After handling of gearbox the last container loaded or unloaded.
24.2	Bulk	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
24.3	Break Bulk / Project Cargo	IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.
		EXPORT	Commencement of dunnage Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment.
24.4	Liquid	IMPORT	When cargo passes the ships manifold into the shore line.	Air blow completion time and when receiver gives the go ahead for hose disconnection.
		EXPORT	Commencement time of Cargo pumping from Terminal.	When the vessel is informed to close the manifold valve.

## V. Marine Tariff

### A. PORT DUES:

**\$ 0.23** Per GT of Vessel  
 [Except SPM vessels] / Per VCN. Minimum Charges **\$ 1180** per vessel is applicable.  
 (Port dues applicable per call and maximum validity is 30 days )

- 1.1 75% discount on Port dues (subject to minimum charges of \$ 295 per vessel) and 50 % discount on anchorage charges for vessel calling at Mundra Port only for miscellaneous services like bunkers, repairs, crew change etc, and not for cargo operations. The discount on port dues will be applicable for ships calling at anchorage or berth.
- 1.2 If vessels call in Mundra Port specially for miscellaneous services at berth up to 24 hrs i.e. Fresh water/Bunker/Provision supply/Maintenance/Crew change and other documents formalities except cargo operation then Port dues, Pilotage, Berth Hire, Anchorage charges will be applicable as per tariff. [Except SPM vessels].
- 1.3 If vessel exceeds berth stay more than 24 hrs then lay-up berth hire / Idling charges will be applicable.

### B. PILOTAGE CHARGES PER GT OF VESSEL :

<b>\$ 0.43</b> per GT, for vessels with GT less than 10,000.	Minimum <b>\$ 1180</b>	For vessel up to 3000 GT.
	Minimum <b>\$ 4120</b>	Vessel from 3001 - 15000 GT
	Minimum <b>\$ 8800</b>	Vessel from 15001 and above
<b>\$ 0.54</b> per GT, for vessels with GT 10,000/- and above.	Includes one Berthing and one Un-berthing.	

For vessels less than 100 mtrs LOA and GT less than 3000, if the berthing is done without tugs, the pilotage charges will be **1180 USD**. In case tugs are used, total pilotage inclusive of tug charges will be **4120 USD**.

### C. PILOT ATTENDANCE CHARGES :

Pilot Attendance Charges	<b>\$ 100 per hr</b>	When a pilot is required to stay on board the vessel on request of the Master or when the port decides to post a pilot for safety of the vessel / port.
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### D. Pilot Exemption Charges

Pilot Exemption Charges	<b>\$ 900</b> / Exemption Certificate ( Maximum validity 30 days)
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### E. Berth hire Charges

<b>\$ 0.0084</b> per GT per Hour (First line ashore to All cast off)	Minimum Charges <b>\$ 590</b> per day is applicable
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**Note: 1.** The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not used berth then arrival date will considered for exchange rate.

### F. LAY UP BERTH HIRE / IDLING CHARGES :

<b>Layup / Idling charges :</b> (First line ashore to All cast off) <b>Same rate as berth hire and applicable in addition to the berth hire. Minimum berth hire charges is applicable for those vessels which call Mundra Port purely for lay-up berth hire / Idling berth stay.</b>	<ol style="list-style-type: none"> <li>1.1 If vessel unable to commence cargo within 3 hrs of all fast and unable to book OWPM for sailing within 3 hrs of completion time then lay-up berth hire / Idling Charges become applicable.</li> <li>1.2 Lay Up berth hire / Idling can be granted on sole discretion of port subject to availability of berth.</li> <li>1.3 If vessel exceeds granted lay-up berth hire / Idling time then the vessels will be shifted out at her own cost. Lay-up berth hire / Idling is charged in addition to normal berth hire for the duration that the vessel requires the use of the berth but is not carrying out cargo operations.</li> <li>1.4 The vessel is allowed to stay on the berth on payment of Layup berth hire / Idling charges provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.</li> </ol>
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**Note 1:-** Layup berth hire charges will not applicable to Country crafts, SPM, HMEL Vessels.

**Note 2:-** Lay-up berth hire will not applicable to container Vessels, unless the Port has requested the Vessel to vacate the berth and if Vessel refuses to do so.

## G. NON BERTH VACATING CHARGES :

### Non berth Vacating charges:

2 times the berth hires as mentioned in the port tariff (minimum berth hire charges will be applicable). This charge is in addition to berth hire charges.

Whenever for any reason Port requires vacate the berth, the port will give 2 hrs notices to vacate the berth, If vessel fails to vacate the berth then Non berth vacating charges will be applicable.

## H. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS

**\$ 0.0084** per GT per Hour (First line ashore to All cast off)

Liquid tankers which avails priority berthing will be required to pay priority berthing charges and it will be in addition to the berth hire. All terms and condition will be applicable as per the **BPTS page 11**.

## I. ANCHORAGE CHARGES

Anchorage Charges: **\$0.00094** per GT per hour.

Anchorage charges will be applicable, from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below:

1.1 Those vessels which are governed by individual long term Marine Services Contracts.

1.2 SPM vessels which will continue to be charged as per their contracts or the full anchorage rates.

Anchorage charges shall be charged on an hourly basis.

## J. BERTHING PROCESS CHARGES :

Pilotage Cancellation Charges	<b>\$ 500</b>	If cancelled between 1.00 hrs till pilot Boarding.
	<b>\$ 1250</b>	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	First 30 minutes delay from the nominated pilot boarding time.
	<b>\$ 1500</b>	Per 30 minutes slab and applicable when delay is more than 30 minutes.

