

MUNDRA VLCC TERMINAL

TERMINAL INFORMATION BOOKLET

ADANI PORTS AND SPECIAL ECONOMIC ZONE LTD.

LEGAL DISCLAIMER

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WEBSITE OF THE PORT

www.adaniports.com

WEBSITE FOR PORT TARIFF

www.adaniports.com/Port_Operations_Port_Tariffs.aspx

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1.1 INTRODUCTION LETTER

Dear Master,

We welcome you and your crew to Adani Ports and SEZ Ltd, Mundra.

A. For your information and compliance, along with the General Information of the Port, we enclose the following documents.

- a. **Safety & Pollution Requirement**
- b. **Condition of Use Letter**
- c. **ISPS – Contact Details of PFSO and Dy. PFSO's**
- d. **Passage Plan: Master – Pilot Information Exchange.**

B. ON ARRIVAL: After Pilot boards, kindly fill up the following documents and return to the Pilot, duly signed and stamped: -

- a. Acknowledgement Copy of "Condition of Use" letter.
- b. Inward Pilotage Certificate.

Please note that "CONDITION OF USE" letter is a legal document and is to be filled up, signed, stamped and delivered to the Pilot without any remarks before commencement of Pilotage.

C. PRIOR DEPARTURE: Prior to the vessel's departure, kindly fill up, sign & stamp the following documents which will be collected by outward Pilot: -

- a. BALLAST WATER REPORT (IMO Resolution A 868(20), Appendix 1 will be sent to POC (portopscenter@adani.com) 2 Hrs before departure through mail. ☐
- b. Feedback Form.
- c. In outward Pilot certificate kindly fill up the section "To be filled by Master" regarding the Port Clearance and Vessel's Particulars provided in the booklet.

1. **RESPONSIBILITY**

While we have taken all reasonable care to ensure that the Port waters, berths, facilities as well as equipment used (including the gangway 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**

You are required to take careful notes of the contents of the SAFETY AND POLLUTION REQUIREMENTS and ensure full compliance. Before commencement of operations, the SHIP – SHORE SAFETY CHECKLIST will be completed by port representative and a Responsible Ship's Officer; this will be revalidated at regular intervals.

3. **NON- COMPLIANCE**

Any non-compliance or infringement of the SHIP – SHORE SAFETY CHECKLIST or of SAFETY AND POLLUTION REQUIREMENTS, by the vessel may result in operations being halted and the vessel ousted from the berth. All the time, charges, delays arising from such an event will be on 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.

The use and possession of alcohol is forbidden in Gujarat State. 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 arrest, so please ensure your fullest attention to these matters.

We hope you have a pleasant stay.

Yours truly,

Capt Ashish Singhal

Head - Marine Services

Adani Ports and SEZ Ltd.

Contact No: 91-9879589770

Tel: + 91-2838-252727

E-mail: ashish.singhal@adani.com

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PORT INTRODUCTION

Mundra Port, one of the largest private ports in India, is located in the North Gulf of Kutch and is presently operated by Adani Port and Special Economic Zone Limited (APSEZL) formerly known as Mundra Port and Special Economic Zone Limited (MPSEZL).

The Mundra VLCC Terminal is a joint venture between Adani Port and Special Economic Zone Limited (APSEZL) and Hindustan Rajasthan Refinery Ltd (HRRL). The APSEZ is developed Crude oil import facilities which includes Jetty for berthing, unloading facilities, onshore and offshore pipelines

1.1 RULES AND REGULATION

The port complies with **ISO 9001:2015, ISO 14001:2015, ISO 45000:2018 standards** and **NSPC, ISPS** certified.

The rules and regulations of the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international marine guidelines by IMO, such as SOLAS and MARPOL regulations & amendments, other applicable national and international laws, rules and regulations are in force at APSEZ, Mundra.

1.2 PORT & VESSEL SAFETY

1. Vessel should arrive at Mundra Port with a positive trim and no list. **In no case vessel to be down by the head or have a list of more than 1.0 degree.** All delays, detention and cost arising because of the same will be on vessels account.
2. Vessels alongside the moor with the mooring plan as discussed with Pilot. Do not use wire and fiber ropes in the same direction. Lesser mooring arrangements may be decided by the pilot depending on the weather conditions.
3. In the interest of safety of the berths and vessels, please ensure that moorings are always taut. The vessel's side must rest fully alongside all fenders within the parallel body length. Since the currents are strong and the tidal range is large, the vessel will come out of the berth if the mooring lines are not properly tended to. Non-compliance may result in stoppage of cargo operations, all time lost and incidental expenses will be on vessels account.
4. No repairs or maintenance is to be carried out on the main engine or any other machinery which is essential for vacating the berth at short notice, without advance Port permission.
5. Hot work is normally not permitted on the berth.
6. Smoking and naked lights are not permitted on vessel decks or on the berths.
7. An efficient deck watch under a responsible officer must always be maintained when at berth.
8. All working areas, decks and access points as well as liquid cargo manifold and gangway must be properly illuminated during hours of darkness.

