

# **The Dhamra Port Company Limited.**

(A wholly owned subsidiary of APSEZ)

HIG-20, BDA Colony, Jayadev Vihar,  
Bhubaneswar, Odisha – 751013.

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## 1. INFORMATION ABOUT THE PORT

Dhamra Port is located at the Bay of Bengal between the main land and the lee of Kanika Sands in Bhadrak district of Odisha, India. The port is well protected from the forces of wave and currents of the ocean by a group of barrier islands which offers remarkably tranquil conditions for port operations.

### 1.1 Port Limits

The coordinates of Dhamra Port limits are as follows:

A	=	20° 48' N ; 86° 56' E
B	=	20° 48' N ; 87° 02' E
C	=	20° 56' N ; 87° 16' E
D	=	20° 56' N ; 86° 55' E
E	=	21° 02' N ; 87° 13' E

### 1.2 Approaches to Port

**Northern Approach:** Vessels approaching Dhamra Port from the northerly direction shall keep well clear of the military practice area as shown in the relevant chart. Vessels shall proceed and navigate with great caution heading on a south westerly course and anchor at position advised by Dhamra Port Control.

**Eastern Approach:** Vessels approaching the Dhamra Port from the easterly direction shall head for the fairway buoy on a westerly course. Vessels shall proceed and navigate with great caution heading in a westerly direction and anchor at position advised by Dhamra Port Control.

**Southern Approach:** Vessels approaching the Dhamra Port from the southerly direction shall keep well clear off marine reserve area as marked in the relevant chart. Vessels shall proceed and navigate with great caution keeping itself at least 20 nautical miles away from the outer Wheeler Island till a position 20° 47'30" N & 87° 24' 30" E is reached. Subsequent to which, the Vessels shall alter their course to head for the fairway buoy in a north westerly direction and anchor at position advised by Dhamra Port Control.

Heavy Fishing traffic may be encountered during approaches to Dhamra Port.

Vessels are advised to inform Dhamra Port if any changes are observed in the charted depth of the port approaches so that other vessels calling Dhamra Port can be informed and the Indian Naval Hydrographic Department is notified.

### 1.3 Navigational Channel

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The navigational channel of Dhamra Port consists of six reaches viz. Outer Channel Reach 1, Transition Zone, Outer Channel Reach 2, Channel Bend, Inner Channel, Inner Harbour Channel and Turning Basins. The channel specifications are as follows:

Length : 18 km approx.

### Design Depth\*

Outer Channel : (-) 18.3 m CD to (-) 17.5 m CD

Channel Bend : (-) 17.5 m CD to (-) 17.0 m CD

Inner Channel : (-) 17.0 m CD

Turning Basins : (-) 17.0 m CD

### Design Width

Outer Channel : 240 m

Channel Bend : 190 m – 244 m – 170 m

Inner Channel : 170 m

Turning Basins Diameter : 600 m

\*The applicable SWAD may please be checked from notification issued by the Port Authority from time to time.

The decision of Port Authority shall be final for movement of Vessels. The Vessels shall be tug assisted while transiting Channel Bend and Inner Channel and while operating in the Turning Basin.

## 1.4 Navigational Aids

- a) **Port Traffic Control:** The Port Traffic Control has an AIS enabled radar system operated by trained personnel. The Port Traffic Control is equipped with a marine VHF communication system operating on channels 14 and 16 round the clock.
- b) **Buoyage System:** Dhamra Port buoyage system follows IALA standards as applicable to Region A countries. One fair way buoy has been installed at the entrance of the channel. The channel is marked with 19 lateral buoys spaced at a distance of approx 1 nautical mile. Turning circle is marked with buoys. The visibility of the buoy is 5 nautical miles in fair weather.

