

Dhamra Port Company Limited

BERTHING POLICY & TARIFF STRUCTURE



OUR VALUES : COURAGE, TRUST AND COMMITMENT

Issue: 02 Revision No: 01 | w.e.f 16th Jun 2019

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.

Index

Table of Contents

RECORD OF CHANGES	2
INTRODUCTION	4
SECTION A	5
I. POLICIES	5
II. DEFINITIONS	6
III. BERTHING POLICY	9
1. Berthing Objective	9
2. Rationale	9
3. Berthing scheme: First come first serve (FCFS)	9
4. General guidelines for all Vessels	10
5. Clarification regarding acceptance of Notice of Readiness time	12
6. Daily Port Berth Planning Meeting	12
7. Dry cargo breaks timings	12
8. General conditions for berthing / un-berthing and cargo operations of vessels	12
9. Free time allowed to vessels prior cargo commencement and after completion	15
10. Lay-up berth hire	15
11. Import / Export voyage in same VCN	16
12. Anchorage charges:	16
13. Documents require in prescribed Format through IPOS for Declaration	17
14. Minimum Notice required for filing Pilot request through IPOS/SMART EPIC	18
15. Swapping of Seniority	18

16. Shifting of vessels	19
17. Immobilization Permission.....	19
18. Standard time for cargo commencement and completion.....	20
SECTION B.....	21
19. Berth Parameters, the indicative berth allocation parameters are given in the following table.....	21
20. Berth allotment criteria.....	21
21. Blank For Future Insertion.....	22
22. Berthing / Un-berthing guidelines for vessels.....	22
IV. MARINE TARIFF	25
V. PIDC CHARGES	35
VI. STEVEDORING TARIFF.....	35
VII. CONTACT DETAILS.....	39

Record of Changes

Rev. no	Date	Changes
00	10-Jul-2019	(4.13)- Charge for wrong declaration in cargo weight/Dim. Reg.
00	01-Dec-2019	(A)-Minimum Port Dues charges inserted.
00	01-Dec-2019	(B)-Minimum Pilotage charges inserted.
00	01-Dec-2019	(E)-Minimum Berth Hire Charges inserted.
00	01-Dec-2019	(K)-Un-berthing process charge free time amended.
00	01-Dec-2019	(L)-Shifting charge amended
00	01-Dec-2019	(M)-Warping charge amended.
00	01-Dec-2019	(O)-Vessel Deficiencies charges amended.
00	01-Dec-2019	(Q)-Cold move Charges Amended
00	01-Dec-2019	(T)-Additional Tug Hire Charges condition amended.
00	01-Dec-2019	(U)-Pollution Containment Charges condition amended.
00	01-Dec-2019	(W)- Diving Operation charge amended.
00	01-Dec-2019	(X-5) – Garbage collection charge at Anchorage amended.
00	01-Dec-2019	(X-17)-Ambulance charge inserted
00	01-Dec-2019	(X-18)-Port Doctor Consultation charge inserted.
00	01-Dec-2019	(Y-15) – Fire Crew charge inserted.
00	01-Dec-2019	(BB) – STS Charge inserted.
00	01-Dec-2019	(CC)- Country Craft Tariff inserted.
00	21-Apr-2017	Charges payable to THE ADANI HARBOUR SERVICES PVT LTD

00	26-Jun-2018	(V)- PIDC charge inserted,
00	01-Dec-2019	(VI)-Stevedoring Charge inserted.
01	16-Jun-2020	(IV) E - Mooring Charges
01	16-Jun-2020	(IV) Y - 11A - Additional Invoice Charge
01	16-Jun-2020	(IV) Y - 19 - Vessel can land its hatch cover on jetty during cargo operation.
01	16-Jun-2020	(IV) Y - 20 - Gangway Security Watchman (Compulsory)
01	16-Jun-2020	(IV) Y - 21 - Sanitization of Vessel Gangway (Compulsory)

THE TARIFF CHANGE PROCEDURE:-

The Berthing Policy and tariff Structure will be reviewed and updated BPTS sent in April and October month. The changes will be made basis the business scenario and cost of operations, keeping in view the best interest of the stake holders involved.

The changes also are reviewed from the perspective of implementation using the invoicing software.

Irrespective of the initiator of the change, the new changes will be reviewed by all SBUs and approved by the COO and CEO.

All the trade notices will be uploaded on website <https://www.adaniports.com/Downloads>

All the trade notices issued from April to Sep and Oct to March will be incorporated in BPTS, October and April month revision respectively. The BPTS to be read in conjunction with trade circulars issued subsequently by the port from time to time which would also be uploaded on to the website

Approved by	
Mr. Sudip Dasgupta (COO)	Mr. Subrat Tripathy (Site Head)

Introduction

Dhamra Port Company Limited

The Dhamra Port Company Limited (DPCL) has been entrusted, by way of a concession granted by Government of Orissa to build and operate a deep draught, all weather, multi user port at Dhamra in Bhadrak district on BOOST (Build, Own, Operate, Share and Transfer) basis.

Situated between Haldia and Paradip, Dhamra Port is well sheltered between the mainland and Kanika Sands Island on the mouth of the river Dhamra. The location of Dhamra is in close proximity to the mineral belt of Orissa, Jharkhand and West Bengal and its dedicated connectivity helps serve this hinterland with the greatest efficiency.

Dhamra Port's strategic location allows it tap into a large hinterland, the most prominent of which is the Chota Nagpur plateau. This region is a store house of minerals like mica, bauxite, copper, limestone, iron ore and coal. The Damodar valley, around the Bengal-Bihar border is rich in coal and it is considered as the prime centre of coking coal in the country. Massive coal deposits are found in the central basin spreading over 2,883 km². Coal deposits are also spread over central parts of Orissa and northern Chhattisgarh. Dhamra Port is well located to serve for domestic movement of coal from this region.