## K. UN-BERTHING PROCESS CHARGES :

Vessel should be ready in all respect for sailing at the nominated Pilot boarding time. In exceptional cases, a maximum delay up to 15 minutes after Pilot boarding time will be allowed if the unberthing of the vessel is delayed beyond 15 minutes after POB timing due to non-readiness of the vessel, pilot detention charges will become applicable.

Pilotage Cancellation Charges	<b>\$ 500</b>	If cancelled between 45 minutes till Pilot boarding.
	<b>\$ 1250</b>	If cancelled after pilot boarding.
Pilotage Detention Charges	<b>\$ 475</b>	First 30 minutes delay from the nominated pilot boarding time.
	<b>\$ 1500</b>	For subsequent delays on a slab of 30 minutes.

## L. SHIFTING CHARGES

Shifting charges	Same as pilotage	Minimum Pilotage charges are applicable as per <u>point B page 27</u>
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## M. WARPING PER GT OF VESSEL :

Warping / Turnaround charges	<b>50 % of pilotage</b>
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### N. DUMB BARGE :

<p><b>\$ 1975 per Activity</b></p>	<ol style="list-style-type: none"> <li>1. Port dues and pilotage charges will be additional.</li> <li>2. Activity includes berthing and un-berthing.</li> <li>3. Pilotage will start only when the barge is secured as a hip tow to the towing tug.</li> <li>4. If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case by case basis.</li> <li>5. All barges must have a minimum of 6 mooring lines of adequate length i.e minimum length of 40 mtrs with eye at one end. The agent must also arrange for 6 personnel to be placed on the barge for mooring operations.</li> </ol>
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### O. VESSEL DEFICIENCIES :

<p>Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)</p>	<p><b>\$ 440</b></p>	<p>In case of unsafe pilot boarding / Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters.</p>
<p>Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per Movement for use of electronic navigational equipment (Harbour Pilot).</p>	<p><b>\$ 270</b> per Movement</p>	<p>Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, will only be berthed using ports Harbour Pilot equipment.</p>
<p>Charges for Failure to report critical equipment Deficiency in advance.</p>	<p><b>\$ 200</b> per Movement</p>	<p>Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.</p>
<p>Failure of mooring winches, windlass or capstan during berthing / un-berthing operations.</p>	<p><b>\$ 265</b> per failure</p>	<p>Pilot detention charges will be in addition to this charge.</p>
<p>Wrong declaration of draft which can jeopardize safety of vessel and Port assets.</p>	<p><b>\$ 880</b> per declaration</p>	<p>If case of wrong declaration of arrival / departure draft.</p>
<ol style="list-style-type: none"> <li>1) Garbage regulation violation</li> <li>2) Charges for wrong hoisting of Indian flag or soiled, poor condition.</li> <li>3) Cargo falling overboard,</li> <li>4) Non-compliance with port regulations.</li> </ol>	<p><b>\$ 250</b></p>	<p>For each incident.</p>
<p>Anchor missing</p>	<p>An Additional Tug Standby on chargeable basis. Will be applicable to Berthing vessels. For un-berthing its applicability will be as per ports discretion.</p>	

### P. TUG / BOAT HIRE CHARGES :

<p>Tug hire for transportation (per trip). <a href="#">Please refer note of point 21.2 on page 23.</a></p>	<p><b>\$ 1755</b></p>	<p>For maximum 5 hours and \$ 440 for every subsequent hour thereafter. If the same tug is used by two different parties for different vessels then each party to pay the said charges. (Maximum 10 persons at a time)</p>
<p>Ship Store supply charges through tug</p>	<p><b>\$ 2000</b></p>	<p>In addition to tug hire charges in case the ship's stores are carried in excess of quantity 500 kgs. (Quantity not allowed more than 6 MT per tug per trip).</p>
<p>Service boat (per hour).</p>	<p><b>\$ 200</b></p>	<p>Allowed at alongside berth only during settled weather.</p>

