

Dhamra Port Company Limited

BERTHING POLICY & TARIFF STRUCTURE



OUR VALUES: COURAGE, TRUST AND COMMITMENT

Issue: BPTS/DPC/07 | w.e.f 1st Apr 2026

Note:

1. Changes in the existing BPTS from the previous edition have been highlighted. All trade notices issued till date have been incorporated in BPTS.
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.
3. Change of issue refers to tariff changes and Revision no. refers policy matter change.

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Record of Changes

| Issue. no | Date | Changes |
|-----------|--------------------------|---|
| 01 | 1 st Nov 2021 | (CC) Ship to ship Operation, Re-berthing charges revised. |
| 01 | 1 st Apr 2022 | In Section -A Quality, Health & environment clause for IMDG Class 1 & 7 cargo has been deleted. |
| 01 | 1 st Apr 2022 | (II-Definition) Commence work, LNG, LRF, POB inserted |
| 01 | 1 st Apr 2022 | (SL-4) General guidelines for all vessels in clause no 4.16 inserted. |
| 01 | 1 st Apr 2022 | (SL-9) Clause no 9.1 wording modified |
| 01 | 1 st Apr 2022 | (SL-18) Standard time for cargo commence & completion 18.3 inserted. |
| 01 | 1 st Apr 2022 | (SL-19) Berth parameter, LNG Berth included. |

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| 01 | 1 st Apr 2022 | (SL-20) Berth allotment criteria LNG Berth included |
| 01 | 1 st Apr 2022 | (SL-22) Berthing/Unberthing guideline for vessel, 22.4 LNG Berth included |
| 01 | 1 st Apr 2022 | (IV) B- Pilotage Charges revised |
| 01 | 1 st Apr 2022 | (IV) D- Port Environment Protection Safety Charges revised. |
| 01 | 1 st Apr 2022 | (IV) E- Berth hire charges revised |
| 01 | 1 st Apr 2022 | (IV) P- Vessel deficiencies – Failure of windlass row remark has been deleted. |
| 01 | 1 st Apr 2022 | (IV) Q- Tug/Boat hire charges sentence modified. |
| 01 | 1 st Apr 2022 | (IV) Y- Misc. Charges SL.28 – Sentence modified. |
| 01 | 1 st Apr 2022 | (IV) DD- Tariff for LNG terminal included. |
| 02 | 22 nd Jun 2022 | (IV)-B1- Fuel surcharge on Pilotage charges. |
| 02 | 1 st Oct 2022 | (SL-22) Berthing / Un-berthing guidelines for vessels revised. |
| 02 | 1 st Oct 2022 | (IV)-B2- Additional Pilotage charges based on age of the vessels inserted. |
| 02 | 1 st Oct 2022 | (IV) L- Shifting charges revised. |
| 02 | 1 st Oct 2022 | (IV) M-Warping charges revised. |
| 02 | 1 st Oct 2022 | (IV) P- Vessel deficiency charges for Restricted main engine power inserted. |
| 02 | 1 st Oct 2022 | (IV) U-Tug Hire charges for Towing operation inserted. |
| 02 | 1 st Oct 2022 | (IV) V-Charges for oil spillage response revised. |
| 03 | 1 st Apr 2023 | (II-Definition) Salvage operations inserted |
| 03 | 1 st Apr 2023 | (Sl.no 10.7.3) The notice time for additional berth stay after completion of cargo operation revised. |
| 03 | 1 st Apr 2023 | (Sl.no 13.4) Note inserted. |
| 03 | 1 st Apr 2023 | (IV) B- Pilotage charges revised as per Trade notice no DPCL/TRADE/03/2023. |
| 03 | 1 st Apr 2023 | (IV) Additional pilotage charges based on age of vessels removed. |
| 03 | 1 st Apr 2023 | (IV) D- PEPSC rechristened as PEPS & Dredging charges as per Trade notice no DPCL/TRADE/03/2023. |
| 03 | 1 st Apr 2023 | (Y) Misc. charges Permission for usage of Open loop scrubber within Port limit charges removed. |
| 03 | 1 st Apr 2023 | (Y) Misc. charges Sl.no 43-49 inserted & Note sentence modified. |
| 03 | 1 st Apr 2023 | (Z) Firefighting assistance tariff (Sl.no 2 inserted) and Sl.no 5,8- & 16-time duration revised. |
| 03 | 1 st Apr 2023 | (DD) Tariff for LNG terminal revised as per trade notice no DPCL/TRADE/10/2021. |
| 03 | 1 st Apr 2023 | (VI)- Tariff for salvage operations inserted. |
| 04 | 1 st Sep 2023 | (Y) Misc. charges (Sanitization of Vessel Gangway, Tug/boat sanitization & Vaccination Charge) removed as per trade notice no DPCL/TRADE/05/2023. |
| 04 | 1 st Oct 2023 | Change in definition warding commence work and Gross Tonnage |
| 04 | 1 st Oct 2023 | (B2) Change in Pilot attendance charges |
| 04 | 1 st Oct 2023 | Change In mooring charges & added Sustainability charges |
| 04 | 1 st Oct 2023 | (H) Non berth vacating charges |
| 04 | 1 st Oct 2023 | (K & L) Change in pilot detention & cancellation charges |
| 04 | 1 st Oct 2023 | (P) Change in dumb barge charges |
| 04 | 1 st Oct 2023 | (R) Change tug hire for transportation slab |
| 04 | 1 st Oct 2023 | (Z) Change in misc. services i.e. Gangway, hydra, VCN cancellation, spilt invoice, Security Guard |
| 04 | 1 st Oct 2023 | (Z- Sl no-29) Change in Agency registration charges |
| 04 | 1 st Oct 2023 | (Z- Sl no-28) Crew change Facilitation charges |
| 04 | 1 st Oct 2023 | (Z- Sl no-9) Fresh water charges |
| 04 | 1 st Oct 2023 | (Z) Security Vehicle (with driver) removed |