The region also houses the largest iron ore deposits in the country. Ore rich districts of Keonjhar and Mayurbhanj in Orissa and East & West Singhbhum in Jharkhand account for 45% of iron ore exports in India and are well within the hinterland of Dhamra Port.

In addition to the rich mineral deposits, the region is also home to the some of the biggest industrial houses. A number of large Steel Plants dot the hinterland of Dhamra Port with a host of new plants in the pipeline.

The port has acquired a 125 meter wide corridor from Dhamra to Bhadrak which can accommodate two rail tracks and a four lane road along with service lines viz. transmission line and pipe lines. For Phase-I, DPCL has constructed the 62 km rail connectivity (single rail track) from Dhamra to Bhadrak/Ranital Link Cabin on the main Howrah-Chennai line. From Bhadrak, East Coast Railway Network connects Dhamra to industrial regions of southern Orissa and Chattisgarh while South eastern Railway Network provides connectivity to the mineral rich belt of Jharkhand, West Bengal & Northern Orissa.

The comprehensive design of Dhamra Port allows for great flexibility in terms of evacuation of imported cargo by rail/barges/daughter vessels. The Port offers one composite tariff without any hidden costs and serves as a one stop solution for all handling needs of the customer.

Commercial operations of Phase – I commenced on 6th May, 2011. Presently Port has in operation three dry bulk berths (two for imports and one for exports/coastal movement) with fully mechanized bulk material handling system, capable of handling three Cape size vessels drawing a draft up to 17.50 m. In addition one semi-mechanized berth of length 456 mtrs to handle bulk and break bulk cargo has also been commissioned.

The cargo handling plant has been designed to achieve discharge rates of over 50,000 MT/day for coal and load rates of over 40,000 MT/day for iron ore. The Bulk Material Handling System is also capable of loading rakes in 1.25 hours and unloading fully loaded rakes in 3 hours.

Port Carries out Ship to Ship transfer operation of liquid & liquefied gas cargoes within its port limit.

The proposed master plan of the port provides for berths to handle all types of cargo such as dry bulk, break bulk, liquid bulk, LNG and containerized cargo. In addition to this a Trans loading berth has also been proposed to cater to the increasing demand for Trans loading operations in sheltered waters.

Section A

I. Policies

Security Policy

We are committed to provide a safe and secure working environment to all our 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, DPCL 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;
- Communicate our policies and standards to employees, suppliers, business partners and where necessary work with them to raise their standards.
- IMDG: Class 1 & 7 cargo is not acceptable at Adani port

II. 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.

- **Drifting:** Vessel not at anchor or made fast to a berth. In simple words when a **vessel** is afloat and in no **way** is touching the ground or seabed.
- **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.
- **LPG:** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'liquefied petroleum gas'
- **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 Centre.
- **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 be 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.
- **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.
- **STS:** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products
- **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.

III. Berthing Policy

1. Berthing Objective

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

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 IPOS. 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 IPOS, the vessel's application for berth will not be accepted.
- 3.2** Vessel agent has 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. Maximum 6 digit digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.
- 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 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 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 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.

4. General guidelines for all Vessels.

- 4.1 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.

- 4.2 Any vessel deficiency must be reported to the port well in advance through email to Port control marineops@adani.com or through VHF on Channel 14 to Port Signal Station 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 operations will be considered as cold move and charged as per the Port tariff.

- 4.3 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.4 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire will be charged as per Management's discretion.
- 4.5 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.
- 4.6 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 Port VHF working Channel.
- 4.7 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.
- 4.8 By making an application for and 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.
- 4.9 **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 and Port discretion.
- 4.10 **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.
- 4.11 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. For all pipe export vessels, vessel is to be declared with duly filed "Pre Arrival Check list". In absence of same, DPCL will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at DHAMRA roads. However the vessel will be considered for berthing seniority only after berthing clearance is received from Dry cargo or Marketing Team as required by the Port. Above procedure will be followed for all vessels arriving in port for import/export of bulk cargoes.
- 4.12 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 3 hrs notices for berthing of vessel after it is cleared by PHO.
- 4.13 In case of project cargo, containers or ODC if a variation in weight/Dimensions between declared cargo weight/Dimensions and actual cargo weight/ Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.

5. Clarification regarding acceptance of Notice of Readiness time.

- 5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 5.2 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.
- 5.3 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.
- 5.4 In case a vessel physically arrives at a distance of 1 miles from port pilot station and wait for pilot to board the vessel without dropping anchor then time of arrival to such position which is 1 miles from PBG will be considered as NOR time The time of arrival along with NOR time has to be communicated and confirmed with Port control on CH-14.

6. Daily Port Berth Planning Meeting

The Port holds Daily Berth Planning Meeting at 1030 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. 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.

7. Dry cargo breaks timings.

There is no break in the cargo operation. The port operates 24x7 as per below shift schedule:

- 7.1 0600 to 1400 hrs
- 7.2 1400 to 2200 hrs
- 7.3 2200 to 0600 hrs

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

8.1 Vessel will not be considered for berthing if the Vessel:

- 8.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.
- 8.1.2 Has invalid statutory certificate, including expired load test certificates of cargo Gears.
- 8.1.3 Is blacklisted by Port State Control.
- 8.1.4 Is not manned as per Safe Manning Document.
- 8.1.5 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 Authority will be strictly adhered to.

- 8.1.6** 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.
- 8.1.7** 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.
- 8.1.8** 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.
- 8.1.9** 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.
- 8.1.10** 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.
- 8.1.11** 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.
- 8.1.12** "CONDITION OF USE OF FACILITIES AND SERVICES" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

8.2 A vessel may be removed from berth for the following reasons.

- 8.2.1** If the vessel is considered unsafe or hazardous for port safety.

