



DIGHI PORT LTD (DPL)

(A wholly owned subsidiary of Adani Ports and SEZ Ltd.)

PORT & TERMINAL INFORMATION BOOK

Version 2.0 (Dated -01-Mar-2023)

INTRODUCTION LETTER

Dear Captain,

We welcome you and crew to Dighi port limited

- A. For your information and compliance, we enclose the following documents.
- a) Condition of Use Document
 - b) Safety & Pollution Prevention Requirements.
 - c) General Information
- B. Please note that “CONDITION OF USE” letter is a legal document and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage without any remark / modification on it.
The following documents are to be completed and handed over to the Pilot.
- a. Inward Pilot Certificate (after berthing)
 - b. Declaration of Security (DOS)
 - c. Ship Shore Safety Checklist (To be handed over to the Sailing Pilot for Tanker Vessel)
 - d. Feedback Form (To be handed over to the Sailing Pilot)
 - e. Outward Pilot certificate (To be handed over to the Sailing Pilot).
1. **RESPONSIBILITY:** While we have taken all reasonable care to ensure that the Port waters, berths, facilities as well as gear and equipment used (including gangway where provided) thereon, are safe and efficient, any vessel using them shall do so, and remain, at the sole risk of the vessel, its Master and Owners.
 2. **SAFETY & POLLUTION PREVENTION:** You are required to take careful note of the contents of SAFETY AND POLLUTION PREVENTION REQUIREMENTS and ensure full compliance. Before commencement of operations, the Ship-Shore Safety Check-list will be completed by Port Representative/Pilot and a responsible ship's officer and will be revalidated at regular intervals.
 3. **NON- COMPLIANCE:** Any non-compliance or infringement of the Check-list or of SAFETY AND POLLUTION PREVENTION REQUIREMENTS, by the vessel may result in operations being halted and the vessel ousted from the berth. All time, charges, delays arising from such an event will be to the account of the vessel.
 4. **CONTRABAND & LIQUOR:** Dealing in contraband and drugs and illicit goods is strictly forbidden under Indian Law, with heavy penalties and imprisonment for anyone indulging in such activities. You are advised to ensure that your crew is suitably instructed.

Alcohol should not be taken ashore or offered to Shore personnel during the vessels stay in port. All such contraventions of the Laws could also make the vessel liable to be arrested. So please ensure your fullest attention to these matters.

DEALING WITH THIRD PARTY VENDORS: Kindly note that request for any service required by your vessel should be routed through your Agent and you are advised to deal only with those third party vendors who are recommended by your agent and authorized by the port.

We hope you have a pleasant stay.

Yours truly,

Capt. Raghvendra Raghav
Head-Marine operations,
Dighi port limited
Contact no: 7227883348
Email: raghvendra.raghav@adani.com

DIGHI PORT LIMITED
STANDARD MESSAGE-INBOUND VESSEL

1. Please acknowledge receipt of this Standard Message.
2. Please advise your best ETA in local time in HHMM format (UTC +5.5hrs) at 72, 48, 24, & 12 hours before arrival at the pilot boarding point in position LAT. 18°17.5' N LOG. 72 °49'E.
3. Dighi Port Ltd may be contacted on the following:
 - i. Telephone: Marine Control: **+91 6358947500**
 - ii. E-mail: dpl.radio@adani.com / dpl.marine@adani.com
 - iii. Head-Maine: Capt. Raghvendra Raghav (Mobile: 7227883348)
 - iv. Email: raghvendra.rahav@adani.com.
 - v. VHF Channel: 69 & 16 (about 3-4 hrs. before arrival).
4. Pilotage is compulsory. Pilot will board vessel **by tug** at Pilot Boarding Position as indicated above.
 - a. Kindly provide a good pilot ladder/combination ladder complying with SOLAS- Ch- V- Reg. 23 on your lee side about 2.5 meters above the water level with gangway about 7 meters above water level.
 - b. Pilot boarding speed should be about 4-5 knots.
 - c. Please have a strong heaving line ready to hoist Harbor Pilot Equipment bag belonging to the pilot.
 - d. Do not use mechanical hoist or weighted heaving lines or forward facing accommodation ladders.
 - e. Tugs will be made fast using **tugs' rope**. Please prepare **strong messenger rope with a heaving line** to pick up the tug rope.
 - f. Your agent, customs, port health authorities, surveyors, will board your vessel once the vessel is alongside and all made fast.
5. Use of Tugs is mandatory. The pilot will discuss about tug arrangement with the Master.
6. The latest corrected charts (Indian charts 2036) need to be used.
7. Kindly complete the following documents and revert by e-mail **as soon as the vessel is declared** (if not already sent):
 - A) DPL Vessel & Cargo Particulars
 - B) PANS: Please send the PANS on the following email Ids as well: indsar@vsnl.net, opsdhq1@yahoo.co.in, psc@dgshipping.com , wncmocmb-navy@inc.in

