

Adani Ports and Sez Limited Mundra



OUR VALUES: COURAGE, TRUST AND COMMITMENT

Issue: 02 Revision No: 00 | w.e.f 16th May 2020

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.

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Records of Changes

Rev. no	Date	Changes
Trade notice no. 43/2019	31 st Dec 2019	Port tariff and Particulars of LNG terminal w.e.f 1 st Jan 2020
Trade notice no. 07/2020	4 th May 2020	Revision of Marine Tariff applicable w.e.f 16 th May 2020
	16 th May 2020	Dumb Barge charges applicable per VCN
	16 th May 2020	LPG vessels allowed 4 hrs Free time for cargo commencement from all fast time.
	16 th May 2020	Pilot request notice for LNG and LPG vessels
	16 th May 2020	Standard time for cargo commencement and completion for LPG & LNG vessels
	16 th May 2020	Lay-up berth hire not applicable to LNG vessels
	16 th May 2020	Change in displacement B9, SB8 and SB9

THE TARIFF CHANGE PROCEDURE:-

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

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

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

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

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

Approved by	
Mr. Avinash Rai (COO)	APSEZ - MUNDRA

Introduction

Adani Ports and Special Economic Zone Limited

- Adani Ports and Special Economic Zone Ltd. (APSEZ) is the largest privately developed port in the country and a multi sector SEZ which is spread over 100 sq. km in Kutch, Gujarat India. The port is located in the Northern Gulf of Kutch, enroot major maritime routes, making it one of the country's most convenient gateway for Exim trade, It's proximity to hinterland of North and North West India, gives it a strategic advantage to serve the Industry and trade of this landlocked region, which contributes around 70% of India's total international containerized cargo.
- APSEZ has been operational since 1998 and over **139** million MT of cargo was handled during **FY: 2019-20**. Adani group's passion for converting opportunity into reality has led to APSEZ being conferred with the following awards.
 - Golden Peacock Award July 2017
 - Best Container Handling Terminal of the year by MALA Awards at Mumbai on September 2017
 - Best Private port of the year by MALA Awards at Mumbai on September 2017
 - The Maritime Nation India Environment Protection Award for best Environment Protection Award 2017.
 - "Best Terminals and Ports Operator" at the 11th Express, Logistics & Supply Chain Leadership Awards on October 2017.
 - Best Shipping port of the year award at India Cargo award on October 2017 .
 - Port of the year for Containerized Cargo at 9th Gujarat Junction 2018 – Cargo and Logistics on March 2018.
 - Private Port of the Year in Samudra Manthan Awards
 - Smart Container Terminal Award 2018 at Gateway Maritime award Delhi.
 - Best-In-Class Quality Excellence in Procurement, Best Terminal & Port Operators, Best Container Handling Port / Terminal, 12th ELSC Leadership Awards received on 04th October 2018 at Mumbai
 - Green India Award 2019 - Best Waste Management Organization of the Year.
- **Some of the salient features of APSEZ are as follows.**
 - APSEZ has a diverse cargo base including dry, bulk, break bulk, liquid, crude oil, project cargo, cars, LPG and containers which diversify its business risks and is a unique model for private ports, so far.
 - We have a large water front for future expansion.
 - APSEZ has one of the deepest drafts amongst all ports in India.
 - **30** operational berths which can accept biggest and deepest draft vessels as per draft declare in monthly draft declaration for handling dry bulk, break bulk, LPG, LNG, containers and liquid cargoes. The berths are designed to accommodate Post Panamax and Cape size vessels.
 - APSEZL has four container terminals have capacity of 6.6 million TEUs
 - Two SPMs to handle VLCC tankers for IOCL and HMEL.
 - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.
 - The West Basin is the India's largest coal import terminal. Three berths are fully mechanized and operational along with supporting infrastructure for unloading of vessels.

- **Logistical advantage due to network of unparalleled road, rail, sea, and air connectivity.**
 - APSEZ has its own dedicated 64 km private double lane rail network which is capable of handling double stack container trains. APSEZ provides logistic advantage of 380 km to the Northern hinterland of India as compared to JNPT.
 - APSEZ has good connectivity to NH 8A, NH 15 and other state highways.
 - APSEZ has a functional aerodrome capable of handling private jets. Mundra is also well connected to two commercial airports which are within a distance of 60 kms from Mundra.
 - Dry cargo infrastructure capable of handling all types of dry cargo.
 - F.C.C– Fertilizer Cargo Complex. Mechanized system for bagging and loading of fertilizer bags into railway wagons for fast evacuation of cargo.
 - Large storage capacity is available within the port in the form of open and covered warehouses.
 - Large tank farm within the Port to store liquid cargoes.
 - APSEZ aims to handle **151** million tons of cargo in the year 2020-21.

Section A

I. Policies

- **Security Policy**

"We are committed to provide a safe and secure working environment to all its 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, port shall abide by the following principles:

- Satisfy our customers by maintaining a standard of service that consistently meets the agreed requirements;
- Focus on occupational health & safety of employees, pollution prevention, preservation & protection of environment at all times and in all circumstances;
- Identify and analyse the HSE risks arising from our activities to reduce them to the lowest possible levels;
- Eliminate or reduce the potential and severity of injuries, damages to material and non-material assets, and impact on environment & community arising out of our operations;
- Conform to applicable legislations, regulations and other requirements on QHSE and take additional measures considered necessary;
- Shall strive to achieve the QHSE goals and performance objectives, using effective management system; and reviewed to improve performance;
- Develop, conduct and promote education and training to improve QHSE performance;
- Continually improve QHSE management system by monitoring, evaluating and reviewing through the definition of operational standards, assessments and audits. Communicate our policies and standards to employees, suppliers, business partners and where necessary work with them to raise their standards
- IMDG: Class 1 & 7 cargo is not acceptable at Adani port.

II. Definitions

- **Agent:** A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) Brokers, (2) Commission Merchants, (3) Resident Buyers, (4) Sales Agents, (5) Manufacturer's representatives.
- **Beam:** The width of the ship.
- **Berth:** A space for a ship to dock or anchor.
- **Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which Payment of duties is deferred until the goods are removed.

- **Break Bulk:** To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship. Loose, non-containerized mark and count cargo, packaged cargo that is not containerized.
- **Bunkers:** A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.
- **Bill of Lading :** Shall mean a documents that establishes the terms of contract between a Shipping and a Transportation company.
- **Calendar day :** A Calendar day time period is considered from midnight to midnight (i.e. 0001 to 2359hrs).
- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.
- **CB:** Container Berth.
- **CBM (CM):** Abbreviation for "Cubic Meter." CBM measurement is L x B x H.
- **CFS:** Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.
- **Cold move:** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.
- **CT:** Container Terminal.
- **Deadweight Tonnage (DWT):** Appropriate seasonal deadweight.
- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
- **Draft:** Vertical distance between the vessel's water line and the lowest part of its hull.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.
- **Drifting :** Vessel not at anchor or made fast to a berth. In simple words when a vessel is afloat and in no way is touching the ground or seabed.
- **ETA:** Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **FCFS:** First Come First Served.
- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as "Ocean Intermediaries."

- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.
- **GT:** Gross Tonnage.
- **International Ship and Port Facility Security Code (ISPS):** It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to “detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade.”
- **IWPM / OWPM:** Inward Pilot Memo / Outward Pilot Memo.
- **Idling:** If a vessel is alongside the berth without carrying out any cargo operations.
- **Kg:** Kilogram.
- **LOA:** Length Overall.
- **LPG :** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'liquefied petroleum gas'
- **Monsoon Period for Mundra port:** Monsoon period at APSEZL, Mundra 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.
- **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 Center.
- **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 berthed ahead of other vessel waiting for that berth once the berth falls vacant.
- **Overriding Priority:** If a berth has been allotted to a specific cargo/receiver, then these vessels will have priority on that berth. However if a vessel with overriding priority arrives and requires the use of that berth, she will be berthed ahead of other waiting vessels having the same cargo/receivers.
- **Ro/Ro:** A shortening of the term, "Roll On/Roll Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry Ro/Ro cargo.
- **TEU:** "Twenty feet Equivalent Unit." is an exact unit of cargo capacity often used to describe capacity of container ships.
- **Timings:** All timings will be based on Pilotage Certificate which is signed by the vessel's Master.
- **TPH:** Tons per hour.
- **Trans-shipment Port:** Place where cargo is transferred to another carrier.
- **VCN:** Vessel Call Number.
- **Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
- **Warping:** Physical shifting of the vessel maximum 100 mtrs ahead / astern on the same berth same berth.
- **WB:** West Basin.
- **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 ports 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's agents are required to declare their vessels through APMS. 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 APMS, the vessel's application for berth will not be accepted.
- 3.2** Vessel's agent have to pay in advance all the charges as per the PAA raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6 digit digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.
- 3.3** Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports or the voyage duration is around 1 day, which are required to provide one day notice.