1.3 POLLUTION

1. It is an offence to discharge or allow escape, willfully, or accidentally, any oil, oily mixture, oily/dirty ballast, contaminated bilge water or noxious sewage from any vessel within Mundra Port limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew.
2. Replenishment of bunkers will be permitted only on special applications, monitored by the port's Marine/ Safety personnel. Supply of Fuel Oil, Diesel Oil & Fresh water is available by barge/tug at anchorage only.

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3. De-ballasting of dirty ballast or discharge overboard of tank and hold wash etc. not to be carried out within the Port Limit.
4. Emission of dense smoke is an offence 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 etc. into the water while the vessel is at the berth or within the Port limit. Offending vessel is liable to large fines. No chipping or painting overboard is to be carried out while the vessel is alongside the berth.

1.4 CONTACT INFORMATION

Port Operation Center

Telephone: +91-2838-255781
+91-2838-255762
Mobile: +91-98250 00949
E mail portopscenter@adani.com

Mundra Marine Control

VHF Channel Primary working CH 77
Secondary Working CH 16
E Mail : marine.control@adani.com

1.5 PORT LOCATION

APSEZ Ltd, Mundra Port is all weather, independent, commercial port with geographical and hydrological advantages on the West Coast of India, in the Gulf of Kutch. The port has been developed using the latest state-of-the-art technologies, facilities and offers unparalleled services benchmarked to international standards.

Position: Lat 22° 43.8'N., Long 069° 42.3' E

1.6 PORT LIMITS

(A) 22° 49'24" N / 069° 47'12" E	(F) 22° 49'24" N / 069° 39'00" E
(M) 22° 48'23" N / 069° 38'58" E	(N) 22° 48'25" N / 069° 32'20" E
(O) 22° 38'57" N / 069° 32'18" E	(P) 22° 37'33" N / 069° 36'55" E
(Q) 22° 37'24" N / 069° 37'03" E	(K) 22° 37'24" N / 069° 38'48" E
(L) 22° 37'24" N / 069° 42'00" E	(J) 22° 40'36" N / 069° 47'12" E

1.7 PILOT STATION

VLCC JETTY PBG:	Lat. 22° 40.80'N, Long. 069° 42.30'E
LNG PBG:	Lat. 22° 42.25'N, Long. 069° 40.80'E
PBG CHARLIE:	Lat. 22° 42.50'N, Long. 069° 45.00'E
PBG ALPHA:	Lat. 22° 42.20' N, Long. 069° 43.56' E
PBG BRAVO:	Lat. 22° 42.20' N, Long. 069° 42.12' E
WEST BASIN PBG:	Lat. 22° 41.00' N, Long. 069° 33.55' E
SPM PBG:	Lat. 22° 38.90' N, Long. 069° 38.26'E

1.8 VLCC JETTY ANCHORAGE

(A) 22° 38.68'N, 069° 41.95'E	(B) 22° 37.88'N, 069° 42.55'E
(C) 22° 38.65'N, 069° 43.75'E	(D) 22° 39.40'N, 069° 43.15'E

Note- Anchorage ground has a depth of 30 meters and is a good holding ground throughout the year. The current at anchorage area is very strong. The current strength is about 2-3 knots and sets in the direction 253 in ebb tide and 073 in flood tide. Vessel advised to exercise cautions.