All the above formats will be provided by your agent on request

- C) Q88 (In case of a tanker)

Non declaration of correct information & vessels deficiency in DPL Vessel & Cargo Particulars: MAR/F/011 or during VHF contact with the port will attract penalty as per Port Tariff.

8. Please send the scanned copies of the following certificates/ documents by e-mail (if not already sent):
 - A) Ship Registry Certificate
 - B) Tonnage Certificate
 - C) Certificate of Class
 - D) Ship sanitation control exemption certificate.
 - E) Certificate of Entry and **highlight clause indicating wreck removal & oil pollution covers**
 - F) Last 2 Port State Inspection Report
 - G) Crew List
 - H) Bill Of Lading of cargo to be discharged
 - I) Stowage Plan (for Bulk & Liquid)
 - J) Loading/ Unloading Plan (for Bulk vessels)

In case of a tanker, please send the below mentioned documents also (in addition to above)

- K) SIRE Inspection Report
- L) CDI Inspection Report

- M) Load Port Ullage Report
- N) Heating Instruction

9. Pilot will bring the COU (Condition of use of Port Facility) document, same to be signed and stamped by Master without remarks (copy of COU is attached in Port Information Book).
10. Current Security Level-1 (Contact details for PFSO/ Dy. PFSO can be obtained from the Agent/ Port Information Booklet.
11. As per Directorate General of Shipping (DGS) Order No. 02 of 2012, ***“The use of Thuraya, Iridium and other such Satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.”*** and hence should not be in use and should be declared in the PANS.

PORT AND TERMINAL INFORMATION

(1) **PORT:** DIGHI PORT

COUNTRY: INDIA

UN Port Facility Code: INDIG1

(2) **TERMINAL:** DIGHI PORT LIMITED (DPL)

- a. Dighi Multi-Purpose Terminal. (Dry Bulk & Liquid Terminal)
- b. Agardanda Terminal (Container / Bulk)

(3) **LOCATION:** LAT. 18°16' North LONG. 72 °58' East.

(4) **BERTH INFORMATION:**

(4.1) **Details of Berths**

- Berth at Dighi Side

Name of Berth	Type of Berth	Depth Alongside (Meters)	Max. berth Length (Meters)	Max. permissible LOA (Meters)	Max. permissible Beam (Meters)	Max. permissible Draft (Meters)	Max. permissible Displacement (MT)	Cargo handled
MP-1	Multipurpose	11.0	325	300	48	9.0	150000	Dry Bulk, Liquid
MP-2	Multipurpose	11.0	325	300	48	9.0	150000	Dry Bulk, Liquid

- Berth at Agardanda Side.

Name of Berth	Type of Berth	Depth Alongside (Meters)	Max berth Length (Meters)	Max permissible LOA (Meters)	Max permissible Beam (Meters)	Max permissible Draft (Meters)	Max permissible Displacement (MT)	Cargoes handled
CT-1	Not Ready	11.0	325	300	48	9.0	150000	Containers, RO-RO, Bulk
CT-2	Not Ready	11.0	325	300	48	9.0	150000	Containers, RO-RO, Bulk

- Height of Jetty above CD = 6.5 m
- Bollard: 18.5 m space in between two bollards, SWL 100 MT
- Fender: Dual Cone type; Distance from jetty edge 1.8 m; Fender spacing 18.5 m.
- Max height of Manifold above sea level at Dighi Berths: No restriction (terminal uses flexible hoses).
- For Max draft allowed, Kindly refer later Trade circular published on Dighi Port portal

(4.2) **Additional Information:**

- Multipurpose Terminal (MPT) consists of a Dry Bulk and Liquid Terminal (LT). The MPT is constructed as a straight- line Jetty having a total length of 650 meter.
- Tankers are berthed with respect to the position of ship's manifold and the position of flexible hose on the jetty. Since the jetty is in a straight line, distance from Manifold to Bow, Stern, and F&A parallel body is not of any significance.