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| 05 | 1 st Apr 2024 | IV (A) Port dues revised as per Trade notice no DPCL/TRADE/01/2024. |
| 05 | 1 st Apr 2024 | IV (B) Pilotage charges revised as per Trade notice no DPCL/TRADE/01/2024. |
| 05 | 1 st Apr 2024 | IV (F) Berth Hire charges revised as Trade notice no DPCL/TRADE/01/2024. |
| 05 | 1 st Apr 2024 | IV (J) Anchorage charges revised as per Trade notice no DPCL/TRADE/01/2024. |
| 05 | 1 st Apr 2024 | IV (Z.10) Fresh water at berth charges revised |
| 05 | 1 st Apr 2024 | Up to 15 minutes delay from the nominated pilot boarding. |
| 05 | 1 st Apr 2024 | IV (L) Pilotage Cancellation Charges |
| 05 | 1 st Apr 2024 | IV (L) Pilotage Detention Charges |
| 05 | 1 st Apr 2024 | V (Z.14) Hot work permission |
| 05 | 1 st Apr 2024 | V. ADDITIONAL TUG HIRE CHARGES |
| 05 | 1 st Apr 2024 | IV (EE) Tariff for LNG Terminal revised Basis annual escalation of 3.31%, |
| 06 | 1 st Oct 2024 | IV (G) Layup Berth Hire Charges |
| 06 | 1 st Oct 2024 | IV (H) Non-Berth Vacating Charges |
| 06 | 1 st Oct 2024 | IV (Z.16) Ambulance Charges |
| 06 | 1 st Oct 2024 | Annual Agency Registration charges. |
| 06 | 1 st Oct 2024 | VII (B) Shore Crane charges. |
| 06 | 1 st Oct 2024 | VII (E, F & G) Stevedoring charges |
| 06 | 1 st Oct 2024 | IV (Z.50) Shore Crane/HMC Charges included as per Trade notice no DPCL/TRADE/02/2024. |
| 06 | 1 st Oct 2024 | IV (Z.51) Wharfage Charges included as per Trade notice no DPCL/TRADE/02/2024. |
| 06 | 1 st Oct 2024 | IV (Z.52) Port Railway Terminal Haulage Charges included as per Trade notice no DPCL/TRADE/02/2024. |
| 07 | 1 st Oct 2025 | IV (B) Pilotage Charges revised. |
| 07 | 1 st Oct 2025 | IV (F) Berth Hire Charges revised. |

THE TARIFF CHANGE PROCEDURE: -

The Berthing Policy and tariff Structure will be reviewed and updated in the months of April and October. The changes will be made based on the business scenario and cost of operations, keeping in view the best interests of the stakeholders 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.

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|---------------------------|---------------|
| Approved by | |
| Mr. Devendra Thakar (CEO) | DPCL (Dhamra) |

Introduction

Dhamra Port Company Limited

The Dhamra Port Company Limited (DPCL) has been entrusted, by way of a concession granted by Government of Odisha to build and operate a deep draught, all weather, multiuser 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 Odisha, 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 Odisha 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 Odisha 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 pipelines. 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 Odisha and Chhattisgarh while Southeastern Railway Network provides connectivity to the mineral rich belt of Jharkhand, West Bengal & Northern Odisha.

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.
- Confirm 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.

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.

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- **Break Bulk:** To unload and distribute a portion or all 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.
- **Bill of Lading:** Shall mean a document that establishes the terms of contract between a Shipping and a Transportation company.
- **Calendar day:** A Calendar daytime 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.
- **Commence work:** For Inward vessel, after POB manoeuvring command commenced by the pilot and for outward vessel, as confirm by the pilot, vessel is ready for unberthing in all respect
- **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.
- **Coastal:** "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping/ Competent Authority.
- **CT:** Container Terminal.
- **Deadweight Tonnage (DWT):** Deadweight tonnage (also known as deadweight; abbreviated to DWT, D.W.T., d.w.t., or dwt) or tons deadweight (DWT) is a measure of how much weight a ship can carry. It is the sum of the weights of cargo, fuel, fresh water, ballast water, provisions, passengers, and crew. The deadweight is the difference between the displacement and the mass of empty vessel (lightweight) at any given draught.
- **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.

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- **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.
- **Double Banking operation:** Two vessels are banked together for cargo operation.
- **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.
- **Foreign:** "Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- **GT:** The unit of measurement for the gross content of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194) as mentioned in the vessel latest international tonnage certificate.
- **Hold Washing/Cleaning:** "Normal Cleaning / sweeping / moping" requires the holds to be swept to remove all residues of the previous cargo, washed down and dried ready to receive a similar or compatible cargo.
- **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"
- **LNG:** Liquefied natural gas is natural gas that has been converted to a liquid form for the ease and safety of natural gas transport.
- **LRF:** Laser range finder
- **Monsoon Period for Dhamra port:** Monsoon period at Dhamra is from 15th May to 30th September each year.
- **Mtrs:** meters.

- **MW:** Megawatt.
- **NH:** National Highway.
- **O.D.C:** Over Dimension Cargo.
- **On Board:** A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
- **P&I:** Protection & Indemnity.
- **POB:** Pilot onboard, it is the time when pilot boards before Berthing, Unberthing or shifting of the vessel
- **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.
- **Salvage operations:** Salvage is one service offered by the port under the general heading of emergency response to distressed vessels – that is, emergency response to render assistance to vessels in danger, or potentially in danger and/or the process of rescuing a vessel, her crew and cargo from hazard and danger in port or at sea.
- **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 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 All the vessels calling Dhamra Port has to send nomination to the port for obtain vessel acceptance from the Port prior to arrival. Vessel will be accepted by the Port based on their declared berth parameters and marketing clearance

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- 4.2 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.

- 4.3 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.
- 4.4 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.5 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion. Priority berthing is also granted to long term contractual partners.
- 4.6 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.
- 4.7 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.
- 4.8 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.
- 4.9 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.
- 4.10 **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.
- 4.11 Adani ports will endeavour services to all Indian Naval Ships (INS), one vessel movement at a time subject to uninterrupted movements of commercial vessels, berth availability and charges as per port discretion
- 4.12 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.
- 4.13 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.

- 4.14 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.
- 4.15 Agent has to verify the Gross tonnage with Master prior declaration of vessel and submit latest tonnage certificate to the Port. In case of any wrong or late declaration of the amended Gross tonnage, it will be considering as "Wrong declaration of Gross tonnage". All the previous completed voyage invoices under the declaration of the old gross tonnage after the date of issue of the amended tonnage certificate will be revised as per the amended Gross tonnage.
- 4.16 HDFC Bank TT Selling Rate will be used for dollar denominated tariff (first rate card published every-day). In case of holidays, the previous working day HDFC Bank TT Selling rate will be used. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not used berth, then arrival date will be considered for exchange rate.

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, then 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 mile 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
 7.4 After completion of break timing, the work should start at the strike of the clock.

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.

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- 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** NA
- 8.1.10** 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.
- 8.1.11** 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.
- 8.1.12** 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.
- 8.1.13** "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.
- 8.1.14** NA

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

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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.

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 of all fast time and should be ready to sail within 3 hours after cargo completion. In case the vessel cannot commence her cargo operation within 3 hours and unable to file outward pilot request within 3 hrs after cargo completion, layup berth hire charges shall be applicable.

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- 9.2** 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.
- 9.3** 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.
- 9.4** 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.
- 9.5** NA

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 on lay-up charges if there is no vessel waiting for the berth. The request for additional berth stays at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel must 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 be 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 24 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:

- 12.1** 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.
- 12.2** Those vessels which are governed by individual long term marine service contracts.
- 12.3** SPM/STS vessels which will continue to be charged as per their contracts or the full anchorage rates.