Buoy No	Buoy Type	Latitude	Longitude	Top Mark	Light Characterisitcs
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	Fairway Buoy	20° 55' 22.002"N	087° 07' 03.324"E	Red Spherical	White MO(A) .8s
1	Starboard Hand	20° 54' 56.512"N	087° 06' 07.003"E	Green Conical	Green FL .6s
2	Port Hand	20° 54' 50.009"N	087° 06' 12.015"E	Red Cylindrical	Red FL .6s
3	Starboard Hand	20° 54' 28.516"N	087° 05' 14.410"E	Green Conical	Green FL .6s
4	Port Hand	20° 54' 21.669"N	087° 05' 18.205"E	Red Cylindrical	Red FL .6s
5	Starboard Hand	20° 53' 54.475"N	087° 04' 15.413"E	Green Conical	Green FL .6s
6	Port Hand	20° 53' 48.132"N	087° 04' 19.538"E	Red Cylindrical	Red FL .6s
7	Starboard Hand	20° 53' 29.040"N	087° 03' 30.360"E	Green Conical	Green FL .6s
8	Port Hand	20° 53' 22.622"N	087° 03' 33.961"E	Red Cylindrical	Red FL .6s
9	Starboard Hand	20° 52' 56.183"N	087° 02' 31.703"E	Green Conical	Green FL (2) .6s
10	Port Hand	20° 52' 49.171"N	087° 02' 35.557"E	Red Cylindrical	Red FL (2) .6s
11	Starboard Hand	20° 52' 20.887"N	087° 01' 33.845"E	Green Conical	Green FL .6s
12	Port Hand	20° 52' 15.422"N	087° 01' 37.653"E	Red Cylindrical	Red FL .6s
13	Starboard Hand	20° 51' 46.624"N	087° 00' 34.978"E	Green Conical	Green FL .6s
14	Port Hand	20° 51' 40.360"N	087° 00' 37.782"E	Red Cylindrical	Red FL .6s
15	Starboard Hand	20° 51' 04.139"N	086° 59' 24.006"E	Green Conical	Green FL (2) .6s
16	Port Hand	20° 50' 57.458"N	086° 59' 28.300"E	Red Cylindrical	Red FL (2) .6s
18	Port Hand	20° 50' 34.781"N	086° 59' 01.719"E	Red Cylindrical	Red FL .6s
19	Starboard Hand	20° 50' 10.765"N	086° 58' 35.532"E	Green Conical	Green FL .6s
20	Port Hand	20° 50' 07.952"N	086° 58' 41.462"E	Red Cylindrical	Red FL .6s
22	Port Hand	20° 49' 23.518"N	086° 58' 24.162"E	Red Cylindrical	Red FL .6s
	Cardinal West	20° 48' 50.331"N	086° 58' 27.667"E	2 Black Cones apex together	White Q. (9) 15S
	Cardinal North	20° 48' 32.706"N	086° 58' 05.710"E	2 Black Cones apex upward	White Q. FI

c) **Navigation Charts:** The Owners' Agents shall ensure that Vessels calling Dhamra Port are in possession of the relevant paper charts published by National Hydrographic Office, India. The charts serving the area are:

1. Chart no. 351 – Approaches to the Sandheads
2. Chart no. 3017 – Approaches to Dhamra River

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3. Chart no. 3038 - Approaches to Dhamra Port

4. Chart no. 3037 - Dhamra Port

British Admiralty charts serving the area are

1. Chart no. 2058 – Puri to Sandheads

2. Chart no. 814 – The Sandheads – Paradeep to Raimangal River

3. Chart no. 829 – Bay of Bengal – Northern Part (Krishnapatnam to Bangladesh)

Vessels with ECDIS and exempted to carry paper charts should have following ENC's on their ECDIS.

1. IN63037 2. IN53038 3. IN43017 and 4. IN2351

### d) Harbour Crafts

**Tugs:** The following tugs are employed at Dhamra Port for towage. Use of tug is compulsory and the pilot shall inform the Master about the number of tugs being deployed.