**Note:** If tug is hired for medical purpose (passenger/crew injury) same will be borne by the vessel agent.

Q. COLD MOVE CHARGES :	
1.1 Planned Cold Move	<p><b>Planned Cold move</b> for a berthing vessel will be carried out only with prior approval of the concerned agency. However, no prior approval will be necessary for cold move of a vessel which is already at the berth. Port decision to vacate the berth (to accommodate any waiting vessel) will be final. Charges for each process of berthing / un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below.</p> <p>All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p> <p><b>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 5 times the pilotage charges (minimum clauses apply)</b></p>
1.2 Unplanned Cold Move	<p>If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / un-berthing / shifting / warping manoeuvre (irrespective of the fact whether movement is on vessel/Agent or on port account), the same will be treated as a cold move and charged to the vessel/agent. Additional tugs if used for the movement will be charged as per port tariff on an hourly basis. Cold move charge is in addition to the normal Pilotage charge.</p> <p><b>Unplanned cold move charge as at the rate of 2 times the pilotage charges (minimum clauses apply)</b></p>
R. PIPE LINE CHARGES FOR LIQUID TANKERS	
<b>\$ 0.0373 per MT</b>	Pipeline usage charges applicable on all Liquid cargo Vessels calling at Mundra other than for Vessels which are governed by long term contractual agreements such as HMEL, IOCL & HPCL.
S. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :	
<b>\$ 250 for the first 24 hrs</b>	<p>Immobilization permission will be granted at port's discretion. An immobilization charge for the first 24 hrs is payable, and thereafter at the rate of <b>\$ 125</b> per 12 hours slab. Failure to take prior approval will result in additional charges as <a href="#">per note 2 of Page 32</a>.</p> <p><b>Note:</b> 1. Immobilization charges will not be applicable if same is carried out at anchorage. 2. Cancellation of Immobilization request shall be considered only if it is rendered 6 hours prior to all fast time or else charges will be applicable. If vessel is already at berth at the time of request then once permission granted the charges will remain applicable.</p>
T. ADDITIONAL TUG HIRE CHARGES :	
<b>\$ 800</b> Per Hour per Tug	Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer.
U. CHARGES FOR OIL SPILL POLLUTION RESPONSE.	
<b>\$ 35100</b> Per Call	<b>USD \$35100 + charges as per actuals based on resources mobilised.</b>
V. TARIFF FOR BOLLARD PULL TEST :	
Bollard Pull Test	<p><b>a. \$ 2700</b> for tugs up to 100 tons. <b>b. \$ 5400</b> for tugs above 100 to 150 tons. This is inclusive of Port Dues, berth hire, pilotage and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).</p>
W. TARIFF FOR DIVING OPERATIONS :	
1.1 Alongside	<b>\$ 2200</b> for 4 hrs with DSV Dolphin 11 in attendance.
1.2 Anchorage	<b>\$ 4400</b> for 4 hrs with DSV Dolphin 11 (Diving will only be done during slack tide).
1.3 Videography Charges	<b>\$ 1800</b> per hr in addition to tug hire charges as above.
1.4 Diving services by outside agency	<p>a) License Fee of <b>\$ 500</b> per vessel per day. b) The external agency should have certified divers. c) In case a mooring boat is required for carrying out diving operation on a ship which is alongside, the charges for the same will be <b>\$ 900</b> per 4 hours Slab.</p>



Note: External diving agency /divers should submit valid diving license to POC. Prior starting diving operations, Permission from Marine control is to be obtained.

### X. MISC SERVICE CHARGES:

1.	Vessel declaration on behalf of agent	\$ 100	Per VCN. [exception for agent's first five vessels]
2.	Security.	\$ 55	Per 8 hrs shift /per Guard.
3.	Security Vehicle (with driver).	\$ 105	Per 8 hrs shift
	(i) Shift time: 0700 hrs to 1500 hrs, (ii) 1500 hrs to 2300 hrs , (iii) 2300 hrs to 0700 hrs.		
	Oil rags removal & Disposal	\$450	Per CBM
	Garbage collection at berth (Quantity not to exceed 3 m <sup>3</sup> /per trip)	\$ 150	Per collection / Trip (Not to exceed 3-Cubic Meter)
	Garbage collection at Anchorage (Quantity not to exceed 5 m <sup>3</sup> /per trip)	\$ 1905	Including Tug charges For maximum 5 hours and \$ 440 for every subsequent hour.
4.	<p>a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources.</p> <p>b. Garbage collection will be done only during day light hours (0900-1700).</p> <p>c. Garbage collection at anchorage will be done subject to availability of tug.</p> <p>d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.</p>		
5.	Gangway (Request to be made prior berthing).	\$ 100	Per calendar day.
6.	Gangway Extension ladder at west basin	\$ 50	Per calendar day.
7.	Hydra	\$ 150	Per 4 hour slab (minimum).
	Fresh water at berth	MMPT & WBasin = \$ 5	Per MT
8.	Fresh water at anchorage [Only in case of urgent requirement] [total tug hrs should not exceed 6 hrs and include charges of fresh water]	\$ 1840 per trip.	Maximum Quantity that can be supplied at Mundra anchorage is about 20 MT per trip depending on tugs pumping capability. Port will endeavour to supply FW as close as possible to 20 MT. However quantity supplied in excess of 20 MT will be charged as per tariff.
	(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)		
9.	Permission for tank cleaning of HFO Tank/Cargo Hold /Cargo tank / Deck space through authorized vendors. The charges are per tank basis. [Only Port authorized agencies can carry out cleaning activities as per trade notice 08/2014 Dt 11.12.2014]		<p>I. 250 CBM \$ 2239</p> <p>II. 251- 500 CBM \$ 2986</p> <p>501- 750 CBM \$ 4478</p> <p>III. More than 750 CBM \$ 5971</p>
10.	Magnetic Compass adjustment through port including compass adjuster fees.		<p>a. \$ 600 per vessel.</p> <p>b. Tug charges will be charged as per tariff.</p>