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

- a. Berthing application
- b. Vessel & cargo particulars –Annexure-II
- c. Vessel acceptance navigational checklist- Part B
- d. International Tonnage certificate.
- e. International Air Pollution Prevention certificate (IAPP)
- f. Ship particulars.
- g. P&I certificate
- h. Certificate of Class
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. Document of Compliance

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- l. ISM Safety Management certificate (SMC)
- m. Civil Liability Convention (CLC) 1992 Certificate
- n. Civil Liability for Bunker Oil Pollution Damage Convention
- o. International ship security certificate
- p. International oil Pollution Prevention Certificate
- q. Load line certificate
- r. Safety equipment certificate
- s. Safety construction certificate
- t. Safety Radio certificate
- u. Ship sanitization control Exemption
- v. Ballast water Management certificate
- w. Agency appointment letter from Owner of vessel
- x. 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:

- a. Last port draft survey report for fertiliser vessel.
- b. Fertiliser checklist
- c. Pre arrival pipe export stevedoring check list
- d. Stowage Plan.
- e. Discharge or loading sequence.
- f. IGM to be submitted 24hrs prior arrival of vessel
- g. Cargo declaration with client details, Requirement shore crane, Forklift
- h. Export General Manifest is to be submitted within 9 days of vessel sailing
- i. 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:

- a. 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
- i. Two valid SIRE certificates

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)

Note: Apart from above documents all compliance of DG Shipping or any other authorities to be followed by the vessels / vessel agent while vessel calling in Dhamra Port limit.

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 hrs 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 prescribed 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 vessel which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".

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- 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 must vacate the berth when cargo vessels arrive.
 - 16.9.2 Vessels which are idling at berth without doing any cargo handling operations.
 - 16.9.3 Vessels which are under performing due to reasons attributable to either the vessel or principals.
 - 16.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the Pilotage charges will be applicable.
 - 16.9.5 Vessel vacating berth due to bad weather/storm under Planned/Unplanned cold move -Planned/Unplanned cold move charges will be applicable.

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 must 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 offshore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.

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- 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 holds 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. |
| 18.3 | LNG | IMPORT | When cargo passes the ships manifold into the shoreline. | When receiver gives the go ahead for hose disconnection. |
| | | EXPORT | Commencement time of Cargo pumping from Terminal. | When the vessel is informed to close the manifold valve. |

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 | LOA (Mtrs) | Displacement (MT) | Order of priority for Berth allocation` | Remark |
|-------------|------------|-------------------|---|--------------------|
| BB1 | 350 | 250000 T | As per declared policy | For Bulk |
| BB2 | 350 | 250000T | As per declared policy | For Bulk |
| BB3 | 350 | 250000 T | As per declared policy | For Bulk |
| BB3A | 350 | 250000 T | As per declared policy | For Bulk / General |
| BB4 | 347 | 250000 T | As per declared policy | For Bulk / General |
| Barge Berth | 130 | 8000 T | As per declared policy | For General Cargo |
| LNG Berth | 350 | 180000T | For LNG Vessel | For LNG |

Notes:

- 19.1 The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on monthly basis and issued to Trade.

- 19.2** NA
- 19.3** A minimum safe clearance of 10% of LOA of bigger vessel will be maintained in between vessels.
- 19.4** NA

20 Berth allotment criteria

| BERTHING POLICY | |
|-----------------|--|
| BB-1 | Import Mechanised. |
| BB-2 | Import Mechanised. |
| BB-3 | Export Mechanised. |
| BB-3A | Semi Mechanised / Manual Handling |
| BB-4 | Semi Mechanised / Manual Handling |
| LNG BERTH | As per the declared Policy. |

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) | 135 min before HW to 90 min before HW. |
| | | | | Panamax (<15 m) | 255 min before LW to 75 min before LW and 155 Min before HW to 15 Min before HW. |
| | | | | Handymax (<13.5m) | Anytime Except 30 min before LW to 180 min before HW. |
| | | 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) | Anytime. |
| | | | | Handymax(<9m) | Anytime. |
| | | Berthing | Loaded | Cape (>15 m) | 150 min before HW to 75min before HW. |

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| | | | | | |
|--|--------------|---------|----------------|-------------------|---|
| | Neap (<1.8m) | | | Panamax (<15 m) | Anytime Except 45 min Before LW to 195 min before HW. |
| | | | | Handymax (<13.5m) | POB Any time. |
| | Un berthing | Ballast | Cape (<10 m) | POB Any time. | |
| | | | Panamax (<9 m) | POB Any time. | |
| | | | Handymax(<9m) | POB Any time. | |

22.2 Berth BB-3

| Berth | Tide Range | Operation | Draft | Size | POB Window |
|-------|---------------|-------------|---------|-------------------|--|
| BB-3 | Spring (>2 m) | Berthing | Ballast | Cape (<11m) | 180 min before LW to 90 min before LW and 150 min before HW to 90 min before HW. |
| | | | | Panamax (<9 m) | POB Anytime. |
| | | | | Handymax(<9m) | POB Anytime. |
| | | Un berthing | Loaded | Cape (>15) | 45 min before HW to 15 min after HW. |
| | | | | Panamax (<15 m) | Anytime Except 90 min after HW to 75 min before LW |
| | | | | Handymax (<13.5m) | Anytime Except 135 min after HW to 120 min before LW |
| | Neap (<2m) | Berthing | Ballast | Cape (<11 m) | 210 min before LW to 60 min before LW and 180 min before HW to 60 min before HW |
| | | | | Panamax (<9 m) | POB any Time |
| | | | | Handymax(<9m) | POB Any Time |
| | | Un berthing | Loaded | Cape(>15m) | 75 min before HW to 45 min after HW |
| | | | | Panamax (<15 m) | POB Any Time |
| | | | | Handymax (<13.5m) | POB Any Time |

22.3 Berth BB-3 A

| Berth | Tide Range | Operation | Draft | Size | POB Window |
|--------|------------|-------------------|--|---------------------------------|---|
| BB-3 A | > 1.8m) | Berthing | Loaded | Baby Cape(<15m) | 60 Min before HW to 30 min before HW & 180 min before LW to 60 min before LW. |
| | | | | Panamax (<15 m) | 90 Min before HW to HW & 210 min before LW to 60 min before LW. |
| | | | | Handymax (<13.5m) | Any time Except 60 min before LW to 180 min before HW. |
| | | | Ballast | Baby cape(<9m) / Panamax (<9 m) | Anytime except LW to 120 min after LW. |
| | | | | Handymax(<9m) | POB Any time. |
| | | | | Un berthing (If Turn Around) | Loaded |
| | | Handymax (<13.5m) | 60 min before HW to 60 Min after HW and 90 min before LW to 60 min after LW. | | |