	<b>Ocean Valour</b>	<b>Dolphin 22</b>	<b>Dolphin 09</b>	<b>Dolphin 31</b>	<b>DOLPHIN 32</b>
Call Sign	AULQ	AVPM	AUXM	VTJR	VTJH
Year of Built	2002	2012	2008	2021	2021
LOA (m)	32.88	34.50	34.5	34.5	34.5
Maximum Draft (m)	3.3	4.2	3.64	3.972	3.972
Speed (knots)	13	12	14	14.5	14
Bollard Pull (Tons)	50	71.2	70	70	70
Fire Fighting Equipment	-	1X6.7 KL cbm/hr; Foam Tank	-	2X12 KL cbm/hr Foam Tank	2X12 KL cbm/hr Foam Tank
Pollution Equipment	-	Oil Dispersal Spray Booms OSD-400 ltrs	OSD – 1705ltr	Oil Dispersal Spray Booms OSD-400 ltrs	OSD – 400ltr
Communication Equipments	MF/HF, VHF, EPIRB, SART				
Navigation Equipments	GPS, Radar, AIS, NAVTEX, Magnetic compass				
Main Engine (BHP)	2 X 1471 KW	2 X 2206 KW	2 X2206 KW	2 X2206 KW	2 X2206 KW
Towing Arrangement	Towing hook- 50 Ton	Towing hook- 70 Ton	Towing Hook – 90 T	Towing Hook – 80 T	Towing Hook – 80 T
Towing Lines	01 Nos X 110m 80mm Rope	01 Nos X110m 88mm Rope	2 Nos X 110m 96mm Rope	01 Nos X110m 88mm Rope	01 Nos X110m 88mm Rope

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**Pilot Launch:** A pilot launch fitted with communication and navigational equipment's have been deployed for ferrying pilots. However, tugs may be used for ferrying pilots during rough seas/high swell.

**Mooring Boats:** One mooring boat with mooring gangs have been deployed for mooring/unmooring the vessels. However normally mooring/ unmooring is done using heaving line.

### 1.5 Berths

Dhamra Port has three concrete pile mounted dolphin type berths with continuous quay length of 1074 meters on channel side and one berth of quay length of 460 m on inner side for handling dry bulk cargo; two for mechanical handling of import cargo i.e. coal and limestone, one for mechanical handling of export cargo i.e. iron ore and coal and one for manual handling of import/export/ general/ container cargo. The width of berth pocket is 60 meters having a design depth of (-) 19 m CD. The berths can accommodate vessels of LOA upto 300 meters and beam up to 50 meters. The coordinates of berths are as follows:

#### Berth BB1

North End	20° 49' 10.6" N	86° 58' 11.1" E	Bollard No. 1 to 15
South End	20° 48' 59.8" N	86° 58' 7.3" E	

#### Berth BB2

North End	20° 49' 21.4" N	86° 58' 15" E	Bollard No. 15 to 30
South End	20° 49' 10.6" N	86° 58' 11.1" E	

#### Berth BB3

North End	20° 49' 33.2" N	86° 58' 19.2" E	Bollard No. 30 to 46
South End	20° 49' 21.4" N	86° 58' 15" E	

#### Berth BB3A

North End	20° 49' 34.2" N	86° 58' 16.2" E	Bollard No. 47 to 65
South End	20° 49' 20.0" N	86° 58' 10.9" E	

\*The prevailing SWAD may please be checked from the Port Authority.

## 1.6 Mechanized Cargo Handling System

CONFIGURATION	No.	DESIGN CAPACITY
For Export Cargo		
Stackers-Reclaimer	3	3750/5000 TPH
Reclaimer	1	5000 TPH
Wagon – Tippler	2	25 Tips (Average - 20 Tips) per hour
Ship Loader	1	5000 (Average - 4000) TPH Outreach (From centre of sea-side rail) Maximum – 36.90 meters Minimum – 16.90 meters
For Import Cargo		
Ship Un-loader	5	2800 (Average – 1680) TPH each Outreach (From centre of sea-side rail) Maximum – 38.00 meters
Stacker Reclaimer	6	5500 / 2500 TPH each
Rail Loading Facility	4	1.25 Hours / Rake (3000 TPH)
RCC Silos	4	2 x 2000 MT + 2 x 4000 MT
Conveyor System	6.90 km	1400/2200 MM : 3500/5000 TPH
Mobile Harbour Crane	4	100 MT each

## 2. GUIDELINES FOR VESSELS

### 2.1 Submission of Pre Arrival Documents

The Vessel/Owners’ Agents shall submit the following documents/certificates, which shall remain valid during the stay of the Vessel at Dhamra Port, along with first pre arrival notice at [marineops@adani.com](mailto:marineops@adani.com) with a copy to [cargoops@adani.com](mailto:cargoops@adani.com) :

a) Conditions of Use of Facilities and Services at Dhamra Port (**Annexure-I**)

Signing of clean (without any remark, cut etc) of Condition of Use is mandatory and a prerequisite for vessels calling Dhamra Port.