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1.9 Astronomical Tide and Current

Mundra Water levels -Astronomical Tide

Mundra Water levels -	Astronomical Tide
Highest Astronomical Tide [HAT]	CD + 6.4 m
Mean High Water Springs [MHWS]	CD + 5.8 m
Mean High Water Neaps [MHWN]	CD + 4.6 m
Mean Sea Level [MSL]	CD + 3.4 m
Mean Low Water Neaps [MLWN]	CD + 2.1 m
Mean Low Water Springs [MLWS]	CD + 1.0 m
Lowest Astronomical Tide [LAT]	CD + 0.0 m

Current

The general pattern of the tidal currents in the approach channel of the Mundra port is as follows:

Neap

Location	Flood	Current	Ebb	Current
NB & SB Channel Entry	Maximum current [knots] 1.6	Direction [Deg North] 084	Maximum current [knots] 1.2	Direction [Deg North] 249

Spring

Location	Flood	Current	Ebb	Current
NB & SB Channel Entry	Maximum current [knots] 2.3	Direction [Deg North] 084	Maximum current [knots] 1.7	Direction [Deg North] 249

BERTH PARAMETERS

2.1 BERTHING FACILITIES

The Berthing facility and Jetty are designed to cater for ships from 70,000 DWT to 3, 30,000 DWT Crude carriers. The VLCC jetty serves as a facility to support the mooring and docking of Very Large Crude Carriers and unloading of Crude from these carriers to the terminal storage tanks. The berth consists of unloading platform, mooring dolphins, breasting dolphins and catwalk connecting them.

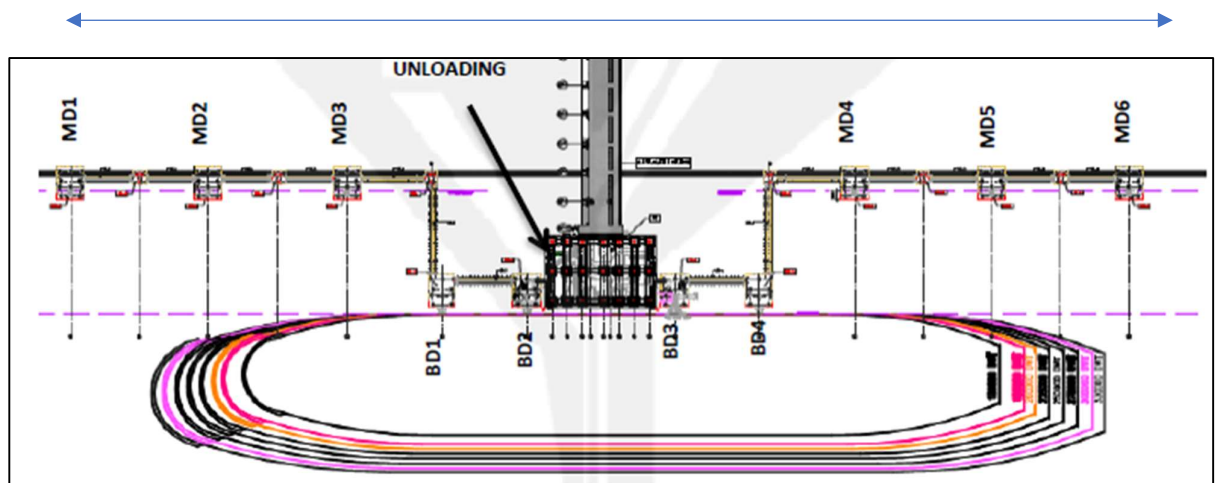
2.3 VLCC DETAILS

Details	Parameters
Maximum/Minimum Berth Parameters	
Max/Min Acceptable LOA	333m /225m
Max/Min Displacement	3,60,000/90,000
Max/Min Draft	21.6m
Cargo handling Details	
Number of Loading Arms	02 x 20 inches
Maximum Pressure	10.5 – 11.5 kg/cm ²
Maximum Rate	10000-12000 m ³ /hour
COT Cargo Capacity (Tanks/capacity)	12 x 60000 m ³ Total- 7.2 Lakhs m ³

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Berth Details	
Jetty Length	400 meters (from center of MD1 to MD6)
Number of Breasting Dolphins (BD)/QRMH	04 (BD1-BD4) Mooring Hooks No./SWL: 2 x 150 tons each Capstan-04 (01 at each BDs)
Number of Mooring Dolphins (MD)/QRMH	06 (MD1-MD6) Mooring Hooks No./SWL: MD1 & MD6- 4 x 150 tons each Mooring Hooks No./SWL: MD2 – MD5- 3 x 150 tons each Capstan-06 in nos. (01 at each MDs)
Height of Jetty (MD & BD) at Chart Datum	8.5 meters
Height of Main Deck/Unloading arm Deck at Chart Datum	13.0 meters
Fenders	04 Fenders, 01 at each Breasting Dolphin (BD) Make and Model- SCN 2500 F 2.3

BERTH ORIENTATION 270 – 090



2.4 WEATHER RESTRICTIONS:

Wind speed limits while discharging at the VLCC.