(4.3) **Depth alongside refers to:**

- Chart datum (Zero Tide)
- Lowest Low Water (LAT) is -0.2m and most of the LW is about 0.4 m.

(4.4) **Draft limited by:**

1. Maximum allowed draft - Pls refer Latest Trade Circular
2. Water Depth in approach channel: 7m + Height Of tide.
3. Minimum UKC in the approach channel: 10% of the static draft for the entire passage.
4. Minimum UKC alongside berth: 0.6 m
5. Other information:
 - Type of Bottom: Soft mud and clay

- Dock water density: 1020-1025- (May come down depending on Raining)

(4.5) Environmental Criteria for Berthing operations

(4.5.1) Berthing Speed

Once the ship is positioned in front of the jetty head, the pilot must ensure that vessel touches the berth fenders at speeds/ Angel which are within the acceptable limits of fenders.

The Berthing speed limit for the DPL Terminal is 8 cm/sec.

(4.5.2) General Wind, Wave and Current Limitations

Maximum current in the approach channel at one ship's length **outside** the breakwaters is 2.5 knots

- Minimum UKC not below 10% of the static draft for the entire passage and not below 0.5 meter at the berth.
- The limiting wave height is $H_s = 1.5$ m in combination with a wind speed of 24 Knots (10 minutes averagewind speed).

	Suspend Cargo Operations	Disconnect cargo Hoses (Applicable for Tankers only)	Vessel depart Berth (if safe to do so)
Wind Speed	20 m/s	30 knots	35 knots – depending on wind direction and strength of current
	Applicable only for Tankers		
Accumulation of gases in area	Still air conditions	N/A	N/A
Electrical Storm	Loading/discharging operations have to be suspended on the approach of electrical storms/ lightning; regardless of whether or not an IG (inert gas) and/or vapour control system is in use. All tank openings, tank-venting systems and manifold valves must be closed.		
Swell	If the swell conditions create vessel movements, which concerns the safe mooring loading and discharge operations has to be suspended and hoses/arms disconnected. Vessel departure should be considered. Normally, conditions of high swell will not occur in Hazira Port because it is situated within a break water.		

(4.7) Cargoes handled:

- Dry Bulk & Break Bulk Cargoes: All type of dry bulk cargoes, project cargo and steel cargo.
- Liquid Terminal: Oil, Chemical & Petro Chemicals.

Mooring line configuration will depend on vessel LOA and weather conditions however Master should consult the Pilot. Below is the normal sequence to be followed for mooring:

1. Spring Lines (2 nos): One Line at a time to be passed by Heaving Line.
2. Headlines & Stern Lines (4 nos): One Line at a time to be passed by Heaving Line.
3. Final Mooring: 4 headlines and 2 Spring Lines forward and aft (4+2 forward and aft).
4. Mixed mooring comprising of wire and rope is not permitted.

(4.9) Cargo Handling Equipment:

Multipurpose Terminal:

- Gottwald cranes : 2 X SWL 100 T (In Hook Mode)
- Grabs : 2 X 37 CBM Capacity

(4.10) Ballast & Slop Handling:

No facility is available. Vessel is permitted to pump out clean ballast only.

(4.11) Gangway:

- Shore Gangway can be provided on request. The vessel to fix the safety net for the gangway, even if the gangway is provided by shore.
- All vessels moored at Dighi Port Ltd. are required to provide a suitable gangway to enable safe access between ship and shore, complete with suitable safety net.

(5) WEATHER:

Period	Season	Characteristics
Mid Jun-Sept	SW monsoon	Winds mod-strong SW, Occasional cyclones
Oct-Nov	Interim period	Winds lighter, Occasional cyclones
Dec-Feb	NE monsoon	Winds light NE, effectively no cyclones
March-Mid June	Hot season	Winds mod-strong SW, May/June frequent mostly distant cyclones

Wind conditions:

The wind velocities presented below are based on statistical information. The prevailing wind direction is 250°. The following table summarizes the distribution of wind speed. [10 minute means at 10 m above Mean Water Level]

Wind speed [knots]	December- March [NE monsoon] [%]	April-May [%]	June- September [SW monsoon] [%]	October- November [%]
< 6	95.5	83.1	86	97.3
7-16	4.2	16.2	13.4	2.2
> 16	0.3	2.7	0.6	0.5
Total	100.0	100.0	100.0	100.0

Cyclones:

Between 1877 and 1982 [105 years] 8 cyclones hit the region, out of which 6 cyclones were of a severe nature, with wind speeds exceeding 24.2 m/s. This results in an average of one cyclone every 13 to 17 years [only the severe storms are counted].