11.	Hot work permission	\$ 50	Per 4 hour slab (minimum)
<p><b>Note 2:</b> A vessel will not undertake any activity which requires prior permission &amp; payment of charges to the Port. Violation of the above will affect additional charges which will be thrice the charges which are applicable for that service.</p>			
12.	Invoice revision.	\$ 100	Per cancellation of Invoice.
13.	VCN Cancellation.	\$ 9	Per VCN.
14.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
15.	Bunker Handling Charges	N.A	
16.	100 MT crane capacity crane on barge Hire Charges	\$ 1493	For maximum 6 hours and \$299/- for every subsequent hour thereafter.
17.	Mooring Ropes	N.A	
18.	Priority Berthing Charges for liquid tankers	100% additional berth hire will applicable as per prevailing Port Tariff. (\$ 0.0084 per GT per hour or Minimum berth hire)	
19.	Priority cancellation charges for liquid tankers	\$ 614.04	Will be levied in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA.
20.	In case a liquid tanker which is berthed on 'priority terms' is unable to complete the cargo operations and sail out within 26 hours, then <b>Layup berth hire</b> as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS.		
<p><b>Gate entry permission charges for on-board work shop, repairing and other activities.</b></p>			
<p>a. For repairing of on board ship's equipment including critical navigational equipment.</p> <p>b. For Hose test, Load test, Lime washing, Pest control, Fumigation etc. This will include permission for entry of labour and material.</p> <p>c. Gate In/Out permission for Landing gears / equipment from ship.</p> <p>d. Transshipment permission for supply of goods like spares / ships equipment / medicines.</p> <p>e. Provision supply to vessels per shipping bill gate entry.</p> <p>f. Permission for entry of Labour for Liquid tanker vessel (Veg Oil).</p>		<p style="font-size: 1.2em; font-weight: bold;">\$100/- per Job</p>	
21.	<p><b>Note 1:</b></p> <p>a. Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website.</p> <p>b. If a registered vessel agent is nominated by the vessel owner to deliver stores to their vessel, the activity will be permitted subject to submission of appointment letter from the principals. No license fee will be charged in such cases, however ship chandelling charges will be applicable as is the case for registered ship chandlers.</p> <p>c. If in case, after completion of gate formalities at Port, vessel master rejects the supply or ship chandlers are unable to complete supply due to any reason prior to sailing of vessel, in that case neither the charges will be refundable nor it will be adjusted in the next supply which may please be noted.</p> <p>d. Ship chandelling charges will not be applicable to supply of BA charts and medicines upto 25 kg</p>		

**Note:** - Any service requisition (such as Gangway, Hydra, Ship Chandelling, Fresh Water and Hot Work) has to be made at least 12 hrs prior vessel sailing and during office hours so that the service can be organized. Service tax will be charged on above all services as applicable.

### Y. FIRE FIGHTING ASSISTANCE TARIFF :

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	\$ 4500
2.	Use of foam tender or water tender for fire call, spraying water and supplying water.	Per one hour.	\$ 130
3.	Foam tender or water tender standby with crew.	Eight hour shift.	\$ 215
4.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	\$ 165
5.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 215
6.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 60
7.	Fire operator standby.	Eight hour shift.	\$ 25
8.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 6
9.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	\$ 6
10.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 14
11.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	\$ 25
12.	Providing Smoke exhauster unit.	Per hour.	\$ 25
13.	Providing SCBA set.	One time use per Set.	\$ 25
14.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110

### Z. Facility for Discharge of Ship generated waste

Vessels have to discharge ship generated waste (Like sludge, Slop, Garbage, scrap etc.), which are generated during voyage period, at any port of call. Disposal of ship generated waste into sea water is strictly prohibited as per MARPOL 73/78 convention as amended. India is signatory to this convention of IMO (International Maritime Organisation). For collection and disposal of ship generated waste, as per MARPOL 73/78, it has been made compulsory for all the countries, who are signatory to IMO, to provide shore reception facility. Accordingly, Adani Ports and SEZ Limited, Mundra provides this facility to vessels calling at this port through the private firms registered with Central Pollution Control Board and having valid approval to operate from State Pollution Control Board. These private registered firms make the necessary arrangement for discharge / reception of the ship generated waste from the vessel. **All the vendor details for sludge, slop, scrap and garbage are hoisted in Port website / Trade Notice No. 09 / 2015.**

### AA. SPM TERMINAL :

Port dues	0.323 USD	Per GT. [Port dues applicable per call maximum validity is 30 days].
Pilotage charges	0.685 USD	Per GT.
Berth hire	0.202 USD	Per GT per day.
Pull back tug charges	\$ 2807.04	Per 4 hrs shift [All fast time to commence unmooring]

Line boat	\$ 4385.96 Per boat per activity.	Sub to availability of suitable craft.
Additional Tug charges.	\$ 2807 For maximum 5 hours and \$ 701.75 for every subsequent hour	Tug used aft during berthing / un-berthing process will constitute part of Pilotage charges. Any additional tugs used will be charge extra as per tariff.
Tug hires charges.	\$ 4385.96	For maximum 5 hours and \$ 877.19 for every subsequent hour. If the same tug is used by two different parties for different vessels then each party to pay the said charges.
<b>Ship Store supply charges through tug:</b>	<b>\$ 2000</b>	<b>In addition to tug hire charges in case the ship's stores are carried in excess of quantity 500 kgs (Quantity not to exceed 6 MT per tug per trip).</b>
Pilot standby charges.	\$ 78.95	Per hour.
Anchorage charges.	0.033 USD	Per GT / Day [Applicable for all vessels staying at anchorage].
Shifting Charges.	0.685 USD	Per GT.
<b>Cold Move- Planned</b>	<b>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 5 times the pilotage charges as per SPM tariff (minimum clauses apply)</b>	
<b>Cold Move- Unplanned</b>	<b>Cold move charge as at the rate of 2 times the pilotage charges as per SPM tariff (minimum clauses apply)</b>	

**Note:**

- a. For any other activity not covered above, charges will be applicable as per general Port tariff.
- b. For IOCL chartered vessels following are not chargeable.  
(i) Pull back tug charges. (ii) Pilot standby charges.
- c. Notice for Pilot – **Ref page no-20 of BPTS.**
- d. Anchorage charges are applicable for all SPM vessels anchoring within Mundra Port limits.