- A) STOP CARGO AT 30 KNOTS.
- B) ARM DISCONNECTION AT 35 KNOTS
- C) CAST OFF FROM VLCC AT 35 KNOTS

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PORT SECURITY

CERTIFICATION: The port complies with **ISPS** and **ISO 28000:2007** (Security Management System) standards.

PRESENT MARINE SECURITY LEVEL: **LEVEL – 1**

PFSO / Dy. PFSO Contact Details

CAPT. ASHISH SINGHAL HEAD-MARINE & PFSO PHONE: +91-2838 – 255727 (O) MOBILE: +91 98795 89770 E-MAIL: ashish.singhal@adani.com	
CAPT. HEMANT DHRUV (HOS – Marine) Dy. PFSO VLCC Terminal PHONE: +91-2838 – 255730 MOBILE: +91 7582021926 E-MAIL: hemant.dhruv@adani.com	
Mr. RAJEEV PATHAK (DGM - Security) FSO - CT-2 & CT-4 PHONE: +91-2838 – 255837 MOBILE: +91 7227079083 E-MAIL: rajeev.pathak@adani.com	CAPT. PRASOON ROY (HOS – Marine) FSO - SPM & CT-3 PHONE: +91-2838 – 255947 MOBILE: +91 9955952719 E-MAIL: prasoon.roy1@adani.com
MR. DEEPAK SANGWAN (DM-Security Services) FSO – T-1, T-2, T-3 PHONE: +91-2838 – 255880 MOBILE: +91 9558824776 E-MAIL: deepak.sangwan@adani.com	MR. SUDHAKAR SINGH FSO -WB PHONE: +91-2838 - 255787(O) MOBILE: +91-70690 83039 (AOH) FAX: 91-2838-255002 E-MAIL: Sudhakar.Singh@adani.com
MR. AKHAND PRATAP SINGH RATHORE FSO-LNG Terminal (GSPC) MOBILE: +91-99090 38941(AOH) E-MAIL: Akhand.r@gspc.in	MR. BHARAT LAKHANI FSO - MICT MOBILE: +91-8980037427 E-MAIL: bharat.lakhani@dpworld.com

Patrol Boat – Security Patrolling done by Dolphin-19 at regular intervals.

WEBCAMS - All Berths and Port Area are under continuous CCTV surveillance and monitored by the Integrated Security Control Room.

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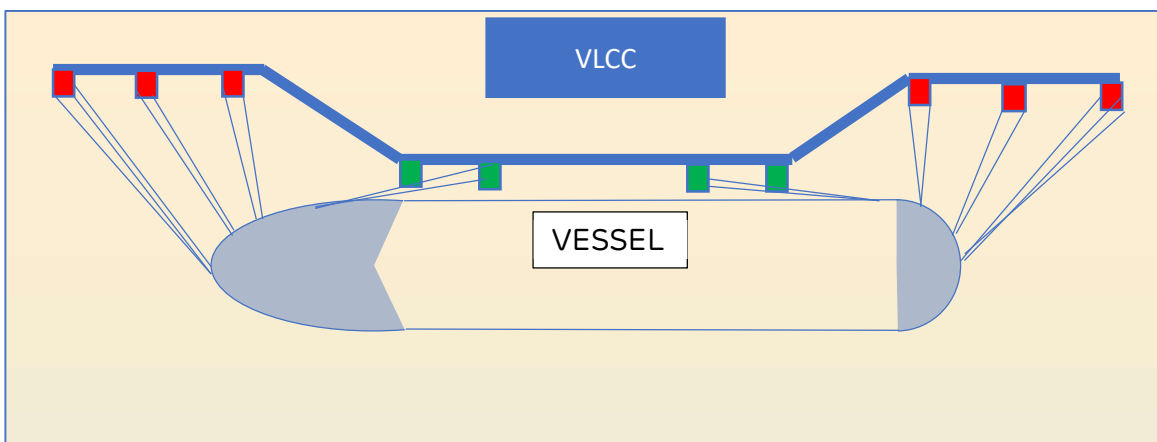
FIRE FIGHTING AND OIL SPILL RESPONSE

Please refer to the Port Information Booklet on Adani Port Website.