Air temperature:

Information regarding air temperature has been obtained from the nearby Mumbai airport. A summary of results are provided in the following table:

Month	Daily max [°C]	Daily min[°C]	Highest in the month [°C]	Lowest in the month [°C]
Nov, Dec, Jan, Feb	32	24	36	12
March, April, May	36	26	42	20
June, July, August	30	26	35	24
Sept, October	33	24	38	20

(6) NAVIGATION AND OCEANOGRAPHIC INFORMATION:

Pilotage within port limits is compulsory. No movements are to be undertaken without a licensed pilot on board and without express instructions from the Port Control Office (VHF Ch.: 69).

(6.1) Charts and sailing directions:

Vessels visiting the Port must have on board a sufficient range of current Hydrographic Charts relevant to the Area. These charts must be kept up to date with regards to Notices to Mariners and other Notices issued for the area.

Indian Chart 2036 is available through the usual sources or on request through the agent.

Sailing Directions:

ROUTE WPT COORDINATES

BRIEF GUIDELINES FOR THE CHANNEL			
Buoy Numbers	Latitude	Longitude	Flashing
1	18° 17' 30".241 N	72° 52' 43".785 E	Some Buoys missing A new Buoyage system to be set up shortly
2	18° 17' 41".139 N	72° 52' 43".108 E	
3	18° 17' 34".490 N	72° 53' 41".061 E	Virtual Buoyage system to be established
4	18° 17' 43".148 N	72° 53' 39".816 E	
5	18° 17' 36".209 N	72° 54' 39".020 E	
6	18° 17' 47".136 N	72° 54' 38".361 E	
7	18° 17' 38".624 N	72° 55' 25".145 E	
8	18° 17' 50".032 N	72° 55' 24".428 E	
9	18° 17' 40".523 N	72° 56' 10".619 E	
10	18° 17' 52".424 N	72° 56' 11".370 E	
11	18° 17' 32".538 N	72° 56' 54".087 E	
12	18° 17' 45".912 N	72° 56' 59".044 E	
13	18° 17' 12".369 N	72° 57' 32".978 E	
14	18° 17' 22".331 N	72° 57' 40".530 E	
15	18° 16' 53".030 N	72° 58' 02".207 E	
16	18° 16' 57".329 N	72° 58' 16".622 E	

Pilot Boarding Ground for Dighi Port: Lat: 18° 17' 30".241 N, Long: 72° 52' 43".785 E

Charts: Indian Hydrographic Organization has published the following charts for the area: Chart No. 2036: DIGHI HARBOUR (MURUD – JANJIRA) And Approaches.

Fishing net information: Fishing nets have been reported in the past inside Dighi Port Limits. So, you are advised to follow the Route above and Navigate with caution.

(6.2) Tidal Information:

Dighi Water levels -Astronomical Tide

Dighi Water levels -	Astronomical Tide
Highest Astronomical Tide [HAT]	CD + 4.2 m
Mean Lower High Water [MLHW]	CD + 3 m
Mean Sea Level [MSL]	CD + 1.2 m
Mean Lower Low Water [MLLW]	CD + 0.3 m
Lowest Astronomical Tide [LAT]	CD - 0.2 m

Currents:

The general pattern of the tidal currents in the approach channel of the Dighi port is as follows;

NEAP CURRENTS

Location	Flood	Current	Ebb	Current
Channel entry	Maximum current [knots] 2.5	Direction [Deg North] 085	Maximum current [knots] 1.5	Direction [Deg North] 265

SPRING CURRENTS

Location	Flood	Current	Ebb	Current
Channel entry	Maximum current [knots] 3.0	Direction [Deg North] 085	Maximum current [knots] 2.5	Direction [Deg North] 265

(6.3) Anchorage(s):

The recommended anchorage is at outer port limits in a location approximately 6-8 miles north of the fairway buoy where the sea bottom is sand and is of good holding ground. Anchoring is prohibited within Port Limits, unless it is used temporarily to support vessel maneuvering or in case of an emergency. Vessels are advised to take anchoring position from Dighi port control at Ch. 69/16.