- 8.2.2** If the vessel is equipped with poor and unsafe cargo gear.
- 8.2.3** If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- 8.2.4** In case the weather deteriorates or is likely to deteriorate.
- 8.2.5** If the stowage of cargo is improper or incorrectly declared.
- 8.2.6** 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.
- 8.2.7** Makes a request for early un-berthing.
- 8.2.8** Has made a wrong declaration.
- 8.3** 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.
- 8.4** Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.
- 8.5** 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.
- 8.6** For purposes of this policy:-
- A shifting movement means:
 - Physical shifting of the vessel more than 100 mtrs ahead / astern.
 - From one berth to another berth or from one berth to anchorage and re-berth.
 - A warping movement means: Physical shifting of the vessel maximum 100 mtrs ahead / astern on the same berth.
 - A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side.

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

- 9.1** 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 charges as per Port Tariff shall be applicable.
- 9.2** 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 charges till the outward pilot request time.
- 9.3** 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 charges as per Port Tariff shall be applicable as per conditions laid below.
- 9.4** Total cargo stoppages should not exceed 2 hours during the entire port stay of the vessel or else lay-up berth hire charges will become applicable.
- 9.5** 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 at the rate 2 times the berth hire mentioned in the port tariff, in addition to berth hire. Pilot detention and cancellation charges where applicable will be as per Port Tariff.

10 Lay-up berth hire

- 10.1** In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment, layup berth hire 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 when the vessel's machinery & equipment are operational or shore equipment deployed for operation on vessel request.
- 10.2** In case, a vessel is on layup berth hire 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.
- 10.3** Additional stay at berth after cargo completion may be permitted if there is no vessel waiting for the berth. The request for additional berth stay at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel has to vacate the berth within 2 hours of receiving notice if the berth is required by Port or else "Non vacating of berth" charges as applicable will be applied on the vessel.
- 10.4** Layup berth hire charges will not be applicable to Country crafts, SPM, STS and container Vessels, unless the Port has requested the Vessel to vacate the berth and if Vessel refuses to do so.
- 10.5** Layup berth hire will not applicable on Tug which has towed the dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Layup charges in case of additional stay

on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.

10.6 Layup berth hire will not be applicable if there are cargo stoppages due to bad weather condition/rains unless the cargo was already stopped prior start of bad weather/rains period. The timings will be taken from respective SBU .

10.7 Port will not charge layup berth hire charges on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater / waste collection. This will be subject to the following conditions:

- 10.7.1** There are no vessels waiting for that berth.
- 10.7.2** The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
- 10.7.3** 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.
- 10.7.4** 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.

11 Import / Export voyage in same VCN

- 11.1 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.
- 11.2 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.
- 11.3 After discharge of import cargo, if vessel goes outside of the port limits for the hold cleaning/operation requirements and coming back to load export cargo in same vessel, then new VCN needs to be issued for export cargo operation. All the charge will be applicable as per BPTS.

12 Anchorage charges:

Anchorage charges will be applicable, from the time of vessel dropping anchor till the time the pilot board the vessel for berthing or in case of vessel diverting to other port till departure from Dhamra port limit for all vessels anchoring within port limits other than the below

- Those vessel which are governed by individual long term marine service contracts

- SPM/STS 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.

13 Documents required in prescribed Format through IPOS/SMART EPIC for Declaration.

The vessel's agent should submit the following documents in the prescribed format through APMS/IPOS 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.

13.1 General Documents required for all vessels declaration

- Berthing application
- Vessel & cargo particulars –Annexure-II
- International Tonnage certificate.
- Ship particulars.
- P&I certificate
- Certificate of Class
- Agency appointment letter from Owner of vessel
- Certificate of Registry
- Safe Manning Certificate
- International oil Pollution Prevention Certificate
- Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement

13.2 In addition to general docs following additional documents required for Bulk & break bulk:

- Last port draft survey report for fertiliser vessel.
- Fertiliser checklist
- Pre arrival pipe export stevedoring check list
- Stowage Plan.
- Discharge or loading sequence.
- IGM to be submitted 24 hrs prior arrival of vessel
- Cargo declaration with client details, Requirement shore crane, Forklift
- Export General Manifest is to be submitted within 9 days of vessel sailing
- Complete Packing list for discharge / Load with Length x Width X Height (CBM) and Metric ton for calculating Package wise FRT (Freight Ton).” In case of Break Bulk cargo, above documents are required to be submitted by the vessel
- agent before berthing of vessel, both in Excel as well as PDF formats.

Note: The dimension to be considered should be of the biggest package and not of the smaller ones packed in the bigger package. Packing list submitted by the agent will be final. Receivers full details for each package to be submitted to port prior berthing.CIF/FOB value of the cargo for Imports/Exports to be provided by the concerned prior to berthing of vessel. In case of non-submission or incomplete documentation port will be constraint to berth the vessel.

13.3 In addition to general docs following additional documents required for Liquid vessel:

- Q-88 (All trading certificates should be valid).

- b. Stowage Plan.
- c. IGM to be submitted 24 hrs prior arrival of vessel
- d. Cargo declaration with client details
- e. Temperature report for heated cargo
- f. Pre-arrival exchange information checklist
- g. MSDS for all cargoes (loading/discharging and transit cargoes)
- h. Export General Manifest is to be submitted within 9 days of vessel sailing

13.4 In addition to the general docs following additional documents are required for LPG vessel:

- a. Q-88 (All trading certificates should be valid).
- b. Two valid SIRE certificates
- c. IGM to be submitted 24 hrs prior arrival of vessel
- d. MSDS for all cargoes (loading/discharging and transit cargoes)

14. Minimum Notice required for filing Pilot request through IPOS/SMART EPIC

Dry Cargo	
Inward Pilot request	Minimum notice 3 hrs from Pilot request time
Outward Pilot request	Minimum notice 1 hr from Pilot request time
Pilot Cancellation and amendment can be accepted through email to marineops@adani.com or through VHF on Channel 14 to Port Signal Station with minimum 2 hrs notice for IWPM and 45 minutes notice for OWPM. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.	
STS	
Inward Pilot request	Minimum notice 3 hrs from Pilot request time
Outward Pilot request	Minimum notice 3 hr from Pilot request time
Pilot Cancellation and amendment can be accepted through email to marineops@adani.com or through VHF on Channel 14 to Port Signal Station with minimum 2 hrs notice for IWPM and OWPM. Only one cancellation and revision will be accepted. Thereafter minimum 4 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.	