- 3.4 Vessel which has physically arrived within the port limits or at 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 at defined position.
- 3.5 Seniority of a vessel will be counted basis the time of her physical arrival, filing of IWPM, Cargo readiness, clearance from concerned department with respect to cargo readiness, receipt of pipe check list, verification of packing list and Terminal readiness whichever is later and applicable for that vessel.
- 3.6 Contractual agreements in place: Customers who have entered into long term contracts with the Port will be given priority in berthing as per their contractual terms & conditions. Port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.
- 3.7 In case of pipe export vessels, seniority will only be considered for vessels if "80% Let Export Orders" of each type/size/ diameter of pipe is available in the Port for loading. If cargo is found to be less than the aforementioned quantity, such vessels will not be considered / discussed in Port berthing meeting and seniority of such vessels will only be considered upon meeting the aforementioned norms. Similarly for other export cargoes, seniority will only be considered provided 80% with LEO of the cargo is inside the Port.

4. General guidelines for all Vessels

- 4.1 The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If a vessel's engine or steering fails during any point of the berthing / un-berthing / shifting manoeuvre, it will be treated as cold move and will be charged as per Port tariff.
Note: If vessel engine fails during outward Pilotage and cold move charges become applicable to such vessels, the vessel may be required to wait at anchorage until payment confirmation for cold move charges is received from the vessel owners.
- 4.2 Any vessel deficiency must be reported to the port well in advance through email to Portopscenter portopscenter@adani.com or through VHF on Channel 77 to Mundra Marine Control 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 manoeuvres will be considered as cold move and charged as per Port tariff.
- 4.3 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.4 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion.
- 4.5 Priority berthing is also granted to long term contractual partners, as a general rule, ousting priority is not available. However if the port is forced to grant ousting priority to any vessel for whatsoever reason, all related charges including but not limited to viz. shifting, time lost, equipment idling etc will be payable by the vessel requesting ousting priority.
- 4.6 A '90 minute' notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice has to inform Port Control well in advance through her agent or via Port VHF working Channel.

- 4.7 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.
- 4.8 By making an application for an accepting the berth or other services and facilities in the port, the Vessel and the agent agrees to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.
- 4.9 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.
- 4.10 **Government Cargoes:** The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time). Priority berthing is also granted to long term contractual partners.
- 4.11 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. For all pipe export vessels, vessel is to be declared with duly filed "Pre Arrival Check list". In absence of same, APSEZ will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Mundra roads. However the vessel will be considered for berthing seniority only after berthing clearance is received from Dry cargo or Marketing Team as required by the Port. Above procedure will be followed for all vessels arriving in port for import/export of bulk cargoes.
- 4.12 All ships calling the port to get free pratique clearance from the Port Health Officer, prior their arrival. In case vessel requires boarding of PHO for clearance the port will take 1.5 hrs notices for berthing of vessel after it is cleared by PHO.
- 4.13 In case of project cargo, containers or ODC if a variation in Weight / Dimensions between declared cargo weight / Dimensions and actual cargo weight / Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.

5. Clarification regarding acceptance of Notice of Readiness time

- 5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 5.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area, than the anchor dropped time will be considered as NOR time.
- 5.3 In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time of filing the inward pilot request will be considered as NOR time.
- 5.4 In case a vessel physically arrives at a distance of 1 mile from Port's pilot station and waits for pilot to board the vessel without dropping anchor then the time of arrival to such position which is 1 mile from PBG will be considered as NOR time. The time of arrival along with NOR time has to be communicated and confirmed with Marine control on CH-77.

6. Daily Port Berth Planning Meeting (Port Operation Center)

The Port holds Daily Berth Planning Meeting at 1100 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 through auto Tentative Berth Plan by 1200 hrs and 1800 hrs through Port Operation Center. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

7. Dry cargo breaks timings

- 7.1 0900 to 1000 hrs Shift change.
- 7.2 1300 to 1400 hrs Lunch Break.
- 7.3 2100 to 2200 hrs Shift change.
- 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.
- 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 Board will be strictly adhered to.
- 8.1.6 Vessel should arrive and depart the port either on even keel or with a positive trim and minimum list. In no case should the vessel be trimmed down by the head or have a list of more than 0.3 degree. In case a vessel is found to be trimmed down by head, the movement of such a vessel may be cancelled for safety reasons as such vessels are very sluggish in handling which is not acceptable in a strong tidal port. Such vessels will be provided pilot only after they have corrected their list and trim. For container vessels which have trim up to 40 cm down by head shall be permitted on case to case basis on prior intimation to Port Control.
- 8.1.7 Draft survey of a vessel which is down by head and listed more than 0.3 degrees will not be conducted unless the vessel comes on even keel and reduces the list to 0.3 degrees. All delay, detention and cost arising from negative trim, list exceeding 0.3 degrees and inability to comply with minimum draft and trim requirement will be on vessels account.
- 8.1.8 Delivery order has to be submitted by the agent to the Port prior berthing of the liquid vessel. Without DO, the vessel will only be berthed if the agent gives in writing that the agency agrees to pay the storage rent and / or any charges which may become payable due to the agent holding the delivery of the cargo.

- 8.1.9 Vessels shall be un-berthed only after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues. No marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
- 8.1.10 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final.
- 8.1.11 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting. Decision of the port on berth planning and allocation will be final and binding on all concerned.
- 8.1.12 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

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

- 8.2.1 If the vessel is considered unsafe or hazardous for port safety.
- 8.2.2 If the vessel is equipped with poor and unsafe cargo gear.
- 8.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- 8.2.4 In case the weather deteriorates or is likely to deteriorate.
- 8.2.5 If the stowage of cargo is improper or incorrectly declared.
- 8.2.6 The vessel is under performing as per port norms or idling at the berth without proper justification, the vessel will be un-berthed and applicable shifting charges will have to be borne by the vessel.
- 8.2.7 Makes a request for early un-berthing.
- 8.2.8 Has made a wrong declaration.

- 8.3** Performance of the vessels which are alongside the berth would be continuously monitored up to 08:00 hrs and will be discussed in the Daily Berth Planning Meeting. If a vessel is underperforming, the vessel's agent will be advised in writing to improve the vessel's performance. If by next day 08:00 hrs, the vessel's performance is still found to be unsatisfactory, a notice may be served to the Master to un-berth the vessel. Work stoppages beyond the control of the vessel or the Port will be excluded while evaluating the performance. Reasons such as lack of cargo and documents, poor or uneven stowage, unusually slow and unproductive cargo handling gears will not be accepted as valid reasons for poor performance of the vessel.

- 8.4** The port shall remove a vessel from the berth on vessel account if, the vessel is unable to meet port's productivity norm due to failure of her equipment and the port is not in position to provide shore resource. The shifting of the vessel from berth will however be done only if another vessel arrives and requires the use of that berth.
- 8.5** 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. Pilotage charges will be charged in case of turnaround movement.

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. In case the vessel cannot commence her cargo operation within 3 hours, layup berth hire as per Port Tariff shall be applicable.
- 9.2 A vessel wanting to over stay beyond the allowed 3 hrs after cargo completion shall make a request for over stay at least 2 hrs prior vessel's sailing time. Such a request will be accepted on case to case basis provided there is no vessel waiting for the use of the berth and the Port has not planned any maintenance activity on the berth. The Port's decision on such request would be final. In case, the Port refuses permission to over stay, the vessel will have to vacate the berth. The additional time beyond 3 hrs will be given on lay-up berth hire till the outward pilot request time.
- 9.3 If cargo stoppage is more than 2 hours due to failure of vessel equipment's or gear, idling at berth or for any other reasons. Lay-up berth hire as per Port Tariff shall be applicable as per conditions laid below.
- 9.4 Total cargo stoppages should not exceed 2 hours during the entire port stay of the vessel or else lay-up berth hire will become applicable.
- 9.5 Whenever a vessel is given due notice by the Port to vacate the berth on account of either under performance or for safety reasons and the Master of the vessel refuses to vacate the berth after 2 hours of due notice by the Port, the Port will charge 2 times the berth hires as mentioned in the port tariff in addition to berth hire charges. Pilot detention and cancellation charges where applicable will be as per Port Tariff.
- 9.6** LPG vessels should be ready for commencement of cargo operation in all respect within 4 hours of all fast time. In case the vessel cannot commence her cargo operation within 4 hours, layup berth hire as per Port Tariff shall be applicable.

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 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, vessel is Idling due to equipment failure and another vessel arrives and requires the use of same berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 10.3 Additional stay at berth after cargo completion may be permitted if there is no vessel waiting for the berth. The request for additional berth stay at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel has to vacate the berth within 2 hours of receiving notice if the berth is required by Port or else "Non vacating of berth" charges as applicable will be applied on the vessel.
- 10.4 Layup berth hire charges will not applicable to Country crafts, SPM, HMEL, **LNG, STS** and container Vessels, unless the Port has requested the Vessel to vacate the berth and if Vessel refuses to do so.
- 10.5 Layup berth hire will not applicable on Tug which has towed with 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 Lay up berth hire will not be applicable if there are cargo stoppages due to bad weather condition/rains unless the cargo was already stopped prior start of bad weather/rains period. The timings will be taken from respective SBU.
- 10.7 Port will not charge layup berth hire charges on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater / waste collection. This will be subject to the following conditions:
 - 10.7.1 There are no vessels waiting for that berth.
 - 10.7.2 The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
 - 10.7.3 The request for additional berth stay should be made at least 3 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
 - 10.7.4 The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

11. Import / Export voyage in same VCN

- 11.1 As a general rule after completion of discharge operations, a vessel has to vacate the berth for other vessels waiting at the anchorage. If the same vessel is fixed for loading, her arrival

time for loading operation will be considered only after she has completed her previous cargo and is thereafter ready to load cargo in all respects.