(6.4) Approach and Departure Channel:

The approach channel to the port is presently dredged to a depth of 7 m below chart datum. Refer Latest trade circular for maximum draft. The straight approach channel has a clear width of 220 m. The orientation of the approach channel is heading 085 - 265 degrees

(6.5) Turning Basin:

The port contains a turning circle of 600 meter for maneuvering vessels during berthing and un-berthing. The turning basin presently has a depth of 7.0m.

DPL Channel: Channel leading to DPL berths is 6 Nautical miles. As per the Port's UKC (Under Keel Clearance) Policy, the maximum draft permitted is 8.5 m.

(6.6) Fog Signals: Not Applicable**(7) PILOTAGE**

Pilotage is compulsory at Dighi Port. Pilot Boarding Ground for Dighi Port Ltd (DPL) is LAT. 18°17.5' N LOG. 72 °49'E. A tug will be used for boarding Pilot on to the vessel. Port Control shall advise the vessel regarding boarding speed and boarding arrangement required. In Monsoon a good lee is required for Pilot Boarding. Pilot may board inside channel depending on weather condition.

Pilot Ladder: Pilot Ladder/combo ladder shall comply with the requirements as per SOLAS. Non-compliance shall result in delays/cancellation of the movement and penalty on the vessel.

Main Engines, Navigational and Mooring equipment's: Vessel's main engines, navigational equipment's viz. radars, tachometers, telegraph, gyro compass and repeaters etc. shall be in good working order and tested before arrival at Pilot Station and. Any deficiency shall be reported to the Port Control. Windlasses, anchors and mooring winches shall also be in good working condition. Non- reporting of deficiency of critical equipment's may attract fines to the vessel.

(8) TOWAGE

The port is equipped with 2 Tug of 40T / 50 T BP with Fire Fighting Capacity.

(9) COMMUNICATIONS:

Please Note that vessel have to keep a strict watch on VHF channel as mentioned below.

VHF Channel on which watch has to be maintained.

Dighi Port Control – 69 & 16

DPL port Control may be contacted on the following

Mobile - +91-6358947500

Email – dpl.radio@adani.com / dpl.marine@adani.com

OTHERS IMPORTANT NUMBER OF PORT OFFICIALS	
PIC: Capt. Raghvendra Raghav raghvendra.raghav@adani.com , Contact No. +91 7227883348	

(10) EMERGENCY PROCEDURES:

(10.1) Port Emergency Alarms & Siren

Sr. no.	Location of the Siren	Type of the Siren	The Alarm (Signal) is heard (Seen)	Type of Emergency	Duration of Soundin g
1	At Marine Control Room	Single mounting Motor driven	H	Fire/ Liquid spillage / Gas leakage	2 Minutes
			(Continuous for 2 minutes)	All clear/ Testing	2 Minutes
2	Vessel		Alarms as defined in the vessel's emergency response	Any Emergency	

1. On receiving any emergency alarms, you are requested to stop cargo operation immediately, keep VHF watch on CH-69 & await till further instruction from the port Control
2. Every vessel must have on board, at all times, sufficient number of responsible officers and crew to deal with emergency situations.
3. All of the vessel's Safety, Fire - Fighting as well as Pollution Prevention and Control Equipment, appliances and devices must be in a state of efficient readiness at all times and be readily available and accessible.
4. Safe access to the vessel must be made available at all times.
5. As a secondary means of evacuating the vessel in emergency, kindly keep the seaside lifeboat in readiness for launching.

(10.2) Emergency Communications

At Dighi Port Ltd. the primary method of communication will be via the VHF – Ch 69.

Secondary means of communication Mr. Satyendra Kr Mob. No. 91-6358910465

Capt. Raghvendra Raghav Head-Marine Operations Mob: 7227883348.

(10.3) Emergency Actions

The following table summarizes action to be taken in the event of an emergency at Dighi port limited.

ACTION-SHIP		ACTION-BERTH	
Emergency on your ship		Emergency on a ship	
1	Raise the alarm.	1	Raise the alarm.