15. 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.

16. Shifting of vessels

- 16.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:
- 16.2 If a working cargo vessel at berth 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".
- 16.3 If a working cargo vessel is shifted from berth to accommodate an ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".
- 16.4 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".
- 16.5 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".
- 16.6 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".
- 16.7 Whenever a vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 16.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 16.9 Similarly shifting charges will also be applicable in the following cases of shifting:
- 16.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
- 16.9.2 Vessels which are idling at berth without doing any cargo handling operations.

17. 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-14 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.

- 17.1 Permission will have to be obtained in writing.
- 17.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.
- 17.3 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.
- 17.4 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.
- 17.5 Due care should be taken by ship's crew in tending the ship's mooring lines, as Dhamra 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.
- 17.6 Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after 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.

18. Standard time for cargo commencement and completion.

Sr.no.	Types	Case	Cargo commencement	Cargo completion
18.1	Bulk	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First cargo arrival to ship's cargo hold by shore loader/ First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
18.2	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.

SECTION B

19. Berth Parameters, the indicative berth allocation parameters are given in the following table

The indicative designed berthing parameters are given in the following table:

Berth			Vessel		Cargo Type	Remarks
No	L	B	LOA	Displacement		
BB1	354	24	350	250000 T	Bulk	
BB2	336	24	350	250000T	Bulk	
BB3	384	24	350	250000 T	Bulk	
BB3A	432	24	350	250000 T	Bulk / General	
Barge Berth	130	20	130	8000 T	General Cargo	

Notes:

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.
2. A minimum safe clearance of 10% of LOA of bigger vessel will be maintained in between vessels.

20. Berth allotment criteria.

BERTHING POLICY	
BB-1	Import Mechanised.
BB-2	Import Mechanised.
BB-3	Export Mechanised.
BB-3A	Semi Mechanised / Manual Handling

Note:

- 20.1** The port has capacity and necessary infrastructure to handle 2 Bulk import vessel on mechanised berths BB1 & BB2, 1 Bulk export vessel on mechanised berth BB3 and 1 bulk/break bulk vessel on semi mechanised/ manual berth BB3A at any given time. Decision to accept additional vessels will be taken on case to case basis by Operations Team.
- 20.2** The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 20.3** 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.

21. Blank For Future Insertion

22. Berthing / Un-berthing guidelines for vessels

22.1 Berth BB-1/2

Berth	Tide Range	Operation	Draft	Size	POB Window
BB-1 & BB-2	Spring (>1.8 m)	Berthing	Loaded	Cape (>15 m)	150 min before HW to 105 min before HW
				Panamax(<15 m)	270 min before LW to 90 Min before LW and 180 Min before HW to 30 Min before HW
				Handymax(<13.5m)	Anytime Except 60 min before LW to 150 min after LW
		Un berthing	Ballast	Cape (<10 m)	135 min before LW to 105 min after LW and 135min before HW to 105min after HW
				Panamax(<9 m)	Any Time
				Handymax(<9m)	Any Time
	Neap (<1.8m)	Berthing	Loaded	Cape (>15 m)	165min before HW to 90 Min before HW
				Panamax(<15 m)	Anytime Except 60 min Before LW to 150 min after LW
				Handymax(<13.5m)	POB Anytime
		Un berthing	Ballast	Cape (<10 m)	POB Anytime
				Panamax(<9 m)	POB Anytime
				Handymax(<9m)	POB Anytime

22.2 Berth BB-3

Berth	Tide Range	Operation	Draft	Size	POB Window
BB-3	Spring (>2 m)	Berthing	Ballast	Panamax(<9 m)	POB Anytime
				Handymax(<9m)	POB Anytime
		Un berthing	Loaded	Panamax(<15 m)	Anytime Except 45 min after HW to 315 min After HW
				Handymax(<13.5m)	Anytime Except 105 min after HW to 285 min after HW
	Neap (<2m)	Berthing	Ballast	Panamax(<9 m)	POB any Time
				Handymax(<9m)	POB Any Time
		Un berthing	Loaded	Panamax(<15 m)	Anytime Except 105 min after HW to 255min after HW
				Handymax(<13.5m)	POB Any Time