**BB. SHIP TO SHIP TRANSFER OPERATIONS (STS) :**

<b>For Mother Vessel.</b>	Port dues	<b>\$ 0.204 per GT</b>
	Anchorage charges	<b>\$ 0.0003125 per GT per hour.</b>
	Waterfront Royalty & cargo throughput charges.	INR 25 /- PER TON.
	Tug for inward custom clearance	<b>\$ 877.19</b> per 4 hour slab (minimum)
	Tug for outward custom clearance	<b>\$ 877.19</b> per 4 hour slab (minimum)
<b>For daughter Vessel.</b>	Port dues.	<b>\$ 0.204</b>
	Anchorage charges.	<b>\$ 0.0003125 per GT per hour.</b>
	Pilotage charges.	<b>\$ 1754.39</b>
	Tug for inward custom clearance	<b>\$ 877.19</b> per 4 hour slab (minimum)
	Tug for outward custom clearance	<b>\$ 877.19</b> per 4 hour slab (minimum)

	Berthing charges	\$ 3508.77 two tugs per 4 hours slab (minimum)
	Un-berthing charges.	\$ 3508.77 two tugs per 4 hours slab (minimum)

**CC. TARIFF FOR COUNTRY CRAFT :**

<b>1</b>	Port Dues for Country Craft	\$ 0.15 per GT (Minimum \$ 746)
<b>2</b>	Pilot Exemption Certificate for Country Craft	\$ 75 per activity (includes berthing and un-berthing)
<b>3</b>	Berth Hire for Country Craft	\$ 0.0045 per GT/per hrs. (Minimum \$ 373)

**Note :** Berth Hire of country craft on pro-rata basis after first 24 hours. The hourly rate will be \$ 19 per hour after first 24 hrs. as per trade notice APSEZO6/2016 dated 05.09.2016

**DD. WATERFRONT ROYALTY (Payable on cargo handled through MMPT)**

S.NO	Commodity	Unit per	Rate in Rs
<b>A</b>	<b>CHEMICAL</b>		
<b>1</b>	<b>Solids</b>		
	Salt other than vacuum and edible.	M.Ton	25/-
	Salts vacuum and edible including iodized, gypsum.	M.Ton	25/-
	Soda ash, Caustic Soda.	M.Ton	25/-
	Salt and gypsum (Unprocessed).	M.Ton	25/-
	All other solid chemicals other than petroleum derivatives.	M.Ton	55/-
<b>2</b>	<b>LIQUID</b>		
	Vegetable Oil	M.Ton	48/-
	Ammonia, Phosphoric Acid, Ethylene.	M.Ton	144/-
	All other liquid chemicals other than petroleum deriv.	M.Ton	66/-
<b>3</b>	Fertilizers and Fertilizer raw materials other than Urea	M.Ton	55/-
	Urea	M.Ton	55/-
<b>B</b>	<b>AGRI PRODUCTS.</b>		
	Food grains and pulses.	M.Ton	55/-
	Seeds,	M.Ton	55/-
	Fruits, Betel nuts, Vegetables.	50 KGs	20/-
	Molasses, Sugar, Onions, Guar Gum, Coconuts, others.	M.Ton	40/-
	Oil cakes, de-oiled extractions	M.Ton	40/-
<b>C</b>	<b>IRON, STEEL, MACHINERY.</b>		
	Scrap - shredded - steel, metal, iron.	M.Ton	65/-
	Scrap - HMS, others.	M.Ton	85/-
	Sponge iron, HB iron, HR/CR coils, pig iron, iron slabs.	M.Ton	70/-
	Steel pipes, cement coated pipes.	FRT	35/-
	Machinery and parts.	FRT	85/-
<b>D</b>	<b>MINERALS AND ORES.</b>		
	Bauxite, Bentonite, Iron ore in bulk, Lime stone.	M.Ton	30/-
	Calcinated Bauxite, Coke, Charcoal, Firewood, Lignite	M.Ton	45/-
	Fluorspar.	M.Ton	45/-
	Coal (Except Coking coal)	M.Ton	60/-
	Coking coal (w.e.f 01 <sup>st</sup> December 2016)	M.Ton	90/-

<b>E</b>	<b>BAGGED CARGO.</b>		
	Rice/Sugar/Soya bean meal (SBM) (Pulses any other agri products).	<b>M.Ton</b>	<b>55/-</b>
	Cement / Bentonite/Fly ash (any other minerals).	<b>M.Ton</b>	<b>55/-</b>
<b>F</b>	<b>PETROLEUM &amp; PETROLEUM DERIVATIVES.</b>		
	Asphalt, Bitumen and Coal tar.	<b>M.Ton</b>	<b>66/-</b>
	Lubricating Oil (fuel oil), Propylene, Paraxelene, EDC	<b>M.Ton</b>	<b>78/-</b>
	HSD, Kerosene, Naphtha, Petrol, LDO, Furnace Oil and any other POL products.	<b>M.Ton</b>	<b>96/-</b>
	LPG, LNG, Butane.	<b>M.Ton</b>	<b>132/-</b>
<b>G</b>	<b>OTHER COMMODITIES.</b>		
	Cement, Clinker	<b>M.Ton</b>	<b>60/-</b>
	Wood and Timber including logs.	<b>M.Ton / CBM</b>	<b>60/-</b>
	All non-hazardous solid cargo not listed in above categories.	<b>M.Ton</b>	<b>60/-</b>
	All non-hazardous liquid cargo not listed in above	<b>M.Ton</b>	<b>78/-</b>
<b>EE. WATERFRONT ROYALTY (Payable on cargo handled through West Basin)</b>			
<b>S.N</b>	<b>Commodity</b>	<b>Unit per</b>	<b>Rate in Rs</b>
<b>1.</b>	Coal (Except Coking coal)	<b>M.Ton</b>	<b>60/-</b>
<b>2.</b>	Coking coal (w.e.f 01 <sup>st</sup> December 2016)	<b>M.Ton</b>	<b>90/-</b>