- 11.2 In case a new VCN is issued upon request, the second call will be treated as a fresh call and all marine dues will be applicable to the vessel.
- 11.3 After completion of Import cargo, if vessel goes outside of the port limits for hold cleaning / operational requirements and coming back to load export cargo in same vessel, then New VCN will be provided for Export cargo operation. All the charges will be applicable as per BPTS.

12. Anchorage charges

Anchorage charges will be applicable from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below.

- a. Those vessels which are governed by individual long term Marine services contracts.
- b. SPM vessels which will continue to be charged as per their contracts or the full anchorage rates.

13. Documents require in prescribed format through APMS/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 - MAR/ F/ 003
- b. Vessel & cargo particulars part A - MAR/ F/ 011
- c. Vessel acceptance navigational checklist- Part B
- d. International Tonnage certificate.
- e. Ship particulars.
- f. P&I certificate
- g. Certificate of Class
- h. Agency appointment letter from Owner of vessel
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. International oil Pollution Prevention Certificate
- l. 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 24 hrs 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
- j. 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

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

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

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

MMPT (Dry, Liquid, LPG and Containers)	
Inward Pilot request	Minimum notice 1 hrs 45 minutes from Pilot request time
Outward Pilot request	Minimum notice 1 hrs 30 minutes from Pilot request time
<p>Pilot Cancellation and amendment can be accepted through email to portopscenter@adani.com or through VHF on Channel 77 to Mundra Marine Control with minimum 1 hrs notice for inward pilot request and 45 minutes notice for outward pilot notice. 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.</p>	
WEST BASIN	
Inward Pilot request	Minimum notice 2 hrs from Pilot request time
Outward Pilot request	Minimum notice 2 hrs from Pilot request time
<p>Cancellation and amendment can be accepted for IWPM minimum 1 hour before POB and for OWPM 45 before POB.</p>	

SPM, STS and LNG Vessels	
Inward Pilot request	IWPM to be filed with 6 hrs notice during office hrs (0900 hrs to 1800 hrs) and 18 hrs notice after office hrs (1800 hrs to 0900 hrs). In case of back to back vessels (one vessel working at SPM and another vessel to be berthed after casting off working vessel), the IWPM to be filed with 6 hours' notice during office hrs (0900 hrs to 1800 hrs) and 18 hrs notice after office hrs (1800 hrs to 0900 hrs). Minimum 2 hours will be necessary between the times the working vessel to is cast off to the POB time of next vessel.
Outward Pilot request	For SPM and LNG Minimum notice of 2 hrs from Pilot request time.
<p>Note 1: For Berthing of STS vessels, berthing Pilot will be provided 3 hrs after receiving clearance from loading master however minimum notice as per above will be maintained.</p> <p>Note 2 : Cancellation and amendment of inward pilot memo for SPM and LNG vessels will have to be done at least 3 hours before POB time or else pilot cancellation charge before boarding will become applicable.</p>	

15. Swapping of Seniority

Swapping of berthing-seniority between vessels may be permitted by the Port provided the agent or agents of the affected vessels and /or the respective cargo interests jointly request the Port for exchange of seniority in the pre scribed application form and agree to indemnify the Port against any claims whatsoever may arise there from. The agency which intends to swap the seniority of its vessels must take into consideration other agents whose vessel will be adversely affected due to swapping of seniority. LOA / Productivity of vessel being swapped will be considered before accepting the swapping request.

16. Shifting of vessels

- 16.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience "is defined to mean the following:
- 16.2 If a working cargo vessel at berth or at mooring point 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 on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".
- 16.4 Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.5 Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".

- 16.6 Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE"
- 16.7 Whenever as vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 16.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 16.9 Similarly shifting charges will also be applicable in the following cases of shifting:
 - 16.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - 16.9.2 Vessels which are idling at berth without doing any cargo handling operations.

17. Immobilization Permission

If vessel wants to carry out M/E maintenance work during her Port stay the Port will grant Immobilization permission subject to the following terms and conditions on port's discretion. After completion of permitted time, fresh Immobilization requisition has to be filed for completion of the remaining work. The Immobilization should be completed prior to completion of cargo operations. The Master of the vessel should inform Marine Control on VHF Ch-77 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 Mundra Port has strong tidal currents or off shore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.
- 17.6 Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request then once permission granted the charges will remain applicable.

18. Standard time for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
18.1	Containers	IMPORT / EXPORT	Cargo commencement takes place after unlashing of containers the first container loaded or unloaded.	After handling of gearbox the last container loaded or unloaded.

18.2	Bulk	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
18.3	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.
18.4	Liquid, LPG	IMPORT	When cargo passes the ships manifold into the shore line.	Air blow completion time and when receiver gives the go ahead for hose disconnection. For LPG vessels Hot Gas completion time.
		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

Berth	LOA (Mtrs)	Displacement (MT)	Order of priority for Berth allocation	Present Liquid Pipeline Connectivity
MUNDRA MULTI-PURPOSE TERMINAL (MMPT)				
B-1	295	90000	As per declared policy. Clause D of BPTS page 11.	1) 2 x 8" dia SS (POL-White Oil/ Chemicals) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemicals) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil) 9) 2x12" dia (MLA) for handling LPG cargoes
B-2	185	40000	As per declared policy. Clause D of BPTS page 11.	1) 2 x 8" dia SS (POL-White Oil/ Chemical) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemical) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil)
B-3	230	90000	As per declared policy. Clause D of BPTS page 11.	1) 1 x 8" dia SS (POL-White Oil/ Chemical) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemical) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil).

				7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil)
B-4	230	90000	As per declared policy. Clause D of BPTS page 11.	1) 1 x 8" dia SS (POL-White Oil/ Chemical) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemical) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil)
B-5	575	180000	As per declared policy. Clause D of BPTS page 11.	1 x 12" dia Bunker Line (Black Oil).
B-6	Meters	180000		1 x 12" dia Bunker Line (Black Oil).
B-7	441	63000		1 x 12" dia Bunker Line (Black Oil).
B-8	Meters	63000		1 x 12" dia Bunker Line (Black Oil).
B-9	794	100000		General cargo berth, no bunker lines.
B-10	meters	74000		General cargo berth, no bunker lines.
B-11		74000		General cargo berth, no bunker lines.
B-12	195 meters	74000		General cargo berth, no bunker lines.
Barge Berth	80	4200	NONE	1 x 12" dia Bunker Line (Black Oil).
Mundra SPM	350	360000 (DWT)	NONE	1 x 48" Dia Pipe Line along with 2 x 16" Dia Floating Hose Connections.
HMEL SPM	350	320000 (DWT)	NONE	1 x 48" Dia Pipe Line along with 2 x 16" Dia Floating Hose Connections.
WEST BASIN				
WB-1	1510 Meters	266000	As per declared policy. Clause D of BPTS.	Bunker and fresh water lines not available presently.
WB-2		266000		
WB-3		266000		
WB-4		321000		
MUNDRA INTERNATION CONTAINER TERMINAL [MICT]				
CB-1	630 Meters	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by MICT on FCFS basis.	1 x 16" dia Bunker Line (Black Oil).
CB-2		180000		1 x 16" dia Bunker Line (Black Oil).
ADANI MUNDRA CONTAINER TERMINAL [AMCT]				
CB-3	630 Meters	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by AMCT on FCFS basis.	1 x 16" dia Bunker Line (Black Oil).
CB-4		180000		1 x 16" dia Bunker Line (Black Oil).
ADANI CMA MUNDRA TERMINAL PRIVATE LIMITED (ACMTPL)				
SB-4	650 Meters	231600	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by ACMTPL on FCFS basis.	1X 14" dia Bunker Line (Black Oil)
SB-5		231600		
ADANI INTERNATIONAL CONTAINER TERMINAL PRIVATE LIMITED (AICTPL)				

SB-6	1460 Meters	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by AICTPL on FCFS basis.	1X 14" dia Bunker Line (Black Oil)
SB-7				
SB-8				
SB-9				
LNG	355 meters	180000	As per declared Policy	

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 Non container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum of 6 hours' notice for shifting will be given to the vessel.
- 19.3 A minimum safe clearance of 35 meters will be maintained in between vessels.
- 19.4 A Minimum safe clearance of 75 meters is required during berthing of PCC (Car Carriers) While minimum safe clearance of 65 meters is required during un-berthing of PCC (Car carriers).