<p>2 Cease all cargo/ballast operations and close all valves if discharging. If loading only close valve after terminal advice it is safe to do so, after stopping their pumps.</p> <p>3 Inform Terminal Representative on Ch. 69.</p> <p>4 In case of fire, fight fire and prevent from spreading.*</p> <p>5 Stand by to disconnect hoses.</p> <p>6 Bring engines to standby.</p>	<p>2 Contact ship.</p> <p>3 Cease all cargo operations and close all valves.</p> <p>4 Stand by to disconnect hoses or loading arms.</p> <p>5 If necessary, stand by to assist firefighting.</p> <p>6 Inform all ships in the vicinity.</p> <p>7 Implement Terminal emergency plan.</p>
Emergency on another ship	Emergency ashore
<p>1 Raise the Alarm.</p> <p>2 Stand by, and when instructed.</p> <p>3 Cease all cargo/ballast operations and close all valves.</p> <p>4 Disconnect hoses.</p> <p>5 Bring engines and crew to standby, ready to unberth.</p>	<p>1 Raise alarm.</p> <p>2 Cease all cargo operations and close all valves.</p> <p>3 In case of fire, fight fire and prevent it from spreading.</p> <p>4 If required, stand by to disconnect hoses.</p> <p>5 Implement Terminal emergency plan.</p>

(10.3.1) SAFETY PROCEDURES:

- 1 Please ensure that all moorings are tended to and remain taut at all times. The vessel's side must rest fully alongside all fenders within the parallel body length. Non-compliance may result in stoppage of cargo operations and all time lost and incidental expenses being to vessels account.
- 2 **No repairs or maintenance is to be carried out on the main engine or other machinery which may be required should it be necessary to vacate the berth at short notice.**
- 3 **Hot work is normally not permitted at berth. If permission is granted, the work will be carried out under attendance of the port's Fire & Safety unit and subject to payment of specified charges.**
- 4 **Smoking is strictly prohibited in the berth area and on-board ships alongside Dighi Port Ltd.** except in those spaces on board that are specifically designated by the Master and Terminal Representative as "Smoking Areas."
Smoking is also prohibited in any place within the Terminal and berth areas, except designated areas as directed.
- 5 An efficient deck watch under a responsible officer must be maintained at all times when at berths.
- 6 **Personal Protective Equipment (PPE):** The following minimum dress code shall be adhered to by ship's personnel while on duty alongside Dighi Port Ltd.:
 - Boiler suit or trousers and long-sleeved shirt.
 - Suitable shoes, preferably safety shoes or boots with steel toe caps.
 - Life jacket or buoyancy aid when working in such risk identified areas.
 - Helmets

(10.4) Additional Safety Procedures for Tankers

1. All working areas, decks and access points as well as liquid cargo manifold and gangway must be properly illuminated during the hours of darkness.
 2. Radio transmissions, under-water activity or small craft alongside the vessel are strictly prohibited.
 3. Tankers are required to keep the tanks in inert condition and during cargo operations.
 4. All tanker operations are complying with standard operations as laid down in ISGOTT.
 5. Under no circumstances are members of the ship's crew allowed to carry matches, lighters, inflammable liquid or any other similar sources of ignition while within Dighi Port Ltd. area.
Visitors to ships are required to leave matches and lighters at the jetty gate.
 6. Only approved intrinsically safe or EX rated electrical equipment may be used in DPL Port area or within the hazardous zone of the ship.
 7. Portable electrical equipment, including computers, mobile phones, pagers and cameras, if not certified intrinsically safe, must be switched off and may only be used within:
 8. Permanent buildings as designated by the Terminal Manager.
-
9. Areas on the ship designated by the Master.
 10. **Closed Operations:** The loading, discharging and/or ballasting of ship's cargo tanks must be conducted under closed conditions. The use of manual gauging/sampling of cargo tanks via sighting, ullage ports or similar openings is not permitted
 11. **Inert Gas:** Tanks should be inerted during the operations. In the event that a ship's inert gas system is not functioning, or not functioning as required, cargo operations must cease immediately and may not resume until the system is repaired or written permission is given from the ship's owners and the terminal.
 12. **Cargo tank high level alarms** every vessel involved in cargo operations alongside the terminal should have operational cargo tank high level alarms fitted that are independent from the main gauging system. Alarms should be tested prior to operation and be operational both during loading and discharging operations
 13. **Enclosed space entry:** No entry into any enclosed space as per ISGOTT definition is allowed on the ship when alongside the terminal.
 14. The main engines and other essential machinery of all ships alongside must be maintained in a state of readiness for vacating the berth at short notice.
 15. **Tank cleaning, gas freeing or purging operations** are not permitted on board any ships while alongside

(11) COMPLIANCE WITH REGULATIONS / SAFETY GUIDELINES: -

All Vessels/Masters/Owners are urged to comply with all the relevant International and Indian Rules and Regulations with respect to Safety of Navigation, Pollution Prevention and any other applicable rules and requirements. Masters are required to present various records like Oil Record Book, Cargo/Ballast Records etc. for inspection by Pilots/Port Officials.