b) Vessel Declaration (**Annexure – IA**) along with Ship Particulars, Vessel & Cargo Particulars (**Annexure-II**), Pilot Card and Stowage Plan;

- c) Cargo Ship Safety Construction Certificate;
- d) Cargo Ship Safety Equipment Certificate;
- e) Cargo Ship Safety Radio Certificate;
- f) International Tonnage Certificate;
- g) International Load Line Certificate;
- h) International Ship Security Certificate;
- i) International Oil Pollution Prevention Certificate;
- j) Safe Manning Certificate;
- k) Classification Certificate;
- l) Certificate of Registry;
- m) Safety Management Certificate (ISM Code);
- n) Document of Compliance (ISM Code);
- o) Ship Sanitation Control / Exemption Certificate;
- p) P&I Insurance Policy / P&I Certificate of Entry which shall inter-alia cover liability for collision and damage to fixed and floating objects, wreck removal expenses, expenses in connection to pollution caused by spillage of oil or any hazardous / noxious substances and third party damage including damage caused to port property;
- q) Pre Arrival Notification of Security (ISPS Code);
- r) IMO Crew List;
- s) Advance Notification for Waste Delivery to Port Reception Facilities (IMO).
- t) Ballast Water Reporting Form.

## **2.2 Submission of Pre Arrival/Arrival Notice**

The Vessel/Owners' Agents shall send notice of Estimated Time of Arrival (ETA) of the Vessel at Dhamra Port on daily basis starting 7 days prior to her arrival. If the voyage duration is less than 7 days, the Vessel/Owners' Agents shall send notice of ETA of the Vessel on departure of the Vessel from last port of call and thence on daily basis. However, the Vessel/Owners' Agents shall start sending notice of ETA at least 3 days prior her arrival at Dhamra Port. The Vessel/Owners' Agents shall send the confirmed time of arrival at Dhamra Port anchorage at least 24 hours and 12 hours prior to arrival.

The Vessel should establish communications with Port Traffic Control on VHF channel 14/16, as soon as the Vessel is within VHF range for advice on berthing instruction. Port Traffic Control will assign a working channel for use while the Vessel is within the Port Limits. A listening watch should be maintained on both the channels.



### **2.3 Conditions of Acceptance of Vessels**

The Vessels shall be accepted for anchoring/berthing subject to fulfillment of the following conditions amongst others:

- a) All the documents/certificates as stipulated in Section 2.1 are valid and shall remain valid during the stay of the Vessel within Port Limits. In the event any information is incomplete or missing, the berthing of the particular Vessel will not be planned.
- b) Vessel possesses valid Port Clearance Certificate from the last port of call.
- c) Vessel is not loaded above the Vessel's certified load lines.
- d) The Free Pratique has been granted on the request of the Vessel/Owners' Agents by the Port Health Officer as per PHO regulations of Government of India.
- e) Vessel is not carrying any hazardous cargo under IMDG Code.
- f) All Vessel Related Charges such as Port Dues, Pilotage and Towage and Berth Hire has been paid as per Port Tariff by the Owners' Agents.
- g) Indian Light House Dues as per rates notified by Government of India has been duly paid to the Government Authorities.

### **2.4 Anchoring of Vessels**

- a) All Vessels shall anchor at position advised by Dhamra Port Control and shall report the anchor position and time of anchoring to Dhamra Port Control.
- b) Vessels shall ensure that both anchor cable hawse pipe security covers are in place and no over-side ladders are put out unless in use as an anti – pilferage precaution. Vessels shall also keep anti-pilferage watch on deck from sunset to sunrise while at the anchorage.
- c) All Vessels at anchorage shall maintain a radar distance of minimum 4 cables between them.
- d) Vessels shall display an appropriate day and night signals and fly Indian courtesy flag and other codes as required under international maritime law from sunrise to sunset while at anchorage.
- e) Vessels shall hoist appropriate flags from sunrise to sunset while at anchorage.
- f) Vessels shall keep continuous listening watch on VHF channels 14 and 16.
- g) Vessels shall keep engines on standby at short notice while at anchorage.
- h) Vessels shall keep security watch as per security level declared by PFSO, Dhamra Port under ISPS Code.
- i) No Vessel shall carryout any work requiring immobilization while at anchorage without prior permission from the Port Authority.