MOORING READINESS PRIOR BERTHING VLCC VESSEL AT MUNDRA PORT

The normal mooring pattern at the terminal is 5 headlines / stern lines, 2 breast lines and 2 springs forward and aft from the ship; however, the Master should not hesitate to increase the number of mooring lines, if he considers it is prudent to do so. Ships accepted at Mundra VLCC Terminal with HMPE mooring lines, shall have spare HMPE ropes available on board at a location, which allows easy usage of such spare ropes by ship's crew. Vessel should try to deploy requisite officers and crew at fwd & aft stations to handle 3 lines simultaneously. Mooring arrangement is as per diagram. Shore will keep ready messenger lines from all the mooring dolphins to the upper deck of VLCC platform. Details of mooring procedure is as detailed below:

1. When the vessel is about 20 meters from the jetty, vessel to pass 2 heaving lines from forward station and aft station to the upper deck of LNG platform.
2. Shore team will connect 3 messenger lines to each forward and aft station heaving line.
3. Vessel will heave all the messenger lines on board.
4. Vessel will connect headline / breast line / spring line at forward station and stern line / breast line / spring line at aft station to messenger line. The messenger lines should be connected to the mooring lines via jockey stop using 3T joining shackle. Vessel should additionally connect a heaving line to the shore messenger line using the shackle while passing the mooring line.
5. Mooring lines should be heaved together at forward and aft station.
6. Vessel should keep the mooring line just above the water level for easy and quick handling of lines during mooring operations.
7. Ship positioning to be done by use of spring ropes and tugs. Engine movements to be avoided.



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The Chief Executive Officer,
Adani Ports & Special Economic Zone Limited (APSEZL), Mundra- Kutch - Gujarat (India)

Dear Sirs,

I, **Capt** _____, Master ("**Master**") of MV. _____ ("**Vessel**"),
owned by _____ ("**Owner**") whose address is at _____
hereby acknowledge receipt of these Conditions of Use ("Conditions of Use") of **Mundra** 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 Adani Ports & Special Economic Zone 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 Gujarat, 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 Gujarat 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 Gujarat in India.

Signature:

Name: Capt.

Date :

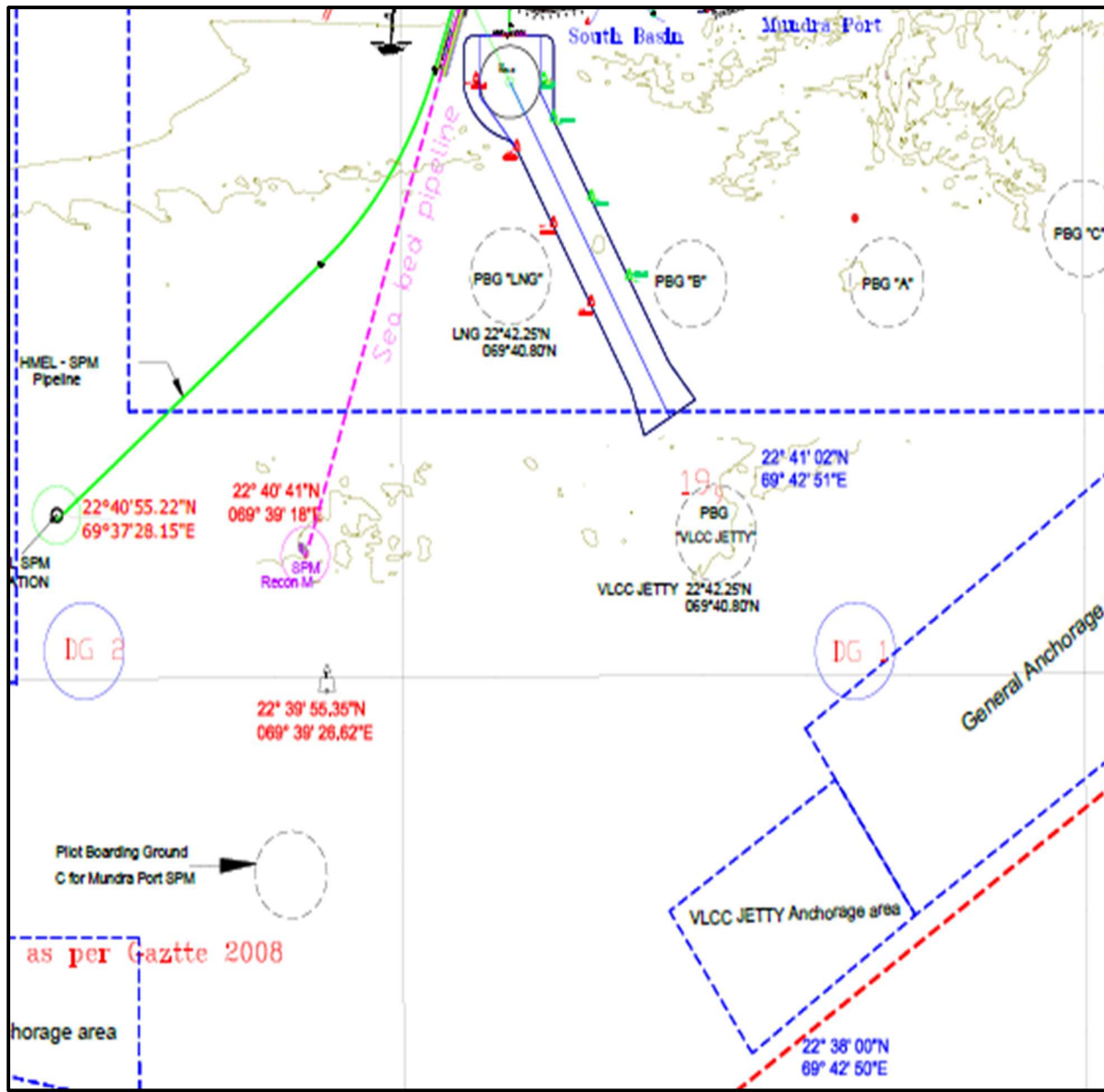
(For and on behalf of) VESSEL OWNER/ MASTER (with Seal)