Berthing Policy & Tariff Structure

| | | | | | | |
|---------------|-----------------|---------------------------------|---------------------------------|---------------------------------|---|--------------|
| | Neap (<1.8 m) | Berthing | Ballast | Baby Cape(<9m) / Panamax (<9 m) | 75 min before HW to 75 min after HW and 75 min before LW to 45 min after LW. | |
| | | | | Handymax(<9m) | 105 min before HW to 115 min after HW and 105 min before LW to 75 min after LW. | |
| | | | Loaded | Baby Cape (<15m) | 90 Min before HW to 30 min before HW & 210 min before LW to 60 min before LW. | |
| | | | | Panamax (<15 m) | 120 min before HW to 60 min before LW. | |
| | | | | Handymax (<13.5m) | 210 min before HW to 30 min before LW. | |
| | | Un berthing (If Turn Around) | Ballast | Panamax (<9 m) | POB Any Time | |
| | | | | Handymax(<9m) | POB Any Time | |
| | | | 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 75 Min after HW and 105 before LW to 60 Min after LW. | |
| | | | | Ballast | Panamax (<9 m) | POB Anytime |
| Handymax(<9m) | POB Anytime | | | | | |
| BB-3 A | spring (>1.8 m) | Unberthing (If No Turn Around) | Loaded | Panamax (<15 m) | Anytime Except 75 Min after LW to 105 Min before HW | |
| | | | | Handymax <13.5m) | Anytime Except 135 Min after LW to 165 Min before HW | |
| | | | 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 | |

22.4 LNG BERTH

| | |
|-----|--|
| LNG | a) Berthing: POB: 1hr 45 min before tide (Day light only) A) Berthing Suspended >25 KTS, B) Stop Cargo > 30 KTS, C) Cast Off > 35 KTS |
| | b) Unberthing: POB 1 Hr before to 1 Hr after Tide (Day light only) |

Notes:

1. Partly Loaded Cape unberthing from BB-1/2 not considered in above window and to be decided on case to case basis.
2. BB-3 Unberthing 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/unberthing. 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\$ 0.055 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 15 days) |
| B. PILOTAGE CHARGES PER GT OF VESSEL | |
| US\$ 2.541186 | Applicable to all vessels of 60000 GT and above. |
| US\$ 2.417208 | Applicable to all vessels below 60000 GT. Subject to minimum charges US\$ 6000 Includes one Berthing & one Un berthing |
| B1. FUEL SURCHARGE | |
| Fuel Surcharge on Pilotage US\$ 0.1 per GT (Base rate) | Charges for Fuel surcharge will be charged as per Trade notice, Revision 1 to circular no DPCL/TRADE/04/2022 dated 22 nd Jun 2022. |
| Note : w.e.f. 1st July'2022, the revised rate for fuel surcharges is available on our website under "Trade Notices" section, which can be accessed through https://www.adaniports.com/Ports-and Terminals/Dhamra-Port/download . | |
| B2. PILOT ATTENDANCE CHARGES | |
| Pilot Attendance Charges | US\$ 300 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. |
| B3. PILOT EXEMPTION CHARGES | |
| Pilot Exemption Charges | US\$ 900 / Exemption Certificate (Maximum validity 30 days) |
| C. MOORING CHARGES PER GT OF VESSEL | |
| US\$ 0.0410 | Applicable to all vessels calling at Berth. Subject to minimum Charges US\$ 210 |
| D. SUSTAINABILITY CHARGES | |
| US\$ 0.030 PER GT PER VCN | Applicable to all vessel calling Dhamra Port. Subject to minimum Charges US\$ 200 |
| Note:- Mooring charges is not applicable to STS and to vessels not using berth facilities. | |
| E. PORT ENVIRONMENT PROTECTION SAFETY AND DREDGING CHARGES | |
| US\$ 400 Up to 10,000 GT US\$ 800 - 10,001 to 30,000 GT US\$ 1400 -More than 30,000 GT | Cargo vessels for Bulk. Break/Bulk, Liquid, Gas carriers, RoRo, and Vessels calling at Dhamra and will be charged under the VRC to VOA. Not applicable to STS vessel. |
| F. BERTH HIRE CHARGES | |
| US\$ 0.011972 per GT per Hour (First line ashore to All cast off) | Applicable to all vessels of 60000 GT and above. |
| US\$ 0.011378 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 be considered for exchange rate. | |
| G. LAY UP BERTH HIRE | |

Berthing Policy & Tariff Structure

Layup (First line ashore to All cast off) 4 times as berth hire and applicable in addition to the berth hire.
Minimum berths 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 becomes applicable after free times allowed to the vessels as per Point no. 9.
- 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 stoppages more than 2 hours during entire operation. Lay-up berth hire will be applicable.
- 1.6 N. A

H. NON-BERTH VACATING CHARGES

Non berth Vacating charges: 4 times of the normal berth hire as mentioned in the port tariff point no. F. This charge is in addition to normal and Lay-up berth hire charges. (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.

I. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS Not Applicable

J. ANCHORAGE CHARGES

Anchorage Charges: **US\$ 0.0011** 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

Berthing Policy & Tariff Structure

| | | |
|-------------------------------|--|--|
| Pilotage Cancellation Charges | US\$ 2945 | If cancelled between 3.00 hrs till pilot Boarding. Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number U. |
| | US\$ 2945 + US\$ 640 for each 30 minutes slab | If cancelled after pilot boarding counted from Pilot boarding time till movement cancellation. If cancelled between 3.00 hrs till pilot Boarding. Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number U. |
| Pilotage Detention Charges | NIL | First 15 minutes delay from the nominated pilot boarding time. |
| | US\$ 625 | Delay from 16 min to 30 min |
| | 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\$ 750 | If cancelled between 45 minutes till Pilot boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number U. |
| | US\$ 1250 | If cancelled after pilot boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number U. |
| Pilotage Detention Charges | NIL | First 15 minutes delay from the nominated pilot boarding time. |
| | US\$ 625 | Delay from 16 min to 30 min |
| | US\$ 1500 | After 30 minutes, Per 30 minutes slab and applicable when delay is more than 30 minutes |

Note:

1. 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.
2. In case movement is cancelled after Pilot boarding in berthing / unberthing, then detention charges will not be applicable. Only Tugs usage and Pilot cancellation charges will be applicable.

M. SHIFTING CHARGES

| | | |
|------------------------------|--------------------------|--|
| Shifting/ Turnaround charges | Same as pilotage charges | Applicable to all vessels. However minimum pilotage charges will be applicable as per point B page 23. |
|------------------------------|--------------------------|--|

Berthing Policy & Tariff Structure

Note : 50% Pilotage charges will be applicable if Port decides to shift the vessel from berth due to bad weather & force majeure incident. Final decision of shifting the vessel will be as per Port's discretion taking in to consideration the safety of port /vessel/crew, weather forecast etc.