## VI. PIDC Charges

Port Infrastructure Development Charges for containers [PIDC]		
20 FEET CONTAINERS	Rs. 1200 /- Per TEU	For All type of 20 Feet containers.
40 FEET CONTAINERS	Rs. 2400/- Per FEU	For All type of 40 Feet containers.
45 FEET CONTAINERS	Rs. 3000/- Per 45 FT containers	For All type of 45 Feet containers.

## VII. Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING			
S.No	Equipment	RATE	Slab charges
1.	Forklift of 42/32 MT SWL * Minimum charges for 1st slab will be 2 hrs. Thereafter on hourly basis.	Rs. 4000 /-	Per Hour
2.	Forklift Shifting by shore Crane.	RS.4000/-	Every Shifting Per activity. Jetty to hatch - one shifting. Hatch to jetty - one shifting One Hatch to another hatch -two shifting

3.	Shore power supply	Rs 50/-	Per Unit
4.	Weigh Bridge Charges	Rs 90/-	Per Vehicle
5.	Pay loader HM 2021	Rs. 1400/-	Per hour
6.	Ex-200	Rs. 1800/-	Per hour
7.	CAT Loader	Rs. 3200/-	Per hour
8.	<b>Dumper Model-2518</b>	<b>Rs.712/-</b>	<b>Per hour</b>
9.	Equipment deployment for cargo collection on jetty. ( Applicable basis deployment of shore crane for vessel carrying cargo over 20,000 Mt)	Rs. 15/-	Per MT
➤ Above equipment's will be provided as per availability - Outside equipment to be hired only if port Equipment is not available, only after prior permission from Port, complying with all port norms.			
<b>B. SHORE CRANE CHARGES</b>			
➤ <b>TARIFF FOR HANDLING BULK CARGO WITH SHORE CRANES FITTED WITH GRABS OF 27 TO 32 CBM FOR WHEAT</b>			
1.	Crane hire :	RS. 68.00 per Metric Ton + Applicable Service Tax. [Shore crane will be provided as per availability].	
2.	Grab hire :	RS. 115.00 per Metric Ton + Applicable Service Tax.	
➤ <b>TARIFF FOR HANDLING BULK CARGO OTHER THAN WHEAT</b>			
1	Crane + Grab Hire	Rs. 30.00 per Metric Ton + Applicable Service Tax. [Shore crane will be provided as per availability].	
➤ <b>Tariff for handling break bulk / Project cargo.</b>			
1	Shore Crane Hire:	Rs. 15000 / Hr [Shore crane will be provided as per availability].	
2	Crane Hire charges applicable from 01st October, 2012 for break bulk & project cargo will be with minimum charge of 2 hours & above that on hourly basis.		
<b>C. TARIFF FOR QC &amp; MISC SERVICES PROVIDED AT MICT &amp; AMCT CONTAINER TERMINAL FOR HANDLING STEEL PIPES, PLATES, COILS &amp; PROJECT CARGO.</b>			
1.	AMCT QC Charges.	As mentioned in point no <b>1 (Shore crane hire)</b> of port tariff.	
2.	MICT QC Charges.	Rs. 70000/- per Hr.	
3.	MICT Gangway Charges.	USD \$ 100/- per calendar day.	
4.	MICT Shore Power Charges.	Rs 500/- per unit	
<b>Note:</b> Non Container Vessels which are berthed at MICT or AMCT Container terminal will have to pay shifting charges if required to vacate the berth for scheduled container vessel.			
<b>Note:</b> In case of Equipment Breakdown of all Port equipment's hired will be chargeable as per their respective slabs if repaired within 01 hour.			

### D. PROJECT CARGO STEVEDORING RATES

<b>1.</b>	Up to 25 Freight Tons.	INR 299 per Freight Ton.
<b>2.</b>	Over 25 & upto & inclusive 40 Freight Tons.	INR 402 per Freight Ton.
<b>3.</b>	Over 40 & upto & inclusive 200 Freight Tons Or over 15 meter.	INR 711 per Freight Ton.
<b>4.</b>	Over 200 Freight Tons.	INR 917 per Freight Ton.
<b>5.</b>	Containers arriving on break bulk project cargo vessels at multipurpose berth will be charged as per project cargo tariff.	
	For Windmill Parts (As Specified in BL/ relevant custom document	INR 155 Per Freight Ton

In case of export movement, Dunnage, Choking and lashing material cost shall be charged extra at actual if required.

