

Declared on 01.04.2024

Berth	Maximum Acceptable LOA	Maximum Acceptable Draft at CD. (*) (mtrs)	Displacement	Remark
<b>Terminal 1</b>				
Berth NO:1	295	14	90000	
Berth NO:2	185	13.5	40000	
Berth No.3	230	14.1	90000	
Berth NO:4	230	14	90000	
Barge Berth	85	6.0	4200	
<b>Terminal 2</b>				
Berth NO:5	405	14.5	180000	Total Quay length 670 mtrs hence more than two ships can be berthed in each quay subject to 35 mtrs clearance between ships.
Berth NO:6	405	15.5	180000	
<b>Terminal 3</b>				
Berth NO:9	295	14	120000	Total Quay length 794 mtrs hence more than two ships can be berthed in each quay subject to 35 mtrs clearance between ships.
Berth NO:10	295	13.5	74000	
Berth NO:11	295	13	74000	
Berth NO:12	235	13.0	74000	
<b>West Basin</b>				
WB 1	325	17.5	266000	
WB 2	325	17.5	266000	
WB 3	325	17.5	266000	
WB 4	325	15.5	321000	
<b>Container Terminal</b>				
MICT CB 1	405	15.1	180000	Up to bollard 33 Total quay length of MICT is 633 meters in straight line and hence more than two ships can be berthed in terminal subject to a minimum of 35 mtrs clearance between each vessel.
MICT CB 2	405	15.1	180000	
AMCT CB 3	405	14.4	180000	Up to bollard 33 Total quay length of CT-2 is 631 meters in straight line and hence more than two ships can be berthed in terminal subject to a minimum of 35 mtrs clearance between each vessel.
AMCT CB 4	405	14.9	180000	
ACMTPL SB4	405	16.5	231600	Total quay length 650 mtrs in straight line hence more than two ships can be berthed in each quay subject to 35 mtrs clearance between ships.
ACMTPL SB5	405	16.5	231600	
AICTPL SB6	405	16	180000	Total quay length 1460 mtrs in straight line hence more than four ships can be berthed in each quay subject to 35 mtrs clearance between ships.
AICTPL SB7	405	16.5	180000	
AICTPL SB8	405	16.9	231600	
AICTPL SB9	405	16.5	231600	
<b>LNG Terminal</b>				
LNG	350	14.7	180000	
NOTE:	<p>1. All depths are in meters and below chart datum (i.e. 0.0 mtrs height of tide)</p> <p>2. Maximum acceptable draft at CD for a berth is basis the Lowest Astronomical Tide which is 0.0 mtrs.</p> <p>3. Higher berthing draft may be accepted basis the low water expected during the vessel stay at the berth. For Example: If the Maximum acceptable draft for a given berth at CD is given as 13 metres and the height of lowest low water expected during the vessel's stay is 0.5 metres, then maximum acceptable draft for that berth will be 13.5 metres.</p> <p>4. A Minimum under keel clearance of "10% of the ship's draft" will be maintained during channel passage. A minimum UKC of 0.5 mtrs will be maintained at all time when the vessel is alongside the berth.</p> <p>5. Minimum depth in approach channel and manoeuvring basin for the month is as follows. a) MICT approach channel - 13.3 mtrs. b) South basin (AICTPL &amp; ACMTPL) approach channel - 15.0 mtrs c) West basin approach channel -14.6 mtrs.</p> <p>6. Drafts at which vessel can sail anytime (AMCT/MICT/SB/WB) Lowest Low water on 11 Apr 24 : 0.48 mtrs. AMCT and MICT : Vessels with draft &lt;= 12.5 M can sail anytime. South Basin (AICTPL &amp; ACMTPL) : vessels with draft &lt;= 14.0 M can sail anytime. West Basin : vessels with draft &lt;= 13.7 M can sail anytime (Sub to Tidal Window) Above drafts are basis 10% UKC in the channel.</p> <p>7. (a) Max acceptable LOA / Beam / Draft for IOCL SPM is 348 / 65 / 25 Mtrs (b) Max acceptable LOA / Beam / Draft for HMEL SPM is 345 / 60 / 23 Mtrs (c) Night berthing is restricted at both IOCL and HMEL SPM</p> <p>8. Weather Parameters for berth (a) Cease berthing activity when sustained wind speed more than 30 kts. (b) Cease cargo transfer operation when sustained wind speed more than 35 kts. (c) Unberth ship if sustained when wind speed more than 40 kts.</p> <p>9. Water Density - Water Density varies from 1.020 to 1.023 during SW Monsoon period. Remaining part of the year it ranges between 1.024 to 1.025</p>			

Thanking you



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