20. Berth allotment criteria

BERTHING POLICY	
Berth- 1	Priority for LPG vessels.
Berth- 2 , 3 & 4	Priority for Liquid cargo.
Berth 5	Priority for container vessels.
Berth- 6,7 & 8	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- 9,10,11 & 12	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
MICT, AMCT, AICTPL and ACMTPL	Container and RoRo vessels are accepted basis their berthing windows as agreed between the Shipping Line and the concerned Container Terminal.
WB-1	Ousting priority berth for M/s Coastal Gujarat Power Limited vessels.
WB-2	1) Priority berthing for M/s Coastal Gujarat Power Limited (CGPL) vessels arriving as per binding forecast. 2) In case, CGPL not opting to berth vessel at WB-2, then priority berthing for APL vessels.
WB-3	1) In case, CGPL opting to berth vessel at WB-2, then priority will be given to APL vessel at WB-3. 2) For other cases other than mentioned in 1) APL and Non APL vessels will be berthed alternatively. For the purpose of this clause APL vessels berthed due to condition 1) will not be counted in this priority.
WB-4	Not Available for cargo operation till further orders.

Notes:

- 20.1** Tankers arriving from within Gulf of Kutch shall give a minimum of 24 hrs notice of Arrival (NOA) with an indication of the IWPM filing time with 3 hours accuracy.
- 20.2** If the vessel (as per point no-4.1) arrives outside the 3 hours window or files her IWPM outside the 3 hours window, it will be considered for berthing only after 24 hrs.
- 20.3** The port has capacity and necessary infrastructure to handle 2 steel vessels and 3 bulk vessels at any given time. Decision to accept additional vessels will be taken on case to case basis by Dry Cargo Operations Team.
- 20.4** Priority berthing will be given for M/s Welspun Corp Ltd (Export Steel Cargo), the vessel will be accommodated at any of the berths at T-2 and T-3 Terminal subject to berth parameters. Only one priority vessel of Welspun will be considered at a time.
- 20.5** The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 20.6** 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.
- 20.7** A vessel missing her turn at MMPT must provide her readiness within 6 hrs. In-order to retain seniority for berthing. As regards West Basin, the berthing policy as mentioned above will be enforced as the Port has to comply with contractual agreements.
- 20.8** West Basin Seniority of the vessel will be considered as per port discretion if cargo space available less than 80% inside the Port backup yard.

21. Priority berthing guidelines for liquid tankers

For Tankers: Priority berthing for tankers will only be accepted if they will be occupying the berth for-less than 26 hours. The time will be counted from first line ashore to all cast off.

- 21.1** Priority berthing will be allowed for up to 2 vessels at a time on FCFS basis.
- 21.2** Priority berthing is only applicable for dedicated Liquid cargo berths.
- 21.3** Any vessel requesting priority berthing is required to give at least 24 hrs notice basis ETA at Mundra Port limit. No request for priority berthing will be accepted, if the notice is less than 24 Hours.
- 21.4** Once a vessel has requested priority, the same can be cancelled or withdrawn up to 12hrs before her arrival ETA at the Port Limit without attracting priority cancellation charges.
- 21.5** Priority cancellation charge of will be levied as per tariff in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA.
- 21.6** If a vessel berths without superseding any other vessel, priority berth charges will not be applicable to the vessel.

- 21.7** Port will not keep berth vacant for any priority vessel and seniority sequence will be maintained as usual till arrival of priority opted vessel. The vessels priority starts from her arrival time and accordingly she will be given first preference amongst the waiting vessels. The vessel's ETA must be updated every 06 hrs in the last 24 hours.
- 21.8** The next vessel seeking priority will be accorded the same 26hrs after un-berthing of 2nd priority vessel.
- 21.9** The vessel which avails priority berthing will be required to pay 100% additional berth hire as applicable as per prevailing Port Tariff. In case of vessels having import as well as export cargo, the following will apply:
- 21.9.1** Vessel's berth stay cannot exceed 26 hours as given above.
 - 21.9.2** If there is another vessel waiting for berth, the priority vessel will shift out on completion of the cargo for which priority berthing had been sought.
 - 21.9.3** The vessel, berthed on priority, after shifting out will re-berth as per her new seniority as per BPTS.
 - 21.9.4** In case a vessel which is berthed on 'priority terms' is unable to complete the cargo operations and sail out within 26 hours, then Layup berth hire charges as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS. In case the vessel is delayed beyond 26 hours for the fault of the vessel, the Port reserves the right to shift the vessel to anchorage at her cost, subject to another vessel waiting for occupying the berth. The vessel / agent / shipper / consignees agree to give an undertaking to pay the charges for priority berthing in advance. Priority will be accorded as per Port's discretion. In case of any dispute, the Port's decision will be final.

22. Berthing / Un-berthing guidelines for vessels

Berthing:	
B-1, B-3, B-12, LPG	a) POB: At any time. (Same for LPG). (EXCEPT FROM 01:30 to PRINTED TIDE TIME) (E.g. = Tide 1800, POB cut off 1630 hrs. Next POB 1800 hrs)
B-2	POB 30Mins after HW to 2Hrs before LW.
B-4	a) P/S A/S : POB - PRINTED LW to 2Hrs before HW. b) S/S A/S : POB at printed HW to 2Hrs before printed LW. Max permissible LOA= 190 m.
B-5, B6	a) LOA < 100 m : Berthing using single tug, POB will be 2Hrs 30Min before LW to HW. b) LOA <= 210 m with Draft <= 12m : POB anytime c) LOA > 210 m with any Draft : POB 2 Hrs before to 1 Hour before HW and 1Hr 30Min before to 30 Min after LW subject to 10% UKC. d) LOA > 245 m with draft >= 13m : POB will be 2 hours before HW. e) LOA > 100 m to 210m and draft >12 m: POB 2Hrs 30Min before LW to 1 Hour before HW CG/Navy Craft: POB 2Hrs 30Min before LW to 1 Hour before HW E.g= LW 1200 HW 1800, Berthing window 0930 to 1700 Hrs.
B-7, B-8, B8A	a) POB - 01 Hr 30Min before printed tide. b) For berthing B-8 and B-7 in same tide: POB for B-8 = 1Hr 45 min before tide and POB for B-7 = 1 Hr 15 min before tide. c) B-8: Max. permissible draft < 10.5 m d) B 8A : Max LOA = 130 m, Berthing upto Bollard No. 37.

	<p>e) B-8A: No night berthing permitted with B8 occupied, f) B-8A: If P/S A/S then min clearance between B-8 and B-8A > 75 m. CG/Navy Craft: As per existing berthing guidelines. g) Dhow boat Berthing at B7 and B8: Berthing can be done from 1:30 to 1:00 before printed tide time tide</p>
B-9	<p>a) P/S A/S, LOA < 210m : POB from HW to 2Hrs before LW. Only if 60 m clearance from B-10 vessel b) S/S A/S (LOA and draft as per berth parameters): POB from LW to 2Hrs before HW.</p>
B-10,11	<p>a) POB - At anytime (EXCEPT FROM 02 hr TO PRINTED TIDE TIME) (E.g. = Tide 1800, POB cut off 1600 hrs, next POB 1800 hrs.)</p>
MICT & AMCT	<p>a) LOA <= 305 m : POB any time. b) LOA > 305 m tide range <= 5 m: POB any time. c) LOA > 305 m with tide range >5 m: POB 02 Hrs 30 Min before to 30 Min after printed tide subject to 10% UKC. d) PCC BERTHING : If SW wind more than 15 kts , POB 01:30 Hrs before HW to printed LW .(CONVERSE FOR "NE"ly WIND</p>
AICTPL & ACMTPL	<p>a) LOA <= 340 m : POB any time. b) LOA > 340 m with Tide range <= 4.5m : POB anytime. c) LOA > 340 m with tide range >4.5 m: POB 02 Hrs 30 Min before to 30 Min after printed tide subject to 10% UKC. CG/Navy Craft:POB - 01 Hr 30Min to 30. min before printed tide.</p>
West Basin	<p>a) Draft <= 14.5 m : POB 2.5 hrs before to 30 min before printed tide subject to 10% UKC. b) Draft > 14.5 m : POB 2.5 hrs before to 1.5 hr before printed tide subject to 10% UKC. c) For Bunker Barge (AEL): POB 2hrs before to printed tide time.</p>
SPM	<p>a) SPM Berthing : Daylight hours only. b) If wind and tide from same direction or adverse wind <= 15 Knots : SPM POB from 30Min after printed tide to 03Hrs before next tide or sunset whichever is earlier. c) If wind and tide from opposite direction and adverse wind speed > 15 Knots. i) POB time to be 1Hr after change of tide, if tidal range > 2.5 mtr. ii) POB time to be 1Hr 30Min after change of tide if tidal range <= 2.5 mtr. IOCL Tanker- Jetty leaving 50 Min before POB HMEL Tanker- Jetty leaving 65 Min before POB Mooring to SPM = Mooring to be done up to wind speeds of 30 knots, when direction of the wind is forward of the beams and up to 20 knots when wind is from quarters or right astern when on final approach. Wind speed limits while discharging at the SPM. A) STOP CARGO - AT 30 KNOTS. B) CAST OFF FROM SPM - AT 35 KNOTS.</p>
STS	<p>a) STS Berthing: Daylight hours only. b) If wind and tide from same direction or adverse wind <= 15 Knots : STS POB from 1 hour after printed tide to 02 Hrs before next tide or sunset whichever is earlier. c) If wind and tide from opposite direction and adverse wind speed > 15 Knots: STS POB from 1.5 hour after printed tide to 02 Hrs before next tide or sunset whichever is earlier. d) Number of Tugs - 2 Note: The STS berthing should not be done/cargo to be stopped and vessel to be unmoored, if wind speed is > 25 knots or swell height exceeds 1.8 metres</p>
LNG	<p>a) LNG Berthing: Daylight hours only: 30 minutes before sunrise to 2 hrs before sunset. b) Between tide time to 2.5 hrs before next tide. Example: HW 0758 LW 1419 so the window would be from 0800 Hrs to 1150 Hrs c) Port can take deviation if required but on specific permission from HOD Marine. A) Berthing - 25 KTS B) Stop Cargo - 30 KTS c) Cast Off - 35 KTS</p>