- I. In case of any cargo re-stow is required during cargo operations; the stevedoring charges will be applicable as per port tariff, for applicable commodity on re-stow quantity only If same carried out on board without using transport /storage facility on wharf.
- II. In case of any cargo re-stow is required during cargo operation with storage at wharf (without any transportation) & reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on re-stow quantity. Single Stevedoring Charges.
- III. In case of any cargo re-stow is required during cargo operation with storage at wharf & transportation for reloading , stevedoring as per port tariff ( Applicable for unloading & reloading ) will be applicable for respective commodity & in an addition to same, transportation charges/royalty will be applicable on case to case basis.-Twice Stevedoring charges + Terminal Handling Charges.
- IV. In case of movement like roll on roll off or direct offloading to another vessel, stevedoring charges will be applicable as per port tariff.

**Crane Hire Charges applicable: Rs.15,000/- per hour, with minimum charges of 2 hrs and above that on hourly basis.**

### E. STEVEDORING CHARGES ON STEEL CARGO (COIL, PLATE, SLABS, ANGLES & BARS) (IMPORT / EXPORT).

1.	Steel Plates / Slab – Import (For > 32 MT, Rs. 20 / PMT additional).	Rs. 155/ MT.
2.	Steel Coils (HR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 144/ MT.
3.	Steel Coils (CR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 185 / MT.
4.	Steel Coils (HR) & Steel Plates – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 185 / MT.
5.	Steel Coils (CR/Other) – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 258 / MT.
6.	Steel Angles / Bars / Rods – Import.	Rs. 206/MT.
7.	Steel billets / Rebars (Import / Export)	Rs. 258/MT.
8.	Carbon Steel Plates (Import / Export)	Rs. 515/MT
9.	Rails (Import / Export) up to 12.5meters in length	Rs. 309/MT



10.	Rails (Import / Export) Above 12.5 meters but below 18meters in length	Rs. 515/MT
11.	Rails (Import / Export) Above 18meters up to 25meters in length	Rs. 917/MT

\*\* For stevedoring export of coils / plates / slab / angles / bars / rods, All Dunnage & lashing material will be at actual.

### F. STEVEDORING CHARGES ON STEEL CARGO - PIPES - IMPORT\*\*

1.	Steel pipes / Tubes equal & below 14 inches OD.	Rs. 464 / FRT.
2.	Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD.	Rs. 309 / FRT.
3.	Steel pipes equal & below 56 inches OD & above 24	Rs. 180 / FRT.

### G. STEVEDORING CHARGES ON STEEL CARGO - PIPES - EXPORT\*\*

1.	Steel Pipes equals & below 18 inches OD	Rs. 309/ FRT.
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	Rs. 206/ FRT.
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD	Rs. 134/ FRT.
4.	Steel Pipes above 56 inches up to 70 inches. ( All dunnage & lashing material at actual additionally )	Rs. 165/ FRT.
5.	CWC / Cement coated Pipes / DI Pipes	Rs. 309/ FRT.

\*\* Stevedoring rates are basis handling of Steel Pipes up to a maximum 70" OD for pipe length of Meter. For Pipes above 13.5 meter in length, please contact Port Marketing Team.

### H. STEVEDORING SCOPE (Pipe export) will be as per following :-

1. Normal Dunnage Wood will be scope of stevedoring for Sr. No. 1 to 3 as per below table :

Pipe MT Range		Normal Wood Inclusive
0	2000	
2001	4000	20
4001	6000	30
6000	8000	45
8000	10000	60
10000	12000	75
12000	14000	90
14000	16000	105
16000	18000	115
18000	20000	130

2. Dunnage (4" x 4" approx) on tank top load bearing strips maximum 06 nos [at a distance of 2mtrs] and for chocking/shoring and ship sides per pipe stake inside vessel holds.
3. 2 lines Lashing/securing with 16mm conventional wire ropes and compatible wire clips and turns buckle per pipe stake inside vessel hold. -refer Annexure 1.
4. Rubber strip protection on tank top and ship's sides.
5. Lifting gears/spreaders/slings/ conventional pipe lifting hooks.
6. Above schedule of rates are applicable only for loading/stowage /securing of steel pipes inside vessel holds. In case of any ON DECK/HATCH TOP stowage/ securing, the same would be additional & ascertained on case to case basis as the situation demands. The rates/costs will be calculated on the basis of actual requirement indicated by Master/Chief officer/Port Captain where there are special requirements like fabrication/fitting of Stanchions, pad eyes, stoppers, heavy lashing/ securing materials, wooden wedges etc.



7.	Any additional Dunnage line with rubber padding required to create flat top line for balance between two different pipes in each stake will be on additional basis as separate charges for additional Dunnage line & rubber respectively.
8.	Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actual.
9.	All taxes as applicable will be extra and subject to change from time to time as per Govt. circular / guidelines.
	<p>Schedule charges for Additional Services for extra consumption :</p> <p>-&gt; Pine Wood: Rs. 23,500 / CBM.</p> <p>-&gt;Dunnage Wood: Rs. 13,500 / CBM.</p> <p>-&gt;Additional Dunnage Line: Rs. 7500 / Line (Normal)-refer Annexure 1.</p> <p>-&gt; Additional Rubber Line: Rs. 700 / Line.</p> <p>-&gt; Additional Lashing wire: Rs. 250 / Meter.</p> <p>-&gt; Fumigation charges : Rs. 25,000 per shipment per customer a notice of 72 hours (3 working days) required.</p> <p>-&gt;Phytosanitary Certificate: Rs. 15,000 per shipment per customer.</p>