22.3 Berth BB-3 A

Berth	Tide Range	Operation	Draft	Size	POB Window
BB-3 A	Spring (> 1.8m)	Berthing	Loaded	Panamax(<15 m)	150 Min after HW to 240 min after HW and 240 min after LW to 330 min after LW
				Handymax(<13.5m)	240 min before LW to 60 min before LW and 180 min B4 HW to HW
			Ballast	Panamax(<9 m)	Anytime except LW to 120 min after LW
				Handymax(<9m)	Anytime except 30 min after LW to 90 min after LW
		Un berthing (If Turn Around)	Loaded	Panamax(<15 m)	15 min before HW to 15 min after HW and 45 min before LW to 15 min before LW
				Handymax(<13.5m)	60 min before HW to 30 Min after HW and 60 min before LW to 30 min after LW
			Ballast	Panamax(<9 m)	75 min before HW to 45 min after HW and 75 min before LW to 45 min after LW
				Handymax(<9m)	105 min before HW to 75 min after HW and 105 min before LW to 75 min after LW
	Neap (<1.8 m)	Berthing	Loaded	Panamax(<15 m)	120 Min after HW to 240 min after HW and 240 min after LW to HW
				Handymax(<13.5m)	Anytime except 30 min before LW to 150 min after LW
			Ballast	Panamax(<9 m)	POB Any Time
				Handymax(<9m)	POB Any Time
		Un berthing (If Turn Around)	Loaded	Panamax(<15 m)	75 min before HW to 45 min after HW and 75 min before LW to 15 min after LW
				Handymax(<13.5m)	90 min before HW to 60 Min after HW and 90 before LW to 60 Min after LW
Ballast			Panamax(<9 m)	POB Anytime	
			Handymax(<9m)	POB Anytime	
BB-3 A	spring (>1.8 m)	Un berthing (If No Turn Around)	Loaded	Panamax(<15 m)	Anytime Except 75 Min after LW to 255 Min after LW
				Handymax(<13.5m)	Anytime except 105 Min after LW to 225 min after LW
			Ballast	Panamax(<9 m)	POB Any Time
				Handymax(<9m)	POB Any Time
	Neap (<1.8m)	Un berthing (if No Turn Around)	Loaded	Panamax(<15 m)	POB Any Time
				Handymax(<13.5m)	POB Any Time
			Ballast	Panamax(<9 m)	POB Any Time
				Handymax(<9m)	POB Any Time

Notes:

1. Partly Loaded Cape un berthing from BB-1/2 not considered in above window and to be decided on case to case basis.
2. BB-3 un berthing restriction basis no turn around. In case of Turn around, case to case basis decision to be taken.
3. BB3 A Panamax berthing Draft / UKC to be considered in LW before finalizing POB.
4. BB3 A above restriction basis single occupancy on BB3- A. In case double occupancy, Case to case basis decision to be taken.
5. Normally 2 tugs for all Jetty berthing/un berthing. Additional tug if required by pilot, to be provided as per pilot's request and HOD/HOS approval. 3rd tug may be used for loaded Cape berthing on pilot discretion.
6. Above is guidelines and decision may be taken as per prevailing conditions and circumstances in the best interest of vessel safety.

IV. Marine Tariff

A. PORT DUES:

US\$ 0.05 Per GT of Vessel Per VCN	Applicable to all vessels. Subject to minimum Charges \$ 250. (Port Dues is payable per vessel call and is valid for a maximum of 30 days)
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B. PILOTAGE CHARGES PER GT OF VESSEL :

US\$ 2.0743	Applicable to all vessels of 60000 GT and above.
US\$ 1.9731	Applicable to all vessels below 60000 GT. Subject to minimum charges \$ 6000
Includes one Berthing & one Un berthing	

C. PILOT ATTENDANCE CHARGES :

Pilot Attendance Charges	US\$ 100 per hr	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 :

US\$ 900	Per Exemption Certificate (Maximum validity 30 days)
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E. : MOORING CHARGES PER GT OF VESSEL :

US\$ 0.01736

Applicable to all vessels calling at Berth.

F. Berth hire Charges

US\$ 0.0105
per GT per Hour
(First line ashore to All cast off)

Applicable to all vessels of 60000 GT and above.

US\$ 0.01
per GT per Hour
(First line ashore to All cast off)

Applicable to all vessels below 60000 GT. Subject to minimum Charges \$ 720 per day. (First line ashore to All cast off)

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.

G. LAY UP BERTH HIRE:

Layup (First line ashore to All cast off) Same rate as berth hire and applicable in addition to the berth hire.
Minimum berth hire charges is applicable for those vessels which call Dhamra Port purely for lay-up berth hire)

- 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 become applicable.
- 1.2 Lay Up berth hire can be granted on sole discretion of port subject to availability of berth.
- 1.3 If vessel exceeds granted lay-up time then the vessels will be shifted out at her own cost. Lay-up berth hire 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.
- 1.4 The vessel is allowed to stay on the berth on payment of Layup berth hire provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.
- 1.5 In case cargo stoppage more than 2 hrs during entire operation

H. NON BERTH VACATING CHARGES :

Non berth Vacating charges : 2 times the berth hire (Chargeable per hr slab) (minimum berth hire charges will be applicable)

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 in addition to normal berth hire.

I. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS Not Applicable

J. ANCHORAGE CHARGES

Anchorage Charges: **US\$0.001**
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/STS vessels which will continue to be charged as per their contracts or the full anchorage rates.
- 1.3 Drifting within the port limit is generally not permitted. Drifting on case to case basis may be permitted by Dhamra port control. Vessel drifting more than 3 hours within the port limit, anchorage time will be considered from the time of vessel arrival.