The following restrictions are applicable to vessels while they are berthed alongside:

- **No Hot work to be carried out without prior port permission**
- **Main Engines shall not be immobilized without permission from Port.**
- **Lifeboats shall not be lowered without permission from Port. On receiving confirmation from the port the lifeboat may be lowered, unhooked, but not permitted to maneuver in the water.**

SECURITY

- 1 Current Security Level of DPL Port “Security Level-1.”
2. PFSO details of DPL

Capt. Raghvendra Raghav (Head- Marine) - PFSO Mobile: 7227883348 Email: raghvendra.raghav @adani.com
Mr. Satyendra Kumar DY PFSO – Dighi Port Mobile: +91-6358910465 dpl.radio@adani.com

- 2 PANS (Pre arrival Information)
Please send PANS report to below mention email Ids, Report to be send 96 hrs. Prior to arrival.
If any vessel carrying Armed guard / Security Personnel, then additional information to be sent as mentioned below along with PANS.
 - 1.1. Flag state authority letter for carrying arms guard onboard said vessel.
 - 1.2. Armed Guard supply company: Name and contact No with email address
 - 1.3. Weapon details
 - 1.4. Passport copy of armed guards.

Please forward mentioned details on following email ids:

indsar@vsnl.net, opsdhq1@yahoo.co.in, psc@dgshipping.com, wncmocmb-navy@inc.in

(12) POLLUTION

✓ **BEFORE ARRIVAL TO DIGHI, OVERBOARD VALVE CONNECTED TO BUNKER OR OIL/ CHEMICAL TO BE SEALED AND SEAL NO. TO BE RECORDED IN VESSEL’S LOG BOOK**

- 1 It is an offence to discharge or allow escape, will fully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Dighi Port limits.
International and Indian
Laws stipulate heavy penalties including arrest, of the offending vessel and crew.
- 2 **Replenishment of bunkers, whether from sea or shore, will be permitted only on special application, Monitored by the port’s Marine/ Safety personnel and shall be carried out in day light hours only.**
- 3 Inter - tank transfers of oil or ballast water, de-ballasting or discharge overboard of wash water etc. Should not be Carried out without permission of the Port.
- 4 Emission of dense smoke is prohibited from vessels within Port limits. Violations of stipulations under current Indian
Laws will incur heavy penalties.
- 5 It is an offence to throw or dump galley refuse, garbage, and rubbish, hold sweepings etc. into the water or on the Berths. Offending vessel is liable to large fines. No chipping or painting to be carried out alongside berth.

(13) ADDITIONAL INFORMATION’S:

Documents generally request by agent on arrival:

Customs Authority

Original Last Port Clearance

1. Maritime Declaration Of Health- 3 Copies
2. Vaccination List- 3 Copies
3. Voyage Memo (Ports called in last 30 days or last 10 ports of call) with arrival and departure dates and security levels)- 3copies
4. Bills of Lading, Cargo Manifest and Transit Cargo if any - 1 Copy
5. List of Ships Stores Including Bonded Stores and Deck Store- 3 copies
6. Personal Effects Declaration with Crew Currency- 3 Copies
7. Ships Currency Declaration- 3 Copies
8. Nil List (If there are no Passengers, Stowaways, Animals, Arms, Ammunitions)- 3 copies
9. List of Narcotic Medicines- 3 Copies
10. Crew List (Name, Rank, nationality, Passport Number, Seamen book number, Date of and Place, Place of Embarkation)- 7 Copies
11. Following Statutory Certificates- 2 Copies Each
12. Ship Registry Certificate,
13. ISPS Certificate
14. International Load Line Certificate
15. Cargo Ship Safety Equipment Certificate
16. Cargo Ship Radio Certificate
17. Cargo Ship Safety Construction Certificate
18. International Oil Pollution Certificate
19. Ship Sanitation Control Exemption Certificate

Quarantine Authority

At Dighi Port, the customs-boarding officer usually gives quarantine (Free Pratique) clearance. However, if the vessel is coming from Yellow Fever area, Port Health Officer at Vil. Borli, Ta: Shrivardhan, Dis. Raigad.

Following set of documents is required:

1. Crew List- 1 Copy
2. Maritime Declaration of Health- 1 Copy
3. Vaccination List- 1 Copy
4. Ship Sanitation Control Exemption Certificate - 1 Copy

Immigration Authority:

Custom Authorities clear the vessel on behalf of Immigration Authority. For Sign on and Sign off of Foreign Nationals 48 hours' notice with confirmed air ticket is required. Ship's Agent will have to get landing permission from the local

police. For Indian Nationals above requirement is not applicable.