## **2.5 Pilot Boarding and Pilotage of Vessels**

- a) Pilotage is compulsory for all the vessels of more than 200 GRT calling Dhamra Port. Any Vessel required to carry a pilot under the Indian Ports Act, 1908 shall not navigate within the harbour unless a Dhamra Port pilot is on board. Pilot boarding station is located at 20°55'.96N 87°08'.04E.
- b) The Owners' Agents shall submit the Pilot Booking Request (**Annexure - III /Annexure - IV**) to Port Traffic Control for assigning of pilot for inward/outward movement of the Vessel.
- c) The pilot transfer arrangements shall be as per SOLAS Regulations as amended from time to time.
- d) The pilot ladder should be rigged in conjunction with the accommodation ladder (if required) to enable the pilot to ascend or descend the ladder safely.
- e) The use of any defective boarding equipment is prohibited. This includes accommodation ladders that lead forward and also those that do not rest firmly against the vessel side.
- f) Under no circumstances should the Vessel circumvent the safety boarding rules and regulations.
- g) A Vessel's officer in radio communication with the bridge should be in attendance along with two crew members to assist during pilot boarding/de-boarding.
- h) The pilot shall be escorted from deck to Navigation Bridge immediately upon boarding the Vessel. All necessary formalities shall be carried out at the navigation bridge. The Master and the pilot shall discuss and finalise the pilotage plan keeping all potential hazards, safety parameters and Vessel's characteristics in view. A Passage Plan (**Annexure - V**) shall be signed by both the Master and pilot. The same is essential before the Vessel approaches to the channel or leaves the berth.
- i) The Pilotage Certificate (**Annexure-VI/ Annexure-VII**) shall be jointly signed by the Master and the Pilot before disembarkation of pilot from the Vessel.

## **2.6 Mooring of Vessels**

- a) The Vessels shall be moored and fastened to the satisfaction of the Vessel master and Pilot.
- b) The Vessel shall move at such optimal speed so that the maneuverability with the steering is maintained within the harbour. The operating regime of the Vessel's propellers shall be such that it does not endanger the other vessels at berth.
- c) The distance between the Vessels moored at the berths shall be safe enough for berthing/un-berthing.
- d) The mooring gang of Dhamra Port shall release and secure the mooring ropes of the Vessels.

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- e) Cape size vessel shall be moored with 3 head ropes, 6 breast ropes and 2 spring ropes as forward mooring configuration and similarly 3 stern ropes, 6 breast ropes and 2 spring ropes as stern mooring configuration. Panamax size vessel shall be moored with 3-4-2 configuration as forward mooring and 3-4-2 configuration as stern mooring. Vessels with LOA less than 200 meters shall be moored with 3-3-2 configuration as forward mooring and 3-3-2 configuration as stern mooring. In addition Cape size vessels to have minimum of 4 nos. good condition mooring ropes on board as spare and smaller vessels to have minimum of 2 nos. good condition mooring ropes on board as spare.
- f) Vessel's mooring winches & brake bands to be in good condition.
- g) Vessels to have the best quality of mooring hawsers on board having same tensile strength.
- h) The Vessel shall pass one spring line each from forward and afterward with the help of heaving line and messenger line. Second spring line can be passed after the Vessel is positioned on the berth. One mooring boat is available for use during mooring operation. However, normally mooring operation is carried out with heaving line only.
- i) All mooring lines shall have rat guards fixed on them while Vessel is alongside the berth.
- j) Vessels shall keep continuous mooring watch and adjust the mooring ropes with the change of tides to maintain the tension on all mooring lines evenly and keep the Vessel alongside the berth at all times.
- k) Dhamra Port Control will alert the vessel at berth through VHF communication whenever there is a program of berthing/ un berthing of vessel at other berth.
- l) Dhamra Port will provide tug assistance as soon as possible, subject to availability, if the Master of vessel at berth requisitions for the same in anticipation of any problem with the moorings.