N. WARPING CHARGES

| | | |
|-----------------|------------------|---|
| Warping charges | 50 % of pilotage | Applicable to all vessels. Subject to minimum charges \$ 3000 |
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O. CARGO LIGHTNING CHARGES

| | | |
|--|---------------|--|
| Cargo Lightning charges for Cape size vessels carrying coal cargo. Applicable to only cape vessels carrying coal as cargo having two or more port discharge with Dhamra Port not being the last port of discharge. | US\$ 3 per MT | Departure draft of the vessel not to exceed 11.0 m |
|--|---------------|--|

P. DUMB BARGE

| | | |
|--------------------------|---|--|
| US\$ 2000 per VCN | <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. | |
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Q. VESSEL DEFICIENCIES

| | | |
|--|---------------------------------|--|
| Restricted main engine power | \$ 2000 per Movement | Vessel is unable to provide 80% rated M/E RPM or maintain a minimum 08 kts speed inside the navigational channel. |
| Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.) | US\$ 600 Per occurrence | 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\$ 500 per Movement | Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, Speedlog, VDR, tachometer, Rudder angle indicator |
| Charges for Failure to report critical equipment Deficiency in advance. | US\$ 500 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\$ 500 per failure | Vessel should be able to pass required no. of mooring lines and keep vessel safely alongside during entire stay |
| Wrong declaration of draft which can jeopardize safety of vessel and Port assets. | US\$ 500 per declaration | If case the wrong declaration of arrival / departure draft. |

Berthing Policy & Tariff Structure

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|---|---|---|
| 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\$ 500 | For each incident. |
| Anchor missing, Single Anchor Missing / anchor fluke damage | US\$ 500 vessel deficiency charges applicable per movement for Single Anchor Missing / anchor fluke damage cases | An additional Tug may be required on chargeable basis for Berthing/Unberthing of vessels if single anchor is missing. In case of both anchors are missing additional tug will be used compulsory on chargeable basis. |
| Parting of mooring rope while a/s Jetty | US \$100 Per Incident | Any rope parting due to negligence of vessel. |

R. TUG / BOAT HIRE CHARGES

| | | |
|--|------------------|---|
| Tug hire for transportation | US\$ 3500 | Minimum charges \$3500 for 3 hours will be applicable and \$ 1500 for every subsequent hour thereafter. If the same tug is used by two different parties for different vessels, then each party to pay the said charges. (Maximum 10 persons at a time) |
| Ship Store supply charges through tug: | NIL | Quantity not allowed more than 5 MT (Space permitting) per trip & Maximum 10 persons at a time. Tug hire charges will be applicable. |
| Service boat (per hour). | US\$ 250 | 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.

S. COLD MOVE CHARGES

| | |
|---------------------------|---|
| 1.1 Cold Move -PLANNED | <p>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 /un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below.</p> |
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Berthing Policy & Tariff Structure

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| | All Tugs used for planned cold move will be charged on hourly basis as per port tariff. |
| | 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.) |
| 1.2 Un planned Cold Move | 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. |
| | Unplanned Cold move charge as at the rate of 1.5 times the pilotage charges. (However minimum pilotage charges will be used for calculation.) |

T. PIPELINE CHARGES FOR LIQUID TANKERS Not Applicable

U. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT

| | |
|-----------------------------|--|
| \$ 300 for the first 12 hrs | <p>Immobilization permission will be granted at port's discretion. An immobilization charge for the first 12 hrs is payable, and thereafter at the rate of US\$ 150 per 12 hours slab.</p> <p>Failure to take prior approval will result in additional charges as <u>per note 2 of Page 28</u>.</p> <p>Note:</p> <ol style="list-style-type: none"> 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. |
|-----------------------------|--|

V. ADDITIONAL TUG HIRE CHARGES

| | |
|----------------------------|--|
| US\$ 1000 Per Hour per Tug | Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer. 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. |
| \$ 2000 per hour per tug | For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval. |
| \$ 5000 per hour per tug | For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval. |

W. CHARGES FOR OIL SPILL POLLUTION RESPONSE.

| | |
|------------------|--|
| \$ 35100 Per day | Spillage above 500 Ltr. USD \$35100 + charges as per actuals based on resources mobilised. |
| \$ 5000 | Spillage 100 Ltr to 500 Ltr. Content clean up within harbour + charges as per actuals based on resources mobilized. |
| \$2000 | Spillage less than 100 Ltr. Content clean up within ship's length + charges as per actuals based on resources mobilized. |

Berthing Policy & Tariff Structure

Note : Above charges only for cleanup efforts and does not relieve vessel from liability under the MS ACT, Bunker convention, CLC convention or any other legal instrument.

X. TARIFF FOR BOLLARD PULL TEST

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|-------------------|---|
| Bollard Pull Test | 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). |
|-------------------|---|

Y. TARIFF FOR DIVING OPERATIONS

| | | |
|------------|-----------------------------------|---|
| 1.1 | Diving charges | N.A |
| 1.2 | Videography Charges | N.A |
| 1.3 | Diving services by outside agency | 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. |

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

Z. 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] |
| | Service request on behalf of agents including NDC request | US\$ 50 | Per case |
| 2. | Late declaration of vessel/No submission of documents by vessel: | NA | |
| 3. | Security (Optional on Vessel Request) | US\$ 100 | Per 8 hrs shift /per Guard. |
| 4. | Gangway Security Guard (Compulsory) | US\$ 30 | Per 8 hrs shift /per Guard. |
| (i) Shift time: 0700 hrs to 1500 hrs (ii) 1500 hrs to 2300 hrs (iii) 2300 hrs to 0700 | | | |
| 5. | Applying NDC for wrong VCN | NA | |
| 6. | Oil rags removal & Disposal | US\$ 450 | Per CBM |
| | Garbage collection at berth (Quantity not to exceed 3 m ³ /per trip) | US\$ 200 | Per collection / Trip (Not to exceed 3-Cubic Meter) |
| | Bio Medical waste | NA | |
| | Sewage collection | NA | |
| | Noxious liquid substons | NA | |
| | Garbage collection at Anchorage (Quantity not to exceed 10 m ³ /per trip) | US\$ 3500/-for 3hrs plus US\$ 1240/-for subsequent hour. | Tug Charges Per collection / Trip (Not to exceed 10-Cubic Meter) plus garbage charges additional as per port tariff |