K. BERTHING PROCESS CHARGES :		
	US\$ 2945	If cancelled between 3.00 hrs till pilot Boarding.
Pilotage Cancellation Charges	US\$ 2945 + US\$ 640 for each 30 minutes slab	If cancelled after pilot boarding counted from Pilot boarding time till movement cancellation.
Pilotage Detention Charges	NIL	First 30 minutes delay from the nominated pilot boarding time.
	US\$ 1500	Per 30 minutes slab and applicable when delay is more than 30 minutes.
L. 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 for the entire duration of delay including first 15 minutes.		
Pilotage Cancellation Charges	US\$ 500	If cancelled between 1 hr till Pilot boarding.
	US\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	First 15 minutes delay from the nominated pilot boarding time.
	US\$ 475	Delay from 16 min to 30 min
	US\$ 1500	After 30 minute , Per 30 minutes slab and applicable when delay is more than 30 minutes
Note: Pilot cancellation and detention charges will not be applicable if the vessel is cancelled or delayed due to cold move / bad weather condition and it should be approved by concern HOD.		
M. SHIFTING CHARGES :		
Shifting/ Turnaround charges	50% of pilotage	Applicable to all vessels. Subject to minimum charges \$ 3000
N. WARPING CHARGES :		
Warping charges	25 % of pilotage	Applicable to all vessels. Subject to minimum charges \$ 1500
O. DUMB BARGE :		
US\$ 1975 per Activity	<ol style="list-style-type: none"> 1. Port dues and pilotage charges will be additional. 2. Activity includes berthing and un-berthing. 3. Pilotage will start only when the barge is secured as a hip tow to the towing tug. 4. If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case by case basis. 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. 	
P. VESSEL DEFICIENCIES:		
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	US\$ 300 per incident	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.
Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per Movement for use of electronic navigational equipment -Portable Pilot Unit)	US\$ 300 per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, will only be berthed/un berth using ports Harbour Pilot equipment.
Charges for Failure to report critical equipment Deficiency in advance.	US\$ 300 per Movement	Berthing/ Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.
Failure of mooring winches, windlass or capstan during berthing / un-berthing operations.	US\$ 300 per failure	Pilot detention charges will be in addition to this charge.
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	US\$ 300 per declaration	If case the wrong declaration of arrival / departure draft.
1) Garbage regulation violation 2) Charges for wrong hoisting of Indian flag or soiled, poor condition. 3) Cargo falling overboard, 4) Non-compliance with port regulations.	US\$ 300	For each incident.
Anchor missing, Single Anchor Missing / anchor fluke damage	\$300 vessel deficiency charges applicable per movement for Single Anchor Missing / anchor fluke damage cases	An additional Tug will be applicable to vessels if both anchors are missing.

Q. TUG / BOAT HIRE CHARGES :

Tug hire for transportation	US\$ 540	Per 30 minutes slab. 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)
Ship Store supply charges through tug:	US\$ 540	Per 30 minutes slab. Quantity not allowed more than 5 MT (Space permitting) per trip & Maximum 10 persons at a time.
Service boat (per hour).	US\$ 200	Allowed only during settled weather.

Note: If tug is hired for medical purpose (passenger/crew injury) same will be borne by the vessel agent. The availability of tugs for transportation of passenger is not 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.

R. COLD MOVE CHARGES :

1.1 Cold Move - PLANNED	Planned Cold move 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
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		<p>/un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below. All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p> <p>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges. (However minimum pilotage charges will be used for calculation.)</p>
1.2 Un planned 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 port account), the same will be treated as a cold move & 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>Unplanned Cold move charge as at the rate of 1.5 times the pilotage charges. (However minimum pilotage charges will be used for calculation.)</p>
S. PIPE LINE CHARGES FOR LIQUID TANKERS		
Not Applicable		
T. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :		
\$ 250 for the first 24 hrs		<p>Immobilization permission will be granted at port's discretion. An immobilization charge of US\$ 250 for the first 24 hrs is payable, and thereafter at the rate of US\$ 125 per 12 hours slab.</p> <p>Failure to take prior approval will result in additional charges as <u>per note 2 of Page 30</u>.</p> <p>Note: 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 2 hours after 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>
U. ADDITIONAL TUG HIRE CHARGES :		
US\$ 800 Per Hour per Tug		<p>Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer.</p> <p>In case of extra tug usage due to bad weather, adverse /strong tidal current condition, Extra tug charges will be applicable on vessel account as per additional tug hire charges.</p>
V. POLLUTION CONTAINEMENT CHARGES :		
\$ 35100 Per spillage		USD \$35100 + charges as per actuals based on resources mobilised.
W. TARIFF FOR BOLLARD PULL TEST :		
Bollard Pull Test		<p>a. US\$ 2700 for tugs up to 100 tons. b. US\$ 5400 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>
X. TARIFF FOR DIVING OPERATIONS :		
1.1 Diving services by outside agency		<p>a) License Fee of US\$ 500 per vessel per day. b) If videography done by external agency then \$ 500 will be applicable in addition to license Fee. c) The external agency should have certified divers. d) 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 US\$ 900 per 4 hours Slab.</p>
<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.</p>		

Y. MISC SERVICE CHARGES:			
1.	Creation of IPOS/SMART EPIC request number on behalf of agent for vessel declaration	US\$ 100	Per declaration [exception for agent's first five vessels]
2.	Service request on behalf of agents including NDC request	US\$ 50	Per case
3.	Security. (Optional on Vessel Request)	US\$ 55	Per 8 hrs shift /per Guard.
4.	Security Vehicle (with driver). (Optional on Vessel Request)	US\$ 105	Per 8 hrs shift
5.	Oil rags removal & Disposal	US\$ 450	Per CBM
	Garbage collection at berth (Quantity not to exceed 3 m ³ /per trip)	US\$ 150	Per collection / Trip (Not to exceed 3-Cubic Meter)
	Garbage collection at Anchorage (Quantity not to exceed 10 m ³ /per trip)	USD 3000/- for 3hrs plus USD 540/ - for subsequent 30 mins.	Tug Charges Per collection / Trip (Not to exceed 10-Cubic Meter) plus garbage charges additional as per port tariff
	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.		
	b. Garbage collection is normally done during day light hours (0900-1700), however service can be extended beyond day light hours for vessel's whose port stay is less than 24 hrs.		
c. Garbage collection at anchorage will be done subject to availability of tug.			
d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.			
e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour.			
6.	Gangway (Request to be made prior berthing).	US\$ 100	Per calendar day.
7.	Gangway Extension ladder	US\$ 50	Per calendar day.
8.	Hydra	US\$ 150	Per 4 hour slab (minimum).
9.	Fresh water at berth by outside agency	US\$ 3	Per MT as Wharf age Charges.
10.	Hot work permission	US\$ 50	Per 4 hour slab (minimum)
<p>Note 2: A vessel will not undertake any activity which requires prior permission & 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>			
11.	Invoice revision.	US\$ 100	Per cancellation of Invoice.
11A.	<p>Additional Invoice Charges</p> <p>- Separate/Split Invoice Request by declaring agency in addition to base invoice</p> <p>- Invoice request for third Party other than agency declaring vessel</p>	<p>INR 5000</p> <p>INR 5000</p>	<p>Normally Invoice (1 DPCL + 1 TAHSP) is raised in the name of Agency requesting Vessel for which no charges are applicable.</p>
<p>Above charges not applicable to</p> <p>1) Ship Chandelling which is invoiced separately to ship chandler.</p> <p>2) Customers who have long term contracts and pay VRC directly to the port.</p>			