Un-berthing:	
B-1, B-3, B11, B-12, LPG	a) POB - Any time (Same for LPG Tanker)
B-2	a) POB 01Hr before printed HW to 01Hr before printed LW (With Favourable wind or with adverse wind <= 20 Kts). b) With Adverse Wind > 20 Kts or draft > 9 m : POB 30 mins after HW to 01 hr before LW.
B-4	a) P/S A/S: POB 01Hr before printed LW to 01Hr before printed HW b) S/S A/S : POB anytime.
B-5,6	a) Draft <= 13 m : POB anytime subject to 10% UKC being available during the vessel transit. b) Draft > 13 m: POB 02Hrs 30Min before HW to 1Hr before HW
B-7,8, B-8A	a) P/S A/S : POB any time sub to 10% UKC. b) S/S A/S (Draft <= 8.5 m): POB 2Hrs 30 Min before HW to 30Mins after LW. c) S/S A/S (Draft > 8.5 m): POB 2Hrs before HW to 30Mins after LW. NOTE: NO NIGHT UNBERTHING FROM B-8A WITH B-08 OCCUPIED.
B-9,10	a) P/S A/S : POB anytime b) S/S A/S: POB 1 hour before LW to 1 hour before HW.
MICT, AMCT & AICTPL ACMTPL	a) POB - Any time subject to 10% UKC being available during the vessel transit.
West Basin- 1,2,3,4	a) LOA <= 230 m in ballast : POB 2Hrs 30Mins before to 30 mins after printed tide. b) LOA > 230 m and Draft <= 13 m : POB 2Hrs 30mins before printed tide to printed tide subject to 10% UKC during vessel transit. c) LOA > 230 m and Draft > 13 m : POB 2Hrs before printed tide to 30 mins before printed tide subject to 10% UKC during vessel transit. d) For Bunker Barge (AEL): POB 2hrs before tide to printed tide time.
SPM, LNG, STS	Unberthing - any time

IV. Marine Tariff

A. PORT DUES:

\$ 0.054180 Per GT of Vessel
[Except SPM vessels] / Per VCN.

Minimum Charges **\$ 275** per vessel is applicable.
(Port Dues is payable per vessel call and is valid for a maximum of 30 days)

1.1 50% discount on anchorage charges for vessel calling at Mundra Port only for miscellaneous services like bunkers, repairs, crew change and other documents formalities and not for cargo operations. If vessel requires to berth then up to 24 hrs normal berth hire will be applicable. Lay up berth hire will be applicable if berth stay exceeds more than 24 hrs. [Except SPM vessels].

B. PILOTAGE CHARGES PER GT OF VESSEL :

\$ 0.699400 per GT, for vessels with GT less than 10,000.	Minimum \$ 2100	For vessel up to 3000 GT.
	Minimum \$ 6550	Vessel from 3001 - 15000 GT
	Minimum \$ 13125	Vessel from 15001 and above

\$ 0.825300 per GT, for vessels with GT 10,000/- and above.

Includes one Berthing and one Un-berthing.
Note: All the tugs will be used on chargeable basis for berthing / Unberthing vessel in Mediterranean moor position. It will be an addition to pilotage charges.

C. MOORING CHARGES

\$ 0.017360 Per GT per VCN

Mooring charges is not applicable to LNG, SPM, STS and to vessels not using berth facilities.

D. PILOT ATTENDANCE CHARGES :

Pilot Attendance Charges

\$ 100 per hr

When a pilot is required to stay on board the vessel on request of the Master or when the port decides to post a pilot for safety of the vessel / port.

E. PILOT EXEMPTION CHARGES

Pilot Exemption Charges

\$ 900 / Exemption Certificate (Maximum validity 30 days)

F. BERTH HIRE CHARGES

\$ 0.009135 per GT per Hour
(First line ashore to All cast off)

Minimum Charges **\$ 640** per day is applicable

Note: 1. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not used berth then arrival date will considered for exchange rate.

G. LAY UP BERTH HIRE :

Lay up Charges (First line ashore to All cast off) is Same rate as berth hire and applicable in addition to the berth hire. Minimum berth hire charges is applicable for those vessels which call Mundra 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 from all fast to cargo commencement and cargo completion to outward request time respectively.
- 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 charged in addition to normal berth hire for the duration that the vessel requires the use of the berth but is not carrying out cargo operations.
- 1.4 The vessel is allowed to stay on the berth on payment of Layup berth hire provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.
- 1.5 In case cargo stoppage more than 2 hrs during entire operation.
- 1.6 **LPG vessels if unable to commence cargo within 4 hrs of all fast and unable to book OWPM for sailing within 3 hrs of completion time.**

H. NON BERTH VACATING CHARGES :

Non berth Vacating charges:

2 times the berth hire as mentioned in the port tariff (minimum berth hire charges will be applicable). This charge is in addition to berth hire charges.

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

<p>\$ 0.009135 per GT per Hour (First line ashore to All cast off)</p>	<p>1. Liquid tankers which avails priority berthing will be required to pay priority berthing charges and it will be in addition to the berth hire. All terms and condition will be applicable as per the BPTS page 24.</p> <p>2. Priority cancellation charges for liquid tankers \$ 614.04 Will be levied in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA.</p> <p>3. In case a liquid tanker which is berthed on 'priority terms' is unable to complete the cargo operations and sail out within 27 hours, then Layup berth hire (\$ 0.009135 per GT per hour) as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS.</p>
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J. ANCHORAGE CHARGES

<p>\$ 0.001020 per GT per hour.</p>	<p>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:</p> <p>1.1 Those vessels which are governed by individual long term Marine Services Contracts.</p> <p>1.2 SPM vessels which will continue to be charged as per their contracts or the full anchorage rates.</p> <p>1.3 Drifting within the port limit is generally not permitted. Drifting on case to case basis may be permitted by Mundra port control. Vessel drifting more than 3 hours within the port limit will be charged, anchorage time will be considered from the time of vessel arrival.</p>
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K. BERTHING PROCESS CHARGES :

Pilotage Cancellation Charges	\$ 500	If cancelled between 1.00 hrs till pilot Boarding.
	\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	Up to 30 minutes delay from the nominated pilot boarding time.
	\$ 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	\$ 500	If cancelled between 45 minutes till Pilot boarding.
	\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	\$ 475	Up to 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	For subsequent delays on a slab of 30 minutes.

Note: Pilot cancellation and detention charges will not be applicable if the vessel is cancelled or delayed due to cold move / bad weather condition and it should be approved by concern HOD.

M. SHIFTING / TURNAROUND CHARGES		
Shifting & Turnaround Charges	Same as pilotage charges	However minimum pilotage charges will be applicable as per point B page 27
N. WARPING CHARGES PER GT OF VESSEL :		
Warping charges	50 % of pilotage	
O. DUMB BARGE :		
\$ 1975 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. 	
P. VESSEL DEFICIENCIES :		
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	\$ 300 Per incident	In case of unsafe pilot boarding / Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters.
Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per Movement for use of electronic navigational equipment.	\$ 300 per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, Speedlog will only be berthed / Unberthed using ports electronic navigational equipment.
Charges for Failure to report critical equipment Deficiency in advance.	\$ 300 per Movement	Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.
Failure of mooring winches, windlass or capstan during berthing / un-berthing operations.	\$ 300 per failure	Pilot detention charges will be in addition to this charge.
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	\$ 300 per declaration	In case of wrong declaration of arrival / departure draft.
<ol style="list-style-type: none"> 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. 	\$ 300	For each incident.
Anchor missing, Single Anchor Missing / anchor fluke damage	\$ 300 applicable per movement	An additional Tug will be applicable to Berthing vessels if both anchors are missing.

Q. TUG / BOAT HIRE CHARGES :

Tug hire for transportation (per trip).	\$ 1755	For maximum 5 hours and \$ 440 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 (For 5 MT)	\$ 2000	In addition to tug hire charges in case the ship's stores are carried in excess of quantity 500 kgs. (Max Quantity not allowed more than 10 MT per tug per trip. (Additional \$ 200 per Metric ton is applicable for Store supply in excess of 5 MT)
Service boat (per hour).	\$ 200	Allowed at alongside berth only during fair weather.

Note: If tug is hired for medical purpose (passenger/crew injury) then charges for same will be borne by the vessel agent.