### **2.7 Furnishing of Documents upon Berthing of Vessels**

Upon berthing of the Vessel, the Vessel/Owners' Agents shall submit last Port Clearance Certificate in original and three copies of following documents/ certificates; one each for Port, Customs and Immigration Authorities:

- a. Vessel Particulars;
- b. Load Port Cargo Survey Report;
- c. Arrival ROB Report;
- d. Cargo Manifest/Declaration;
- e. IMO Crew List;
- f. Ports of Call List for Last 10 Voyages;

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- g. Maritime Declaration of Health including Deratting/Deratting Exemption Certificate;
- h. Crew Vaccination List;
- i. NIL List;
- j. Crew's Effects Declaration;
- k. Passenger List;
- l. Vessel's Currency List (both Personal and Official);
- m. Vessel's Stores Declaration;
- n. Vessel's Properties Declaration;
- o. Bonded Stores List;
- p. Narcotics List;
- q. Details of Radio Equipments.

In addition to the above, the Vessel/Owners' Agents shall submit any other documents/certificates required by the Port / Customs / Immigration Authorities including the documents/certificates as stipulated in Section 2.1. The Authorities may also verify the original documents/certificates as stipulated in Section 2.1.

The Master of the Vessel and Port Authority shall discuss and complete the Ship/Shore safety checklist for loading/unloading dry bulk cargo carriers as per IMO format. The Vessel shall also furnish, discuss and finalise the loading/unloading plan with the Port Stevedores.

### **2.8 Guidelines for Vessels at Berth**

- a) The Vessel shall have both the anchors secured in the hawse pipe unless otherwise advised by the pilot/ port traffic control.
- b) The Vessels shall not use propellers except in an emergency with the permission from the Port Traffic Control.
- c) The Vessels shall not lower the lifeboats into the water except in an emergency with the permission from the Port Traffic Control.
- d) A majority of the crew shall always stay on board of the Vessel so that in case of any emergency the Vessel can cast off the berth and proceed to the anchorage. The main propulsions, steering and anchor gears shall be in working condition. Any repair or maintenance operations that may prolong the time for readiness to depart, may take place only with the written permission from the Port Authority.
- e) The Vessel shall provide a proper and safe gangway equipped with net or save-all placed beneath the gangway. Proper illumination should be provided near the gangway from sunset to sunrise in such a manner that the gangway is clearly seen from the berth and from the Vessel.

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- f) Any accidents, pollution of the water and damage to self, other vessels and flotilla inside Port Limits and damage to Port property shall be immediately reported to the Port Traffic Control by the Vessel/Owners' Agents.
- g) The Vessel/Owners' Agents shall obtain prior permission from the Port Authority to carry out any welding operations or such operations on the open deck, outboard operations, fire and abandon ship drills, launching of boats and rafts. Port Traffic Control shall be informed of the commencement and completion of such operations.
- h) Cleaning of the Vessels with chemicals, removing of old paint and rust is prohibited in the Port. The Vessel/Owners' Agents shall obtain permission from the Port Authority prior to painting of the Vessel at the berth.

### **2.9 Ballasting/De-ballasting and Overboard Discharges**

- a) The ballasting/de-ballasting operation shall be carried out by the Vessel as per provisions of GEF/UNDP/IMO Global Ballast Water Management Programme. The Vessels shall submit information as per IMO Ballast Water Reporting Form.
- b) The Vessels at anchorage waiting for loading shall retain full ballast on board until a confirmed berthing plan is communicated to the Vessel by the Port Traffic Control.
- c) The term "over-side discharges" refers to the discharge of any solid waste or any liquids from a Vessel other than ballast water.
- d) Vessel's garbage must be retained on board in suitable containers with properly fitted covers. Garbage, dunnage and scrap materials should not be dumped in Indian Territorial Waters. Burning of Vessel's garbage is not permitted within the Port Limits.
- e) The Vessel shall not discharge hold washings and raw sewage inside the Port.
- f) The Vessels shall follow the MARPOL & relevant guidelines while dealing with garbage, raw sewage and hold washings.
- g) The Vessel shall have all its scuppers properly plugged while at berth.

### **2.10 Reporting of Loss of Cargo or Vessel's Equipment**

- a) The Vessel/Owners' Agents shall inform the Port Traffic Control about loss of any cargo or Vessel's gear in the Port and shall, after obtaining permission from the Port Authority, forthwith recover the lost article if practicable.
- b) If such recovery is not made the Vessel/Owners' Agents shall deliver to the Port Authority a written report of the loss giving:
  - a. the approximate location of the lost article;
  - b. a description of the lost article; and
  - c. other pertinent details relating to the loss.