12.	VCN Cancellation.	US\$ 10	Per VCN.
13.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	US\$ 100	Per VCN.
14.	Bunker Handling Charges. Supplied by outside agency.	US\$ 4	Per KL as Wharf age charges.
15.	Mooring Ropes	US\$ 90	Per Rope/ Per Calendar Day
<p>Gate entry permission charges for on-board work shop, repairing and other activities.</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. Transhipment permission for supply of goods like spares / ships equipment / medicines.</p> <p>e. Provision supply to vessels per shipping bill gate entry.</p>			<p>US\$ 100/- per Job</p>
16.	<p>Note :</p> <p>a. Only authorized ship chandlers will be permitted.</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 up to 25 kg</p> <p>e. 50% Discount will be given for supply through Transhipment Permission (T.P)</p>		
17.	Ambulance Charges	US\$ 100 Per Trip	If used for medical purpose (passenger/crew injury) same
18.	Port Doctor Consultation Charges	US\$ 50 Per patient	If used for medical consultation (passenger/crew) same. Will be borne by the vessel agent. Note: Fitness certificate will not be issued.
19.	Vessel can land its hatch cover on jetty during cargo operation.	US\$ 100	Per hatch cover
20.	Gangway Security Watchman (Compulsory) Per 12 Hrs	US\$ 20	One Gangway Security Watchman at vessel gangway landing area on jetty.
21.	Sanitization of Vessel Gangway (Compulsory) Per 24 Hrs	US\$ 10	As part of COVID 19 preventive measure
<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.</p>			

Z. 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.	US\$ 4500
2.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges USD 6 per MT will be applicable in addition to Water tender charges)	Per one hour.	US\$ 130
3.	Foam tender or water tender standby with crew.	Eight hour shift.	US\$ 215
4.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	US\$ 165
5.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	US\$ 215
6.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	US\$ 60
7.	Fire operator standby.	Eight hour shift.	US\$ 25
8.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	US\$ 6
9.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	US\$ 6
10.	Providing fire extinguisher for hot work.	For one day (three shift).	US\$ 14
11.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	US\$ 25
12.	Providing Smoke exhauster unit.	Per hour.	US\$ 25
13.	Providing SCBA set.	One time use per Set.	US\$ 25
14.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	US\$ 110
15.	Fire crew for on board for fire fighting	Eight hour shift.	\$ 300

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, Dhamra Port 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.

AA. SPM TERMINAL Not Applicable

BB. SHIP TO SHIP TRANSFER OPERATION (STS)

STS Fees (Daughter Vessel)	USD 20000 per STS	STS Fees includes : <ol style="list-style-type: none"> 1. Port Dues 2. Anchorage Charges 3. Pilotage Charges 4. Tug charges for one mooring & one unmooring. 5. Tug charges for transport of Customs, Agents & Surveyors
STS Fees (Mother Vessel)	USD 2000	STS Fees includes : <ol style="list-style-type: none"> 1. Port Dues 2. Anchorage Charges

LONG TERM STS OPERATION INVOLVING FLOATER VESSEL

STS Fees (Floater)	USD 3000 (Valid for period of 30 days)	STS Fees includes : <ol style="list-style-type: none"> 1. Port Dues 2. Anchorage Charges
STS Fees for Daughter/ Mother vessel for STS with Floater	USD 19000 per STS (Appropriate discount offered basis no of STS per month & duration of floater stay)	STS Fees includes : <ol style="list-style-type: none"> 1. Port Dues 2. Anchorage Charges 3. Pilotage Charges 4. Tug charges for one mooring & one unmooring. 5. Tug charges for transport of Customs, Agents & Surveyors

Note: Fees of STS service provider is separate which includes services of Mooring Master, hiring of STS fenders & hoses. Same to be settled with STS service provider directly.

OTHER STS CHARGES :

Re berthing Charges for whatever reasons	USD 3000 per Re Berthing	For Daughter vessels of LOA < 220m
	USD 6000 per Re Berthing	For Daughter vessels of LOA => 220m
Additional Tug as per vessel request	USD 3000 per tug per move	Standard tug usage : <ul style="list-style-type: none"> -One tug for Daughter vessels of LOA < 220m & - Two tug for Daughter Vessels of LOA => 220m

Tug Charges for other services such as Spare/Store delivery, Garbage Landing, Crew transfer etc.	USD 3000/- for 3hrs + USD 540/- for subsequent 30 mins when separate tug used.	Note:: <ol style="list-style-type: none"> 1. Garbage Quantity =< 10 M³ 2. Stores/ Spares= < 5 MT 3. No of persons =< 10 4. Garbage, stores, spares to be pre slung for quick operation. 5. Use of Hydra at jetty for loading/unloading on tug will be extra as per tariff. 6. Garbage charges or any other associated charges extra as per port tariff.
	USD 500/- if service clubbed with vessel mooring/ unmooring tug. (per 30 min of other service usage)	

DD. TARIFF FOR COUNTRY CRAFT :

1	Port Dues for Country Craft	\$ 0.15 per GT (Minimum \$ 746)
2	Pilot Exemption Certificate for Country Craft	\$ 75 per activity (includes berthing and unberthing)
3	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.