The availability of tugs for transportation of passenger is not guaranteed as vessel movements have priority over such request. The Port shall not be responsible to the hirer for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire. The hirer shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from the use of the tugs during the period of the supply on hire to any property belonging to the port including the tugs or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life or property may have arisen due to any act or default of any employee of the Port.

R. COLD MOVE CHARGES :

1.1 Planned Cold Move	<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> <p>All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p> <p>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>
1.2 Un planned Cold Move	<p>If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / un-berthing / shifting / warping manoeuvre (irrespective of the fact whether movement is on vessel/Agent or on port account), the same will be treated as a cold move and charged to the vessel/agent. Additional tugs if used for the movement will be charged as per port tariff on an hourly basis. Cold move charge is in addition to the normal Pilotage charge.</p> <p>Unplanned cold move charge as at the rate of 1.5 the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>

S. PIPE LINE CHARGES FOR LIQUID TANKERS

\$ 0.0373 per MT	Pipeline usage charges applicable on all Liquid cargo Vessels calling at Mundra other than for Vessels which are governed by long term contractual agreements such as HMEL, IOCL & HPCL.
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T. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :

\$ 250 for the first 24 hrs	<p>Immobilization permission will be granted at port's discretion. An immobilization charge for the first 24 hrs is payable, and thereafter at the rate of \$ 125 per 12 hours slab. Failure to take prior approval will result in additional charges as per note 2 of Page 33.</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.
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U. ADDITIONAL TUG HIRE CHARGES :

\$ 800 Per Hour per Tug	<p>Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer.</p> <p>In case of bad weather tug assistance will be provided on chargeable basis for any activity.</p>
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V. CHARGES FOR OIL SPILL POLLUTION RESPONSE.

\$ 35100 Per spillage	USD \$ 35100 + charges as per actuals based on resources mobilised.
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W. TARIFF FOR BOLLARD PULL TEST :

Bollard Pull Test	<p>a. \$ 2700 for tugs up to 100 tons.</p> <p>b. \$ 5400 for tugs above 100 to 150 tons.</p> <p>This is inclusive of Port Dues, berth hire, pilotage and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).</p>
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X. TARIFF FOR DIVING OPERATIONS :

1.1	Diving charges	\$ 4400 for 4 hrs with DSV Dolphin 11 (Diving will only be done during slack tide).
1.2	Videography Charges	\$ 1800 per hr in addition to tug hire charges as above.
1.3	Diving services by outside agency	<p>a) License Fee of \$ 500 per vessel per day.</p> <p>b) If videography done by external agency then \$ 500 will be applicable in addition to license Fee.</p> <p>c) The external agency should have certified divers.</p> <p>d) In case a Service boat is required for carrying out diving operation on a ship which is alongside, the charges for the same will be \$ 200 per 1 per hour.</p>

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

Y. MISC SERVICE CHARGES:

1.	Creation of APMS/IPOS/SMART EPIC request number behalf of agent for vessel declaration	\$ 100	Per request [exception for agent's first five vessels]
2.	Security	\$ 55	Per 8 hrs shift /per Guard.
3.	Security Vehicle (with driver).	\$ 105	Per 8 hrs shift
	(i) Shift time: 0700 hrs to 1500 hrs, (ii) 1500 hrs to 2300 hrs , (iii) 2300 hrs to 0700 hrs.		
4.	Oil rags removal & Disposal	\$ 450	Per CBM
	Garbage collection at berth	\$ 150	Per collection / Trip
	Bio Medical waste	\$ 150	Per collection
	Sewage collection	-	charges case to case basis

	Noxious liquid substons	-	charges case to case basis
	Garbage collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	\$ 1905	Including Tug charges For maximum 5 hours and \$ 440 for every subsequent hour.
	<p>a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources.</p> <p>b. Garbage collection will be done only during day light hours (0900-1700).</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>		
5.	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$ 100	Per calendar day.
6.	Gangway Extension ladder at west basin	\$ 50	Per calendar day.
7.	Hydra	\$ 150	Per 4 hour slab (minimum).
	Fresh water at berth	\$ 6	Per MT
8.	Fresh water at anchorage [Only in case of urgent requirement] [total tug hrs should not exceed 6 hrs and include charges of fresh water.	\$ 1875 per trip.	Maximum Quantity that can be supplied at Mundra anchorage is about 20 MT per trip depending on tugs pumping capability. Port will endeavour to supply FW as close as possible to 20 MT. However quantity supplied in excess of 20 MT will be charged as per tariff.
	(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)		
9.	Permission for tank cleaning of HFO Tank/Cargo Hold /Cargo tank / Deck space through authorized vendors. The charges are per tank basis. [Only Port authorized agencies can carry out cleaning activities [charges for tank cleaning is based on the volume of tank / hatch which is to be cleaned]		<p>I. Up to 250 CBM \$ 2239</p> <p>II. 251- 500 CBM \$ 2986</p> <p>III. 501- 750 CBM \$ 4478</p> <p>IV. More than 750 CBM \$ 5971</p>
10.	Spillage on Hatch / Hold cleaning/Tank Squeezing through authorise vendors (Non-hazardous cargo)		USD 500 including labour entry
11.	Magnetic Compass adjustment through port including compass adjuster fees.		<p>a. \$ 600 per vessel.</p> <p>b. Tug charges will be charged as per tariff.</p>
12.	Hot work permission	\$ 50	Per 4 hour slab (minimum)
13.	Ambulance Charges	\$ 50	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.

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.

14.	Invoice revision	\$ 100	Per cancellation of Invoice.
15.	VCN Cancellation	\$ 10	Per VCN.
16.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
17.	Permanent Pass (Through WMS)	Rs.100/- Per pass	Validity - 06 Months to 01 Year
18.	Temporary Pass (Through WMS)	Rs.100/- Per pass	Validity - 07 Days, can be Renew 3 times
Note- The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Adani contract staff.			
18	Cherry Picker	Rs. 2500/-	Per hour for equipment
		Rs.4000/-	Per Shifting
19.	Bunker Handling Charges	N.A	
20.	100 MT crane capacity crane on barge Hire Charges	Crane barge charges \$ 1493 For maximum 6 hours and \$ 299/- for every subsequent hour thereafter. For towing crane barge Tug hire charges \$ 1755 for maximum 5 hours and \$ 440 for every subsequent hour thereafter applicable in addition to crane barge hire charges	
21.	Mooring Ropes	N.A	
Gate entry permission charges for on-board work shop, repairing and other activities.			
<ul style="list-style-type: none"> a. For repairing of on board ship's equipment except critical navigational and bridge equipment. b. Gate In/Out permission for Landing gears / equipment from ship. c. Transshipment permission for supply of goods like spares / ships equipment / medicines. d. Provision supply to vessels per shipping bill gate entry. e. General cleaning on board the vessel non-hazardous. f. Painting permission for Vessel Name change. 			INR 8000/- per transaction
22.	<p>Note:</p> <ul style="list-style-type: none"> a. Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website. 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) 		
23.	Permission for Transit cargo class 1 and 7 in case of containers on case to case basis and port discretion.	USD 500 per vessel	

- 1) Government of India as exporter or receiver of cargo.
 - 2) MMD permission for transit.
 - 3) Customs permission for transit
 - 4) Undertaking letter as per format of the port from the shipping line.
- Permission from Atomic Energy Regulatory Board (AERB) for class 7.

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.

Z. FIRE FIGHTING ASSISTANCE TARIFF :

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	\$ 4500
2.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges USD 6 pre MT will be applicable in addition to Water tender charges)	Per one hour.	\$ 130
3.	Foam tender or water tender standby with crew.	Eight hour shift.	\$ 215
4.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	\$ 165
5.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 215
6.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 60
7.	Fire operator standby.	Eight hour shift.	\$ 25
8.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 6
9.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	\$ 6
10.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 14
11.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	\$ 25
12.	Providing Smoke exhauster unit.	Per hour.	\$ 25
13.	Providing SCBA set.	One time use per Set.	\$ 25
14.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110
15.	Fire crew for on board for fire fighting	Per eight hour shift.	\$ 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.

AA. Facility for Discharge of Ship generated waste

Vessels have to discharge ship generated waste (Like sludge, Slop, Garbage, scrap etc.), which are generated during voyage period, at any port of call. Disposal of ship generated waste into sea water is strictly prohibited as per MARPOL 73/78 convention as amended. India is signatory to this convention of IMO (International Maritime Organisation). For collection and disposal of ship generated waste, as per MARPOL 73/78, it has

been made compulsory for all the countries, who are signatory to IMO, to provide shore reception facility. Accordingly, Adani Ports and SEZ Limited, Mundra 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.