- c) If the lost article is posing a hindrance to the port operations, the Port Authority will remove/recover the article at the risk and expense of the owner of the Vessel.

## **2.11 Weather Conditions**

- a) The weather parameters for operating the Vessel at Port will depend upon the circumstances prevailing at that time. The Port Authority will consider the circumstances before taking any decision to suspend and/or resume operations.
- b) Warning on severe weather conditions will be intimated to all the Vessels. Port Authority shall decide about shifting of the Vessels from berth to anchorage on the basis of severity of weather conditions which shall be communicated to the Vessels.
- c) The Port will hoist signals on top of Port Signal Station in case of adverse weather conditions as per norms.

## **2.12 General Conditions**

- a) Every Vessel either seeking to enter or in the harbour is subject to the orders of the Port Authority in respect of her entry, departure, draught, berth, anchorage, location, speed, direction and means and method of movement.
- b) A Vessel while in Port shall be subject to the direction of the Port Authority with respect to her position, removal, the manner in which and the time when the Vessel shall be moored, loaded or unloaded. A Vessel shall proceed to the position assigned thereto by the Port Authority immediately after such assignment unless the Port Authority otherwise directs.
- c) The Vessel/Owners' Agents shall ensure that the Vessel:
  - i. does not encumber a channel or wrongfully occupy any berth;
  - ii. does not obstruct or impede navigation or the berthing of any other vessel; or
  - iii. is not navigated in such a manner or at such a rate of speed so as to endanger or damage other vessels or goods or operations in the Port or adjacent thereto or cause injury or harm to any person or wildlife.
- d) Except in accordance with a permit from the Port Authority no person shall cause or permit any vessel or floating property to tie up, moor, anchor, or occupy a berth at any wharf, pier, buoy, float or pile owned or administered by the Port Authority.
- e) No person shall moor or make fast any boom or floating property:
  - i. to the outside of a Vessel moored at a berth; or
  - ii. to the berth in such a manner as to restrict the movement of any Vessel.
- f) The Port Authority may refuse to allow any Vessel to enter the Port for any reason. However, such a refusal shall normally be for the purpose of:
  - i. preventing danger to the population or damage to the environment;



## The Dhamra Port Company Limited.

(A wholly owned subsidiary of APSEZ)

HIG-20, BDA Colony, Jayadev Vihar,  
Bhubaneswar, Odisha – 751013.

- ii. preventing an obstruction to navigation or use of the Port; or
- iii. preventing a Vessel from engaging in illegal or disruptive activities.
- g) The Port Authority may order a Vessel to leave the Port or prohibit a Vessel from entering the Port where, in the opinion of the Port Authority, that Vessel:
  - i. is in a dangerous condition;
  - ii. constitutes a hazard to navigation or the operations of the Port;
  - iii. may contaminate the Port; or
  - iv. may endanger the safety of any person or property in the Port.
- h) The Vessel referred in Section 2.9 (f) and (g) shall forthwith comply with the order of the Port Authority, failing which the Port Authority may take such corrective action as is necessary to remedy the situation and the Vessel/Owners' Agents shall be liable to pay to the Port Authority such costs.
- i) The Vessel/Owners' Agents shall carry out all the formalities for ingress and egress and during stay of the Vessel at Dhamra Port in relation to the Customs, Immigration and Port Health in accordance with the provisions of applicable laws of Republic of India.
- j) Customs and Immigration officers will board all the Vessels on arrival/before departure at/from berth. The Owners' Agents of the Vessel shall be responsible for necessary coordination.
- k) The Master of the Vessel shall be responsible at all times for the safe loading/unloading of the Vessel.
- l) The shifting and warping of Vessels, if required, shall be carried out as per directions of the Port Traffic Control.
- m) The Vessel shall ensure that no unauthorized person board the Vessel within the Port Limits. The crew of the Vessel shall check the identity of all the persons boarding their Vessel. Accordingly, a gangway watch shall be maintained at all the times by competent personnel and any unauthorized attempt to board the Vessel shall be reported immediately to the Port Traffic Control.
- n) The Vessel shall ensure that no unauthorized crafts are allowed alongside whilst the Vessel is within the Port Limits.
- o) No Vessel shall cast off without the directions of the Port Traffic Control.

**Note: The above information and guidelines are subject to revision from time to time.**