Note: The following charges have to be paid directly to "The Adani Harbour Services Pvt Ltd"

- Pilotage
- Pilot Attendance Charges
- Berthing process charges : a) Pilotage Cancellation Charges b) Pilotage Detention Charges
- Un berthing process charges : a) Pilotage Cancellation Charges b) Pilotage Detention Charges
- Shifting Charges
- Warping Charges
- Tug Hire for transportation of passenger, garbage, Ship Store supply or any other services
- Tug for Custom formalities (Inward/Outward)
- Cold Move -Planned / Unplanned
- Additional Tug Hire (for assistance). Pull back tug charges
- Tug Charges for Oil Spill Pollution response
- Fire Fighting at anchorage/offshore through port tug

EE. Wharfage charges

Not Applicable

V. PIDC Charges

A. PIDC CHARGES (w.e.f. 01st Aug 2018)		
Description	Tariff	Remarks
20 FT Container	Rs 1500 per TEU	For All type of 20 FT containers
40 FT Container	Rs 3000 per FEU	For All type of 40 FT containers
45 FT Container	Rs 3500 per container	For All type of 45 FT containers
General Purpose Wagon Investment Scheme (GPWIS) Rake		
Cargo Transported through GPWIS Rakes	Rs. 100 per Tonne	

VI. Stevedoring Tariff

➤ Tariff for handling break bulk / Project cargo.		
1	Shore Crane Hire:	USD 285 per hour [Shore crane will be provided as per availability]. Minimum charge of 2 hours & above that on hourly basis.
A. PROJECT CARGO STEVEDORING RATES		
1.	Up to 25 Freight Tons.	INR 350 per Freight Ton.
2.	Over 25 & up to & inclusive 40 Freight Tons.	INR 450 per Freight Ton.
3.	Over 40 & up to & inclusive 120 Freight Tons.	INR 600 per Freight Ton.
4.	Over 120 & up to & inclusive 200 Freight Tons Or over 15 meter.	INR 715 per Freight Ton.
5.	Over 200 Freight Tons.	INR 920 per Freight Ton.
6.	Containers arriving on break bulk project cargo vessels at multipurpose berth will be charged as per project cargo tariff.	
	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: USD 285 per hour, with minimum charges of 2 hrs and above that on hourly basis.

B. 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.	Rails (Import / Export) up to 12.5meters in length	Rs. 309/MT
9.	Rails (Import / Export) Above 12.5 meters but below 18meters in length	Rs. 515/MT
10.	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 used will be at actuals.

C. STEVEDORING CHARGES ON STEEL CARGO - PIPES - **IMPORT/EXPORT**

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.

D. STEVEDORING CHARGES ON STEEL CARGO - PIPES - **IMPORT/EXPORT**

1.	Steel Pipes equals & below 18 inches OD	Rs.350/ FRT.
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	Rs.250/ FRT.
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD	Rs.150/ FRT.
4.	Steel Pipes above 56 inches up to 70 inches. (All dunnage & lashing material at actual additionally)	Rs.180/ FRT.
5.	CWC / Cement coated Pipes / DI Pipes	Rs.350/ 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.

E. 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 actuals.
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> <ul style="list-style-type: none"> -> Pine Wood: Rs. 23,500 / CBM. ->Dunnage Wood: Rs. 13,500 / CBM. ->Additional Dunnage Line: Rs. 7500 / Line (Normal)-refer Annexure 1. -> Additional Rubber Line: Rs. 700 / Line. -> Additional Lashing wire: Rs. 250 / Meter. -> Fumigation charges : Rs. 25,000 per shipment per customer a notice of 72 hours (3 working days) required. ->Phytosanitary Certificate: Rs. 15,000 per shipment per customer. 	

F. STEEL CARGO HANDLING DIMENSIONS / WEIGHT

Sr.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: DPCL will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by DPCL, 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.

A. 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 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 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 USD 200/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 USD 200 = USD 1200 + applicable Service tax.

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

B. Breakdown of ship crane wire/ other part or mechanism during cargo operation

1. Charges of USD 10,000/- per incident in case a vessel's Crane / derrick's wire, block, hydraulic system or any other system fails during cargo operations resulting in free fall of the cargo or the crane / derrick either on the vessel or on the berth.
2. Charges for repair/ procurement of damaged port property as assessed by the Port.
3. Charges for damaged cargo and its recovery from the water and its disposal if the cargo has fallen in to the water.
4. Charges for the complete treatment of the injured / affected personnel and compensation for the injury or disability as decided by the Port.

VII. Contact details

Primary Contact

Department	Name	Email	P/ M	Number
Port Control	Marine Control	marineops@adani.com	P:	06786270258
			M:	7894400376

Important Contact Details

Department	Name	Email	P/ M	Number
Site Head	Mr. Subrat Tripathy	Subrat.Tripathy@adani.com	P:	06786270111
			M:	
COO	Mr. Sudip Dasgupta	Sudip.Dasgupta@adani.com	P:	06786270268
			M:	
Dry Cargo	Mr. Prashanta Patra	prashanta.patra@adani.com	P:	06786270330
			M:	08980015179
Marine Services	Capt. Pradyuat Sekhar Patra	Pradyuat.Patra@adani.com	P:	06786270400
			M:	7894408123
Marketing (Dry Cargo)	Mr. Sanjay Dutta	Sanjay.Dutta@adani.com	P:	+917925557193
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HSEF	Mr. Subrata Kumar Mandal	SubrataKumar.Mandal@adani.com	P:	06786270367
			M:	7064460020
			M:	7894400376
Security (DPCL)	Security Control	ccc@adani.com	P:	06786270141
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