BB. SPM TERMINAL :

Port dues	\$ 0.0516	Per GT. [Port Dues is payable per vessel Call and is valid for a maximum of 30 days.]
Pilotage charges	\$ 1.047	Per GT.
Berth hire	\$ 0.208	Per GT per day.
Pull back tug charges	\$ 2807.04	Per 4 hrs shift [All fast time to commence unmooring]
Line boat	\$ 4385.96 Per boat per activity.	Sub to availability of suitable craft.
Additional Tug charges.	\$ 2807 For maximum 5 hours and \$ 701.75 for every subsequent hour	Tug used aft during berthing / unberthing process will constitute part of Pilotage charges. Any additional tugs used will be charge extra as per tariff.
Tug hires charges.	\$ 4385.96	For maximum 5 hours and \$ 877.19 for every subsequent hour. 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) Note : Tug hire charges will be applicable for Custom inward and outward formalities (even if not utilised)
Ship Store supply charges through tug:	\$ 2000	In addition to tug hire charges in case the ship's stores are carried in excess of quantity 500 kgs. (Max Quantity not allowed more than 10 MT per tug per trip. (Additional \$ 200 per Metric ton is applicable for Store supply in excess of 5 MT)
Pilot standby charges.	\$ 78.95	Per hour.
Anchorage charges.	\$ 0.0341	Per GT / Day [Applicable for all vessels staying at anchorage].
Shifting Charges.	\$ 1.047	Per GT.
Cold Move- Planned	Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges as per SPM tariff.	
Cold Move- Unplanned	Cold move charge as at the rate of 1.5 times the pilotage charges as per SPM tariff.	

Note:

- a. For any other activity not covered above, charges will be applicable as per general Port tariff.
- b. For IOCL chartered vessels following are not chargeable.
 - (i) Pull back tug charges. (ii) Pilot standby charges.
- c. Notice for Pilot – [Ref page no-18 of BPTS.](#)
- d. Anchorage charges are applicable for all SPM vessels anchoring within Mundra Port limits.

CC. SHIP TO SHIP TRANSFER OPERATIONS (STS) :

For Mother Vessel	Port dues	\$ 0.05 per GT
	Anchorage charges	\$0.000313 Per GT per hour
	Wharfage charges & cargo throughput charges.	INR 25 /- PER TON.
	Tug for inward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.
	Tug for outward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.
For Daughter Vessel	Port dues.	\$ 0.05
	Anchorage charges.	\$ 0.000313 Per GT per hour
	Pilotage charges.	\$ 1900
	Tug for inward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.
	Tug for outward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.
	Berthing charges	\$ 3508.77 two tugs per 4 hours slab (minimum)
	Un-berthing charges.	\$ 3508.77 two tugs per 4 hours slab (minimum)
Tug hire for transportation (per trip).	\$ 1755	For maximum 5 hours and \$ 440 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 (For 5 MT)	\$ 2000	In addition to tug hire charges in case the ship's stores are carried in excess of quantity 500 kgs. (Max Quantity not allowed more than 10 MT per tug per trip. (Additional \$ 200 per Metric ton is applicable for Store supply in excess of 5 MT)

Note: Tug hire charges will be applicable for Custom inward / outward if it is used or not used.

DD. TARIFF FOR LNG TERMINAL

1	Port dues	\$ 0.0516 Per GT
2	Pilotage	\$ 1.047 Per GT
3	Berth hire	\$ 0.2087 Per GT Per Day
4	Anchorage	\$ 0.0341 Per GT Per Day

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

EE. TARIFF FOR COUNTRY CRAFT :

1	Port Dues for Country Craft	\$ 0.15 per GT (Minimum \$ 746)
2	Pilot Exemption Certificate for Country Craft	\$ 75 per activity (includes berthing and unberthing)
3	Berth Hire for Country Craft	\$ 0.0045 per GT/per hrs. (Minimum \$ 373)

Note: Berth Hire of country craft on pro-rata basis after first 24 hours. The hourly rate will be \$ 19 per hour after first 24 hrs. as per trade notice APSEZ06/2016 dated 05.09.2016

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

- Pilotage
- Pilot Attendance Charges/Pilot Standby Charges
- Berthing process charges : a) Pilotage Cancellation Charges b) Pilotage Detention Charges
- Unberthing process charges : a) Pilotage Cancellation Charges b) Pilotage Detention Charges
- Shifting Charges
- Warping Charges
- Tug Hire for transportation of passenger only, Ship Store supply charges through tug, Tug for Custom formalities (Inward/Outward), Service boat
- Cold Move -Planned / Unplanned
- Additional Tug Hire (for assistance). Pull back tug charges
- Charges for Oil Spill Pollution response
- Fire Fighting at anchorage/offshore through port tug
- Garbage collection at Anchorage
- Fresh water at anchorage

FF. Wharfage charges

S.NO	Commodity	Unit per	Rate in Rs
A	CHEMICAL		
1.	Solid Chemicals		
	Chemical salt including processed edible salt, vacuum salt, iodized salt and gypsum	M.Ton	29/-
	Soda Ash and Caustic Soda	M.Ton	29/-
	Unprocessed Salt & Unprocessed Gypsum	M.Ton	29/-
	All other solid chemicals other than petroleum derivatives.	M.Ton	59/-
2.	Liquid Chemicals		
	Liquid Ammonia	M.Ton	152/-
	Liquid Phosphoric Acid, Ethylene	M.Ton	152/-
	All other liquid chemicals which are not petroleum or petroleum derivatives	M.Ton	75/-
B	FOOD GRAINS & FOOD PRODUCTS		
	Edible oil (bulk)	M.Ton	56/-
	Food grains and Pulses	M.Ton	59/-
	seeds of all sorts including castor, cotton, groundnut (decorticated or otherwise)	M.Ton	59/-

	Fruits - fresh and dry of all sorts including dates	50 KGs	24/-
	Molasses, Sugar, Onions, Guar Gum, Coconuts, others.	M.Ton	44/-
C	IRON & STEEL, OTHER METALS AND MACHINERY & PARTS INCLUDING BELTING		
	Scrap - shredded - steel, metal, iron	M.Ton	69/-
	Scrap - HMS, others	M.Ton	89/-
	Sponge iron, pig iron, hot briquetted iron and iron slabs	M.Ton	74/-
	Hot rolled and Cold Rolled Coils	M.Ton	74/-
	Steel pipes, cement coated pipes	FRT	39/-
	Machinery and parts	FRT	89/-
D	MINERALS		
	Bauxite, Bentonite, Iron ore in bulk, Lime stone	M.Ton	34/-
	Calcinated Bauxite, Coke, Charcoal, Firewood, Lignite	M.Ton	49/-
	Fluor spar	M.Ton	49/-
	Coal (Except Coking coal)	M.Ton	60/-
	Coking coal	M.Ton	90/-
E	BAGGED CARGO		
	Rice/Sugar/Soya bean meal (SBM) (Pulses any other Agri products).	M.Ton	59/-
	Cement / Bentonite/Fly ash (any other minerals).	M.Ton	59/-
F	PETROLEUM PRODUCTS & PETROLEUM DERIVATIVES		
1.	Solid Petroleum Products and derivatives		
	Asphalt, Bitumen and Coal tar.	M.Ton	75/-
2.	Liquid Petroleum Products		
	Lubricating Oil (fuel oil)	M.Ton	86/-
	HSD	M.Ton	104/-
	Kerosene	M.Ton	104/-
	Naphtha	M.Ton	104/-
	Petrol, LDO	M.Ton	104/-
	Furnace Oil	M.Ton	104/-
	Other Liquid Petroleum products	M.Ton	104/-
3.	Liquid Petroleum Derivatives		
	Propylene	M.Ton	86/-
	Paraxelene	M.Ton	86/-
	EDC	M.Ton	86/-
4.	LPG & LNG		
	LPG	M.Ton	350/-
	LNG	M.Ton	179.16/-
G	OTHER DRY CARGO		
	Fertilizers of all types	M.Ton	59/-
	Oil cakes & de-oiled extractions	M.Ton	44/-
	Cement, Clinker	M.Ton	64/-
	Wood and Timber	M.Ton / CBM	64/-

	All non-hazardous solid cargo not listed in above categories.	M.Ton	64/-
	All non-hazardous liquid cargo not listed in above	M.Ton	86/-
H	Wharfage charges (Payable on cargo handled through West Basin)		
	Coal (Except Coking coal)	M.Ton	60/-
	Coking coal	M.Ton	90/-

V. PIDC Charges

Description	New Tariff lower deck container	Remarks
20FT Container	Rs.1350/- Per TEU	For all type of 20 FT containers including Power pack container
40FT Container	Rs.2600/- per FEU	For all type of 40 FT containers and Power pack container and upper deck container.
45FT Container	Rs.3100/- per 45 FT Container	For all type of 45 FT containers and Power pack container.
Shunting and Stabling Charges		
Rs 15,000/- per train	Shunting charges for one time removal and placement when back loading plan is not provided for the train by CTO	
Rs 20,000/- per train per day or part thereof	Stabling charges recoverable per rake per day or part thereof for the period from rake removed from siding after PU released till confirmed back loading plan is received from CTO.	