Berthing Policy & Tariff Structure

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| | <p>a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hours' notice prior berthing will be serviced on the basis of availability of resources.</p> <p>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.</p> <p>c. Garbage collection at anchorage will be done subject to availability of tug.</p> <p>d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.</p> <p>e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour.</p> | | |
| 7. | Gangway (Request to be made prior berthing). (ship's responsibility to rig gangway safety net and ensure safe boarding and disembarking arrangement) | US\$ 100 | Per calendar day. |
| | Gangway Extension ladder | US\$ 100 | Per calendar day. |
| 8. | Hydra | US\$ 250/- for 4hrs plus US\$ 75/- for subsequent hour. | Per 4-hour slab (minimum). |
| 9. | Crawler Crane | N.A | Service not available |
| | Mineral Water Supply | N. A | |
| 10. | Fresh water at berth by outside agency | US\$ 12 | Per MT as Wharf age Charges. |
| | Fresh water at anchorage | N.A | |
| 11. | Permission for tank cleaning of HFO Tank/Cargo Hold /Cargo tank / Deck space through authorized vendors. | N. A | |
| 12. | Permission for cleaning of spillage cargo on board through external agency. (Non-hazardous cargo) only authorized vendors can carry out the work. | N. A | |
| 13. | Magnetic Compass adjustment through port including compass adjuster fees. | N.A | |
| 14. | Hot work permission | US\$ 250 | Per 4-hour slab (minimum) |
| 15. | Shore Generator for Welding Work | N.A | |
| 16. | Ambulance Charges | Free inside the port. | Tariff will be charged Rs. 20/KM when going outside the Port. |
| 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. | | | |
| 17. | Invoice revision. | US\$ 100 | Per cancellation of Invoice. |
| 18. | Separate/Split Invoice Charges | US\$ 60 | Normally Invoice (1 DPCL + 1 TAHSL) is raised in the name of |

Berthing Policy & Tariff Structure

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|--|--|------------------|--|
| | - Separate/Split Invoice Request by declaring agency in addition to base invoice - Invoice request for third Party other than agency declaring vessel | US\$ 60 | Agency requesting Vessel for which no charges are applicable. |
| Above charges not applicable to 1) Ship Chandelling which is invoiced separately to ship chandler. 2) Customers who have long term contracts and pay VRC directly to the port. | | | |
| 19. | VCN Cancellation. | US\$ 25 | Per VCN. |
| 20. | 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. |
| 21. | Permission for vessel name change / draft mark change on ship's hull within port limit | NA | |
| 22. | Photography Videography through the recognised port vendor | NA | |
| 23. | Cherry Picker | N. A | |
| 24. | Bunker Handling Charges. Supplied by outside agency. | US\$ 4 | Per KL as Wharf age charges. |
| | Barge calling at anchorage for bunker handling charges | US\$ 1000 | Lump sum charge towards port dues, anchorage charges |
| | Barge calling at berth for bunker handling which will involve pilotage & tugging service | US\$ 3000 | Lump sum charge Per call (Includes one Berthing & one Un berthing) |
| 25. | 100 MT crane capacity crane on barge Hire Charges | N. A | |
| 26. | Mooring Ropes | US\$ 200 | Per Rope/ Per Calendar Day |
| 27. | Gate entry permission charges for on-board workshop, repairing and other activities. | | US\$ 100/- per Job |
| | <ul style="list-style-type: none"> a. For repairing of on-board ship's equipment. b. For on board activity. (Gate Entry charges for any activity other than Govt. official) c. For Hose test, Load test, Lime washing, Pest control, Fumigation etc. This will include permission for entry of labour and material. d. Gate In/Out permission for Landing gears / equipment from ship. e. Transshipment permission for supply of goods like spares / ships equipment / medicines. f. Provision supply to vessels per shipping bill gate entry. | | |
| Note: | | | |
| <ul style="list-style-type: none"> a. Only authorized ship chandlers will be permitted. 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. 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. d. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg e. 50% Discount will be given for supply through Transshipment Permission (T.P) | | | |

Berthing Policy & Tariff Structure

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| 28. | IMDG: Class 1 & 7 cargo is not acceptable for handling at Adani port. It may be permitted in transit if it is approved by Govt. of India. 1. Undertaking letter as per format of the port from the shipping line. 2. Approval Letter from department of Defence production, Ministry of defence. 3. Permission from Atomic Energy Regulatory Board (AERB) for class 7. | N.A | |
| 29. | Crew change Facilitation charges | US \$50 Per crew | |
| 30. | Annual Agency Registration charges. | Rs. 75 000 for new registration Rs. 1 00 000 for fast service registration (within 7 days) Rs. 50 000 for renewal charges | |
| 31. | Ship chandlers Registration fee | Rs. 20 000 per FY for new registration Rs. 10 000 per FY for renewal charges Rs. 15 000 per FY for late renewal charges. | |
| 32. | Permission of cargo hold washing and retention on board within Port limit. | US\$ 500 | Per Permission. |
| 33. | Permission for Lifeboat Lowering within Port Limit | US\$ 100 | Per Activity. |
| 34. | Port Facility charges | N. A | |
| 35. | Anchor Retrieval charges | Actual cost of resources involved including Diving, Tugs, Survey, etc or \$ 30000 whichever is more. | |
| 36. | Port Doctor Consultation Charges | US\$ 100 Per patient | If used for medical consultation (passenger/crew) same. Will be borne by the vessel agent. Note: Fitness certificate will not be issued. |
| 37. | Hatch cover / Pontoon landing (For Dry carg | US\$ 100 | Per hatch cover |
| 38. | Mooring winches charges | NA | |
| 39. | Laser Range finder | NA | |
| 40. | Sludge / slop removal charges | As per commercial contract | |
| 41. | Sanitization of vessel gangway | NA | |
| 42. | Tugboat sanitization charges | NA | |
| 43. | Vaccination charges for use of port facility | NA | |
| 44. | Failure to report stowaway incident to | US\$ 1000 | Per incident |
| 45. | Stowaway Onboard | US\$ 1000 Per Stowaway | (No disembarkation allowed of stowaway as per Govt. regulations) |
| 46. | Fine for violation of Port Security Rules | US\$ 20 Per Act | Subsequently person will be blacklisted by the Security) |
| 47. | Wrong declaration of Gross Tonnage of Vessel | US\$ 1000 | |

Berthing Policy & Tariff Structure

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|-----|---|---------------------------|---|
| 48. | Violation of Using Satellite phones banned by Gov. of India (will be reported to MRCC and Other Govt. agency in case of violations found) | US\$ 1000 | |
| 49. | Vessel / Vessel agency Engaged in illegal Activities reported by Govt Authorities / Vessel master. | US\$ 500 | Per incident |
| 50. | Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission). | US\$ 1000 | Per incident |
| 51. | Shore cranes hire charges (for misc activities) | US\$ 300 per hours | \$ 300 per hours (Minimum 2 hours charges applicable) |
| | Shore Crane / HMC Charges | INR 70/MT | |
| 52. | Wharfage Charges | INR 30/MT | |
| 53. | Port Railway Terminal Haulage Charges | INR 60/MT | |

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. GST will be charged on above all services as applicable. In case any services / permission request receives from vessel/ vessel agent apart from mentioned in BPTS, Port will provide service subject to availability of resources and charges will be provided based on complexity of services.