* "**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.

* "**Port Services**" mean any service advice, instruction or assistance tendered or provided by the Port Management to Vessel, including, without limitation, by way of pilotage, towage, tug assistance, mooring, berthing, ingress egress or other navigational services

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PASSAGE PLAN OF VLCC TERMINAL



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IMPORTANT CONTACT NO'S. (APSEZ)		
Name	Contact No.	Extn. No.
Marine Control Room (Mundra Port)	9825228673	52739/52333
Marine Control Room (West Basin)	8980015126	52933
ISCR, MUNDRA	8980011811	52100
MUNDRA PORT		
Capt. Ashish Singhal (Head- Marine) PFSO	9879589770	52727
Capt. Hemant Dhruv (HOS Marine) Dy. PFSO VLCC Terminal	7582021926	52730
Capt. Prasoon Roy (HOS Marine) FSO - SPM & CT-3	9955952719	52947
Mr. RAJEEV PATHAK (DGM - Security) FSO - CT-2 & CT-4	7227079083	52837
MR. DEEPAK SANGWAN (DM-Security Services) FSO - T-1, T-2, T-3	9558824776	52880
MR. Sudhakar Singh , FSO-WB	7069083039	52787
MR, Bharat Lakhani , FSO-MICT	8980037427	-
Mr. Akhand Pratap Singh Rathore, FSO-LNG Terminal	9909038941	-
Marine Police Boat (Mundra Port)	9712209406	-
Immigration (Mundra Port)	02838-289285	-
Port Security Control (Mundra Port)	8980011811	52100
Ambulance (Mundra Port)	9925203405	52444
Fire Control (Mundra Port)	9879114996	52400
Safety (Mundra Port)	9099422244	255778
Electrical (Mundra Port)	9925223633/ 9825236758	-
Port Operation Centre (Mundra Port)	9825000949	52762
Allocation (Dry Cargo) (Mundra Port)	9925223670	52345
Stevedoring - Terminal - 2 (Mundra Port)	9925223628	-
Liquid Terminal Security (Mundra Port)	-	52473
AMCT Security (Mundra Port)	9825000933	-
WEST BASIN		
Port Security Control	9727784645	52939/ 52900
Emergency Response Team	9979855905	-
Ambulance	9687639263	52984
Fire Control	8980015134	52985
Safety	8980015151	52974
VLCC TERMINAL		
Gaurang Chudasama, Head Liquid Terminal	8980802997	52872
Rama Rao Kondappa , HOS Liquid Terminal	9925203436	52737
VLCC CCR		

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EXTERNAL AUTHORITIES	
Mamlatdar (Mundra)	02838-222127
Police Station - Mundra	02838-222121
Police Station - Marine	02838-224077
Coast Guard (Mundra)	9408570402
Hospital Civil (Mundra)	02838 - 222144
Adani Hospitals (Mundra)	02838 - 619555

Note: This document contains brief information about Mundra VLCC Terminal, for detailed information of Adani Port & SEZ Mundra please refer to the Port Information Booklet on Adani Port Website.

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