VI. Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING			
Sr.No	Equipment	RATE	Slab charges
1.	Forklift of 42/32 MT SWL * Minimum charges for 1st slab will be 2 hrs. Thereafter on hourly basis.	USD 59.71	Per Hour
2.	Forklift Shifting by shore Crane.	USD 59.71	Every Shifting Per activity. Jetty to hatch - one shifting. Hatch to jetty - one shifting One Hatch to another hatch -two shifting
3.	Shore power supply	Rs 50/-	Per Unit
4.	Weigh Bridge Charges	Rs 90/-	Per Vehicle
5.	Pay loader HM 2021	Rs. 1800/-	Per hour
6.	Ex-200	Rs. 2100/-	Per hour
7.	CAT Loader	Rs. 3500/-	Per hour
8.	Dumper Model-2518	Rs.805/-	Per hour
9.	LMC HIRING-15 MT	Rs. 4000/-	Per hour

10	Equipment deployment for cargo collection on jetty. (Applicable basis deployment of shore crane for vessel carrying cargo over 20,000 Mt)	Rs. 15/-	Per MT
11.	Wrong declaration of Packing list submitted by the agent	Rs 10000/-	per change request.
➤ Above equipment's will be provided as per availability - Outside equipment to be hired only if port Equipment is not available, only after prior permission from Port, complying with all port norms.			
B. SHORE CRANE CHARGES			
➤ TARIFF FOR HANDLING BULK CARGO WITH SHORE CRANES FITTED WITH GRABS OF 27 TO 32 CBM FOR WHEAT			
1.	Crane hire :	USD 1.02 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability].	
2.	Grab hire :	USD 1.72 per Metric Ton + Applicable GST.	
➤ TARIFF FOR HANDLING BULK CARGO OTHER THAN WHEAT			
1	Crane + Grab Hire	USD 0.45 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability].	
➤ Tariff for handling break bulk / Project cargo.			
1	Shore Crane Hire:	USD 225 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.			
1.	AMCT QC Charges.	As mentioned in point no 1 (Shore crane hire) of port tariff.	
2.	MICT QC Charges.	Rs. 70000/- per Hr.	
3.	MICT Gangway Charges.	USD \$ 100/- per calendar day.	
4.	MICT Shore Power Charges.	Rs 500/- per unit	
Note: Non Container Vessels which are berthed at MICT or AMCT Container terminal will have to pay shifting charges if required to vacate the berth for scheduled container vessel.			
Note: In case of Equipment Breakdown of all Port equipment's hired will be chargeable as per their respective slabs if repaired within 01 hour.			
D. PROJECT CARGO STEVEDORING RATES			
1.	Up to 25 Freight Tons.	INR 299 per Freight Ton.	
2.	Over 25 & up to & inclusive 40 Freight Tons.	INR 402 per Freight Ton.	
3.	Over 40 & up to & inclusive 200 Freight Tons Or over 15 meter.	INR 711 per Freight Ton.	
4.	Over 200 Freight Tons.	INR 917 per Freight Ton.	
5.	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.			
	i. In case of any cargo re-stow is required during cargo operations; the stevedoring charges will be applicable as per port tariff, for applicable commodity on re-stow quantity only if same carried out on board without using transport /storage facility on wharf.		

- II. In case of any cargo re-stow is required during cargo operation with storage at wharf (without any transportation) & reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on re-stow quantity. Single Stevedoring Charges.
- III. In case of any cargo re-stow is required during cargo operation with storage at wharf & transportation for reloading, stevedoring as per port tariff (Applicable for unloading & reloading) will be applicable for respective commodity & in an addition to same, transportation charges/royalty will be applicable on case to case basis. - Twice Stevedoring charges + Terminal Handling Charges.
- IV. In case of movement like roll on roll off or direct offloading to another vessel, stevedoring charges will be applicable as per port tariff.

Crane Hire Charges applicable: USD 225 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 – Import (For > 32 MT, Rs. 20 / PMT additional).	Rs. 155/ MT.
2.	Steel Coils (HR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 144/ MT.
3.	Steel Coils (CR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 185 / MT.
4.	Steel Coils (HR) & Steel Plates – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 185 / MT.
5.	Steel Coils (CR/Other) – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 258 / MT.
6.	Steel Angles / Bars / Rods – Import.	Rs. 206/MT.
7.	Steel billets / Rebars (Import / Export)	Rs. 258/MT.
8.	Carbon Steel Plates (Import / Export)	Rs. 515/MT
9.	Rails (Import / Export) up to 12.5meters in length	Rs. 309/MT
10.	Rails (Import / Export) Above 12.5 meters but below 18meters in length	Rs. 515/MT
11.	Rails (Import / Export) Above 18meters up to 25meters in length	Rs. 917/MT
** For stevedoring export of coils / plates / slab / angles / bars / rods, All Dunnage & lashing material used will be at actuals.		

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

1.	Steel pipes / Tubes equal & below 14 inches OD.	Rs. 464 / FRT.
2.	Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD.	Rs. 309 / FRT.
3.	Steel pipes equal & below 56 inches OD & above 24	Rs. 180 / FRT.

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

1.	Steel Pipes equals & below 18 inches OD	Rs. 309/ FRT.
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	Rs. 206/ FRT.
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD	Rs. 134/ FRT.
4.	Steel Pipes above 56 inches up to 70 inches. (All dunnage & lashing material at actual additionally)	Rs. 165/ FRT.
5.	CWC / Cement coated Pipes / DI Pipes	Rs. 309/ FRT.

** Stevedoring rates are basis handling of Steel Pipes up to a maximum 70" OD for pipe length of Meter. For Pipes above 13.5 meter in length, please contact Port Marketing Team.

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 :
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	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.		
3.	2 lines Lashing/securing with 16mm conventional wire ropes and compatible wire clips and turns buckle per pipe stake inside vessel hold. -refer Annexure 1.		
4.	Rubber strip protection on tank top and ship's sides.		
5.	Lifting gears/spreaders/slings/ conventional pipe lifting hooks.		
6.	Above schedule of rates are applicable only for loading/stowage /securing of steel pipes inside vessel holds. In case of any 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.	Any additional Dunnage line with rubber padding required to create flat top line for balance between two different pipes in each stake will be on additional basis as separate charges for additional Dunnage line & rubber respectively.		
8.	Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actuals.		
9.	GST as applicable will be extra and subject to change from time to time as per Govt. circular / guidelines.		
	Schedule charges for Additional Services for extra consumption : -> Pine Wood: Rs. 23,500 / CBM. ->Dunnage Wood: Rs. 13,500 / CBM. ->Additional Dunnage Line: Rs. 7500 / Line (Normal)-refer Annexure 1. -> Additional Rubber Line: Rs. 700 / Line. -> Additional Lashing wire: Rs. 250 / Meter. -> Fumigation charges : Rs. 25,000 per shipment per customer a notice of 72 hours (3 working days) required. ->Phytosanitary Certificate: Rs. 15,000 per shipment per customer.		

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: APSEZ will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by APSEZ, 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 180/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 180 = USD 1080 + applicable GST

Housekeeping of storage area: All basic housekeeping requirements is 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

- 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.
- Charges for repair/ procurement of damaged port property as assessed by the Port.
- Charges for damaged cargo and its recovery from the water and its disposal if the cargo has fallen in to the water.
- Charges for the complete treatment of the injured / affected personnel and compensation for the injury or disability as decided by the Port.

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

VII. Contact details

Primary Contact Points

1	POC	Port Operations Center	9825000949 portopscenter@adani.com
2	Customer Service Center	Customer Cell	8980057000 customercell@adani.com

Important Contact Points

1	COO	Mr. Avinash Chand Rai	+91-75748 94372 Avinash.Rai@adani.com
2	Marine Services	Capt. Anubhav Jain (Head Marine services)	+91-63598 83102 anubhav.jain@adani.com
		Capt Aditya Gaur (HOS Marine services)	+91 63599 81603 Aditya.Gaur@adani.com
		Capt Divya Gupta (HOS Marine services)	+91 63596 31088 Divya.Gupta@adani.com
3	Container Terminal	Capt. Jeyaraj Thamburaj (Head- Container terminal)	+91 90999 00994 Jeyaraj.Thamburaj@adani.com
		Mr. Jagdish Patel (Terminal Head - CT3)	+91 99798 55979 JAGDISH.PATEL@ADANI.COM
		Capt. Kumar Paritosh (Terminal Head - CT4)	+91 99099 27287 KUMAR.PARITOSH@ADANI.COM
		Mr Ramde Karangiya (Terminal Head -AMCT)	+91 9099005240 Ramde.Karangiya@adani.com

4	West Basin	Mr.Harinder Singh (Head West Basin)	+91 90999 99260
			Harinder.Singh@adani.com
		Mr Kuldeep Zala (HOS-West Basin)	+91 97277 84692
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5	Dry Cargo	Mr.Bhagwan Upadhye (Head Dry Cargo)	+91 98792 03599
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6	Liquid/LPG Terminal	Mr. Marathe R. Anand (Head Liquid and LPG)	+91 90990 05225
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		Mr. Amales Datta (Head-LPG Operations)	+91 90999 05485
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7	Marketing	Mr. Sanjay Dutta (Head-Marketing Dry cargo)	+91 90999 95989
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9	Safety	Mr. Dattatray Gore (Head - Safety)	+91-7574894383
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10	Security	Capt Sujoy Ganguli (Head Security)	+91 90999 91093
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		Mr Omesh Hada (Head- SEZ security)	+91 70690 13829
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		Mr. Amol Sheth (Security Automation)	+91 9004058201
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11	Fire	Mr. Rakesh Chaturvedi (Head Fire services)	+91 07069083035
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