AA. 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. | Fire Fighting at alongside the berth on vessel or at on shore through port tug in case of emergency. | Per tug per hour. | US\$ 2000 |
| 3. | 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 |
| 4. | Foam tender or water tender standby with crew. | Eight-hour shift. | US\$ 215 |
| 5. | Fire crew standby (during hot work, hazardous cargo handling etc.) | 4-hour shift. | US\$ 165 |
| 6. | Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water). | Per hour. | US\$ 215 |
| 7. | Supplying sea water with pressure using fire pumps at jetty. | Per hour. | US\$ 60 |
| 8. | Fire operator standby. | 4-hour shift. | US\$ 25 |
| 9. | Uses of Foam concentrate (AFFF or Alcohol Resistant Foam). | One litre. | US\$ 6 |
| 10. | Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher) | Eight-hour shift | US\$ 6 |
| 11. | Providing fire extinguisher for hot work. | For one day (three shift). | US\$ 14 |
| 12. | Providing portable fire pump for standby, firefighting, and dewatering operation. | Per hour. | US\$ 25 |

Berthing Policy & Tariff Structure

| | | | |
|------------|---|-----------------------|-----------------|
| 13. | Providing Smoke exhauster unit. | Per hour. | US\$ 25 |
| 14. | Providing SCBA set. | One time use per Set. | US\$ 25 |
| 15. | Imparting training (for outside agency) – maximum 4 hour limited to 20 persons. | Per session. | US\$ 110 |
| 16. | Fire crew for on board for fire fighting | Per Four-hour shift. | US\$ 300 |

Note: In case of emergency on board the vessel, the port will mobilize emergency response service, and the charges will be debited to vessel agent account. Port will not take confirmation from agent in case of emergency.

BB. 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 compulsories 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.

CC. SPM TERMINAL NOT APPLICABLE

DD. SHIP TO SHIP TRANSFER OPERATIONS (STS) :

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

LONG TERM STS OPERATION INVOLVING FLOATER VESSEL

| | | |
|---|---|--|
| STS Fees (Floater) | US\$ 3000 (Valid for period of 30 days) | <p>STS Fees includes:</p> <ol style="list-style-type: none"> 1. Port Dues 2. Anchorage Charges |
| STS Fees for Daughter/ Mother vessel for STS with Floater | US\$ 19000 per STS (Appropriate discount offered basis no of STS per month & duration of floater stay) | <p>STS Fees includes:</p> <ol style="list-style-type: none"> 1. Port Dues 2. Anchorage Charges |

Berthing Policy & Tariff Structure

| | | |
|---|--|---|
| | | <p>3. Pilotage Charges 4. Tug charges for one mooring & one unmooring.</p> <p>Tug charges for transport of Customs, Agents & Surveyors</p> |
| <p>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.</p> | | |
| <p>OTHER STS CHARGES:</p> | | |
| Re berthing Charges for whatever reasons | US\$ 3000 per Re Berthing | For manoeuvring vessels of any size |
| Additional Tug as per vessel request | US\$ 3000 per tug per move | Standard tug usage: -One tug for manoeuvring vessels of LOA<220m & - Two tug for Berthing Vessels of LOA => 220m |
| Tug Charges for other services such as Spare/Store delivery, Garbage Landing, Crew transfer etc. | US\$ 3000/- for 3hrs + US\$ 540/- for subsequent 30 mins when separate tug used. | <p>Note:</p> <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. <p>Garbage charges or any other associated charges extra as per port tariff.</p> |
| | US\$ 500/- if service clubbed with vessel mooring/ unmooring tug. (per 30 min of other service usage) | |

EE. TARIFF FOR LNG TERMINAL

| | | |
|----------|------------|-------------------------------------|
| 1 | Pilotage | US\$ 2.78069 Per GT |
| 2 | Port Dues | US\$ 0.1001 Per GT |
| 3 | Berth Hire | US\$ 0.01408 Per GT Per Hour |
| 4 | Wharfage | INR 167.57 Per MT |

Note : Additional services will be charged as per normal Port tariff.

FF. LIGHTERAGE OPERATION CHARGES AT ANCHORAGE FOR DRY CARGO VESSEL

| | | |
|--------------------|---|---------------------------|
| | Mother Vessels | Daughter vessels |
| Particulars | (vessels arriving with cargo to be transferred) | (vessels receiving cargo) |
| | (in US\$ / GT) | (in US\$ / GT) |

Berthing Policy & Tariff Structure

| | | |
|---|---------------------------------|---------------------------------|
| Lighterage operation charges per GT per hours (From Double Bank all fast Time to Double Bank All Cast off Time) | 0.001785 per GT per hour | 0.000790 per GT per hour |
| Anchorage charges for vessels lying on their anchors in stream and carrying out transshipment/ lighterage operations. (Rate per GRT per hour) | As per BPTS | As per BPTS |
| Double banking pilotage charges with tug assistance (If requested) | - | As per BPTS |

Notes:

1. The above charges will be solely applicable **for Dry Cargo Vessels** only.
2. Rest all charges will be applicable as per BPTS.
3. Permission for lighterage operation will be granted basis Custom permission.
4. Barge / Floating cranes / Fenders required for Lighterage operation should be arranged by the mobilizing Agency.
5. Tug hire charges for transportation of Agent /Custom, Inward/Outward clearance shall be as per BPTS.

GG. TARIFF FOR COUNTRY CRAFT

| | | |
|----------|---|--|
| 1 | Port Dues for Country Craft | US\$ 0.15 per GT (Minimum US\$ 746) |
| 2 | Pilot Exemption Certificate for Country Craft | US\$ 75 per activity (includes berthing and unberthing) |
| 3 | Berth Hire for Country Craft | US\$ 0.0045 per GT/per hrs. (Minimum US\$ 373) |
| 4 | Anchorage | US\$ 0.001 GT Per hour |
| 5 | Mooring charges | Exempted |
| 6 | Port Environment safety protection charges | \$ 100 per VCN. |
| 7 | Sustainability charges | US\$ 0.03 per GT per VCN (Minimum Charges US\$ 200) |

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 Ltd"

- Pilotage / Fuel surcharge
- Pilot Attendance Charges/ Pilot Standby 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
- Garbage collection at Anchorage