Documents required in case of Crew Change (Foreign or Indian national): -

1. Crew List – 1 Copy
2. Personal Effects Declaration- 1 Copy
3. Sign/Sign off crew passport- 1 Copy Shore Leave:

APPENDIX

Name	Contact number	Residence number	E-mail address
District Collector, Raigad	02141222001 Fax No 02141227451	02141222118	Collector.raigad@Maharashtra.gov.in
Commissioner of police	02141 222 093		<i>raigad@mahapolice.gov.in</i>
Police Control Room Nearby Agardanda	9767571852 (Mr. Aniket Patil)	-	-
Police station-Murud	02144274033	-	-
Mutual aid- District Disaster Management Centre	02141-222118 02141-227452	02141-222097 Toll Free :1077	-
Fire Station – Murud Fire control room	9270318485 9518783486 Murud Fire Station 02194263600 Roha Fire Station.	-	Co.murudjanjira@gmail.com
Chief Fire officer	Toll free No.101 022-27452337 New Panvel Fire Station	022-2742 0138 022-27420137 Navi Mumbai	dycfo01.mfb@mcgm.gov.in
Flood control- Raigad	02144274026 Murud Tahasildar Office		

CONDITION OF USE OF FACILITIES AND SERVICES AT DIGHI PORT

The Business Head,
Dighi Port Limited
Dighi-Maharashtra (India).

Dear Sirs,

I, **Capt.** _____, Master ("**Master**") of M.V / M.T. _____ ("**Vessel**"), owned by _____ ("**Owner**") whose address is at _____

hereby acknowledge receipt of these Conditions of Use ("**Conditions of Use**") of Dighi Port ("**Port**") and to avail the Port Facilities* and Port Services* as detailed hereunder and agree that:

- (a) The Master shall at all times and under all circumstances be responsible for the safe and proper operation, navigation and berthing of the Vessel at the Port operated by Dighi Port Limited ("**Company**"). It is further agreed the Port Management shall not be responsible for delay in pilotage, berthing, ingress or egress, delay in cargo operation, etc., for any reasons whatsoever.
- (b) The Vessel shall abide by all rules, regulations, guidelines and recommendations with reference to prevention of pollution, including pollution due to bilges, ballast water, vessel waste, garbage and the like; in addition to any other laws, rules, regulations, or procedures, declared or issued by the Government of India, or the State of Maharashtra, or by the Company ("**Port Management**").
- (c) The Vessel will be held responsible for any loss or damage caused to the Port property and all costs, charges and expenses in that behalf, which shall be paid on a demand being made, without any demur and shall be responsible for, indemnify and hold harmless the Company from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every nature.
- (d) The Port endeavors that the berths, its facilities, equipment's, tugs and crafts are deployed and operated safely, but does not guarantee any such safety. The Port shall not be responsible for any damage, delay or loss (including cargo loss) sustained by the vessel for any such reasons.
- (e) If the Vessel or any person on board or any object, article, substance, equipment or installation on its board sinks, grounds or otherwise becomes or is likely to become, in the sole opinion of the Port Management, an obstruction, threat, hazard or danger to navigation, operations, safety, health, security or environment in or adjacent to the Port, then the Master shall upon receiving the Port Management request, without any delay allow the Port Management to remove or deal with the obstruction, threat, hazard, for which reasonable costs shall be paid by the Vessel / Owner.
- (f) It is mandated by Maharashtra Maritime Board that pilotage in this Port for all vessels is compulsory. The Master of a Vessel shall alone be answerable for any loss or damage caused by the Vessel or by any fault of the navigation of the Vessel in a manner as he would have been at pilotage.
- (g) A no due certificate shall be issued by the Port subject to clearance of all outstanding invoices by the Vessel /Owner.
- (h) All disputes between the Port and the Vessel, its Owner, Master, agents and charterers shall be subject to the exclusive jurisdiction of the Courts at Maharashtra in India.

Signature:

Name: Capt.

(For and on behalf of) VESSEL OWNER/ MASTER (with Seal)

*** "Port Facilities" mean all facilities, assets, equipment and installations, whether the same are fixed or movable, including, without limitation, the channel, berths, bunkering, loading facilities including buoys or other channel markings;**