### I. STEEL CARGO HANDLING DIMENSIONS / WEIGHT

S.No	COMMODITY	SIZE				MAX WEIGHT IN MT
		LENGTH	WIDTH	HEIGHT	THICKNESS	
1.	STEEL COILS		1.8 MTR	1.8 MTR		32 MT
2.	STEEL PLATES / BUNDLE	12.5 MTR	4 MTR		25 MM	24 MT
3.	STEEL SLABS	7 MTRS	2 MTR			32 MT
4.	STEEL BARS / STEEL ANGLES / STEEL RODS	12 MTR	IN BUNDLES			10 MT
5.	PROJECT CARGO	15 MTR	3.5 MTR	3.5 MTR		30 MT
6.	STEEL PIPES					
7.	2 OD- 12 OD (INCHES)	13.5 MTRS	IN BUNDLE ( MORE THAN 2 PIPES)			2 MT – 10 MT
8.	ABOVE 12 OD – 70 OD	13.5 MTRS	SINGLE PIPES			10 MT

**Note:** APSEZ will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by APSEZ, same is to be discussed with port marketing team on case to case basis. Other than above mentioned standard dimension for steel cargo, rates can be obtained from marketing desk.

#### J. calculation of crane idling charges due crane failure for the vessels berthed at Adani Port

Idling of vessel on account of following:

- Miss-declaration of cargo as prescribed in clause 6.15: If vessels crane are unable to discharge the said cargo, Lay-up berth hire / Idling charges will be applicable from the time of idling due to said package till the time, vessels request for the shore crane.
  - Miss-declaration of vessel's gear/capacity: If in case of wrong declaration of vessel' gear/capacity Lay-up berth hire / Idling charge will be applicable till the time, vessels request for the shore crane.
- I. Total idling of vessel's cranes exceeding 10% of total available crane hours / day will attract crane idling charges. However, vessel / vessel agent can request for shore crane. In case of unavailability of shore crane, the crane idling charges would not be applicable.
  - II. This intermediate crane idling charges will be Rs.12000/hr/hook as calculated below:

Note: In case of failure of ship crane, if the vessel agent request for shore cranes within 6 hours from crane failure time, then crane idling charges will not be charged to the vessel.

#### Example A:

\* Vessel: x with cargo gear 4 x 25 MT SWL crane.

> Supposing the crane stoppages in 24 hrs are as follows:

- Crane 1 total stoppage 6 hrs and 30 minutes, (allow 2.4 hrs) = 4.1 Hrs.
- Crane 2 total stoppage 1 hr, (allow 2.4 Hrs) = Nil.
- Crane 3 total stoppage 4 hrs and (allow 2.4 hrs) = 1.6 hrs.
- Crane 4 total stoppage Nil. (allow 2.4 hrs) = Nil.
- Then, Total crane idling charges hrs = 4.1 + 0 + 1.6 + 0 = 5.7 hrs = 6 hrs.
- Total amount applicable for crane idling charges = 6 hrs x 12,000 = Rs. 72,000/- + applicable Service tax.

**Housekeeping of storage area:** All basic housekeeping requirement is to be done by occupier of all the Storage area given on rent for long term basis.

K. Pictures of dunnage



## VIII. Contact details

### Primary Contact points:

1	POC	Port Operations Center	9825000949 <a href="mailto:portopscenter@adani.com">portopscenter@adani.com</a>
2	Customer Service Center	Customer Cell	8980057000 <a href="mailto:customercell@adani.com">customercell@adani.com</a>

### Important Contact Points:

1	CEO	Mr. Ennarasu Karunesan	+91-9884305955 <a href="mailto:Ennarasu.Karunesan@adani.com">Ennarasu.Karunesan@adani.com</a>
2	COO	Mr. Avinash Rai	+91-7574894372 <a href="mailto:Avinash.Rai@adani.com">Avinash.Rai@adani.com</a>
3	Marine Services	Capt. Sansarchandra Chaube	+91-9925223674 <a href="mailto:Sansar.Chaube@adani.com">Sansar.Chaube@adani.com</a>
		Capt. Rahul Agarwal	+91 9687678479 <a href="mailto:Rahul.Agarwal@adani.com">Rahul.Agarwal@adani.com</a>
4	Container Terminal	Mr. Houssam Haddad	+91-8980802599 <a href="mailto:Houssam.Haddad@adani.com">Houssam.Haddad@adani.com</a>
5	West Basin	Mr. Raymond Chirwa	+91-8980016350 <a href="mailto:Raymond.Chirwa@adani.com">Raymond.Chirwa@adani.com</a>
6	Dry Cargo	Mr. Debasish Neogi	+ 91-7574894229 <a href="mailto:Debasish.Neogi@adani.com">Debasish.Neogi@adani.com</a>
7	Liquid Terminal	Mr. Sudip Das Gupta	+91-8980015221 <a href="mailto:Sudip.Dasgupta@adani.com">Sudip.Dasgupta@adani.com</a>
8	Marketing	Mr. Mukul Dekhane (Liquid cargo)	+91-9821898934 <a href="mailto:Mukul.Dekhane@adani.com">Mukul.Dekhane@adani.com</a>
		Mr. Vipul Shah (Head-Dry Cargo Marketing)	+91-9925100580 <a href="mailto:Vipul.Shah@adani.com">Vipul.Shah@adani.com</a>
		Mr. Nitesh Kumar (Coal and Minerals) Senior Officer-Gandhidham	+91-9687639253 <a href="mailto:Nitesh.kumar@adani.com">Nitesh.kumar@adani.com</a>
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