HH. 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. Tariff for Salvage operation

| Charges Vessel in Emergency and/or under Salvage operations (Applicable from 1st May 2023) | |
|---|--|
| \$ 2000 per tug per hour | Tug hire charges for the Salvage operations assistance within the Port limits |
| \$ 2000 per tug per hour | For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval |
| \$ 5000 per tug per hour | For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval. |
| As per actual | Business loss or claim from third party |
| 1. \$2000 per hour with 100 tons crane. 2. \$3000 per hour with 200 tons Crane. 3. \$4000 per hour with 300 tons Crane. 4. \$ 5000 per hour with 400 tons Crane. 5. \$ 6000 per hour with any crane more than 400 tons. | Jack up Barge (JUB) With Crane mounted designed capacity. |
| \$ 1000 per hours per pilot | Pilot Service attended charges for salvage and any emergency handling. |
| \$ 250 per hours | Service Boat charges (Small wooden boat) |
| \$ 500 per hours | Flat Rack Barge hire charge |
| 1. \$ 1000 per hours for Grab dredger 2. \$ 2000 per hour for Cutter suction Dredger (CSD) 3. \$ 3000 per hour for Trailer Head suction Dredger (THSD) | Dredging Assistance hire charges for salvage operations or Wreck removal. |
| \$ 2000 per hour per location (Tug hire / Boat hire charges will be extra in addition to Diving operations charges) | Diving operation charges for Salvage operations. |

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| | |
|---|--|
| \$ 7500 per day (Only for one channel / Basin / berth pocket) | Bathymetric Survey during, on or after the salvage operations |
| \$ 1000 per day | Manpower cost per day for Involved in Salvage operation (Max 10 persons) |
| \$ 500 per day | Administration charges |
| \$ 100 per day per vehicle | Vehicle hire charges used for Salvage operations. |
| 1. \$ 1000 per container 2. \$ 200 per Pkgs / Bags / Pcs / Units | Penalty for Cargo falling overboard. |
| \$ 2 per GRT | Re-floating of vessel after grounding in addition to charges for other resources used. |
| Technical / Legal Consultancy Fees for Liability Claim | As per actual and invoice furnished by the Legal firm or by the consultants. |

Note:

- Charges mentioned for emergency and salvage operation is minimum tariff and may differ as per severity and complexity of the operation and time duration.
- Above mentioned resources and equipment's is subject to availability and if any resources and equipment are made available from outside port then mentioned tariff may differ as per the complexity of the operation and time duration.

VII Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING

NOT APPLICABLE

B. SHORE CRANE CHARGES

➤ **Tariff for handling break bulk / Project cargo.**

Shore Crane Hire:

US\$ 300 per hour [Shore crane will be provided as per availability]. Minimum charge of 2 hours & above that on hourly basis.

C. TARIFF FOR QC & MISC SERVICES PROVIDED AT MICT & AMCT CONTAINER TERMINAL FOR HANDLING STEEL PIPES, PLATES, COILS & PROJECT CARGO.

NOT APPLICABLE

D. 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 120 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. | |
| | For Windmill Parts (As Specified in BL/ relevant custom document | INR 155 Per Freight Ton |
| | In case of export movement, Dunnage, Choking and lashing material cost shall be charged extra at actual if required. | |
| | <ol style="list-style-type: none"> 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. 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. | |

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- 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 300 per hour, with minimum charges of 2 hrs and above that on hourly basis.

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

| | | |
|-----|--|-----------------|
| 1. | Steel Plates / Slab | As per contract |
| 2. | Steel Coils (HR) – Import | |
| 3. | Steel Coils (CR) – Import | |
| 4. | Steel Coils (HR) & Steel Plates – Export | |
| 5. | Steel Coils (CR/Other) – Export | |
| 6. | Steel Angles / Bars / Rods – Import. | |
| 7. | Steel billets / Rebars (Import / Export) | |
| 8. | Rails (Import / Export) | |
| 9. | Rails (Import / Export) | |
| 10. | Rails (Import / Export) | |

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

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

| | | |
|----|--|-----------------|
| 1. | Steel pipes / Tubes equal & below 14 inches OD. | As per Contract |
| 2. | Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD. | |
| 3. | Steel pipes equal & below 56 inches OD & above 24 | |

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

| | | |
|----|---|-----------------|
| 1. | Steel Pipes equals & below 18 inches OD | As per Contract |
| 2. | Steel Pipes equal & below 30 inches OD & above 18 inches OD | |
| 3. | Steel Pipes equal & below 56 inches OD & above 30 inches OD | |
| 4. | Steel Pipes above 56 inches up to 72 inches. (Dunnage & Lashing material will be charged additional at actuals) | |
| 5. | CWC / Cement coated Pipes / DI Pipes (Dunnage & Lashing material will be charged additional at actuals. Additional dunnage line charges not applicable) | |

** For Stevedoring rates please contact Port Marketing Team.

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

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

| Pipe MT Range | | Normal Wood Inclusive |
|---------------|-------|-----------------------|
| 0 | 2000 | 10 |
| 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. (Included for G.1-G.5 mentioned above)

Berthing Policy & Tariff Structure

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|-----|---|
| 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. (. (Included for G.1-G.5 mentioned above) |
| 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 UPPERDECK/TWINDECK/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. | Port does not allow external vendors to provide any dunnage material for Steel Vessels. Encase the same is onboard (from a foreign country) and the vessel wishes to use it, then approvals need to be taken from the marketing team at least 7 days before arrival of vessel. |
| 8. | 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. |
| 9. | Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actuals. |
| 10. | Port does not allow external vendors to provide any lashing material (Barring lashing for Project Cargo Vessels). Rates for the same as follows: |
| 11. | GST as applicable will be extra on all tariff rate and subject to change from time to time as per Govt. circular / guidelines. |

I. 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 into 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.

Note: 1. Port tariff is subject to Annual revision basis prevailing market conditions and Port management discretion.

2. GST as applicable will be extra on all tariff rate and subject to change from time to time as per Govt. circular / guidelines.

VIII. Contact details

Primary Contact

| Department | Name | Email | P/M | Number |
|------------|------|-------|-----|--------|
|------------|------|-------|-----|--------|

Berthing Policy & Tariff Structure

| | | | | |
|---------------------|----------------|--|----|-------------|
| Port Control | Marine Control | marineops@adani.com | P: | 06786270258 |
| | | | M: | 7894400376 |

Important Contact Details

| Department | Name | Email | P/ M | Number |
|-----------------------------------|------------------------------|--|----------------|-------------------------------|
| Site Head | Mr. Devendra Thakar | Devendra.Thakar@adani.com | P: M: | |
| COO | Mr. Sanjeev Kumar Gupta | Sanjeevkumar.gupta1@adani.com | P: M | |
| Head-Dry Cargo | Mr. Bibhudatta Ray | Bibhudatta.Ray@adani.com | P M | 06786270330 +91 8980015282 |
| Head-Marine Services | Capt. Ajit Narayan Mahapatra | Ajitnarayan.Mahapatra@adani.com | P: M: | 06786270158 +91 7064460099 |
| Head Marketing (Dry Cargo) | Mr. Jyoti Routray | Jyoti.Routray@adani.com | P: M: | + 91 97752029302 |
| HSEF | Mr. Surjya Mahapatro | suriya.mahapatro@adani.com | P: M: M: | +91 9861311856 |
| Security (DPCL) | Security Control | ccc@adani.com | P: M: | 06786270141 +91 9937287436 |

Port Office

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Registered Office

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