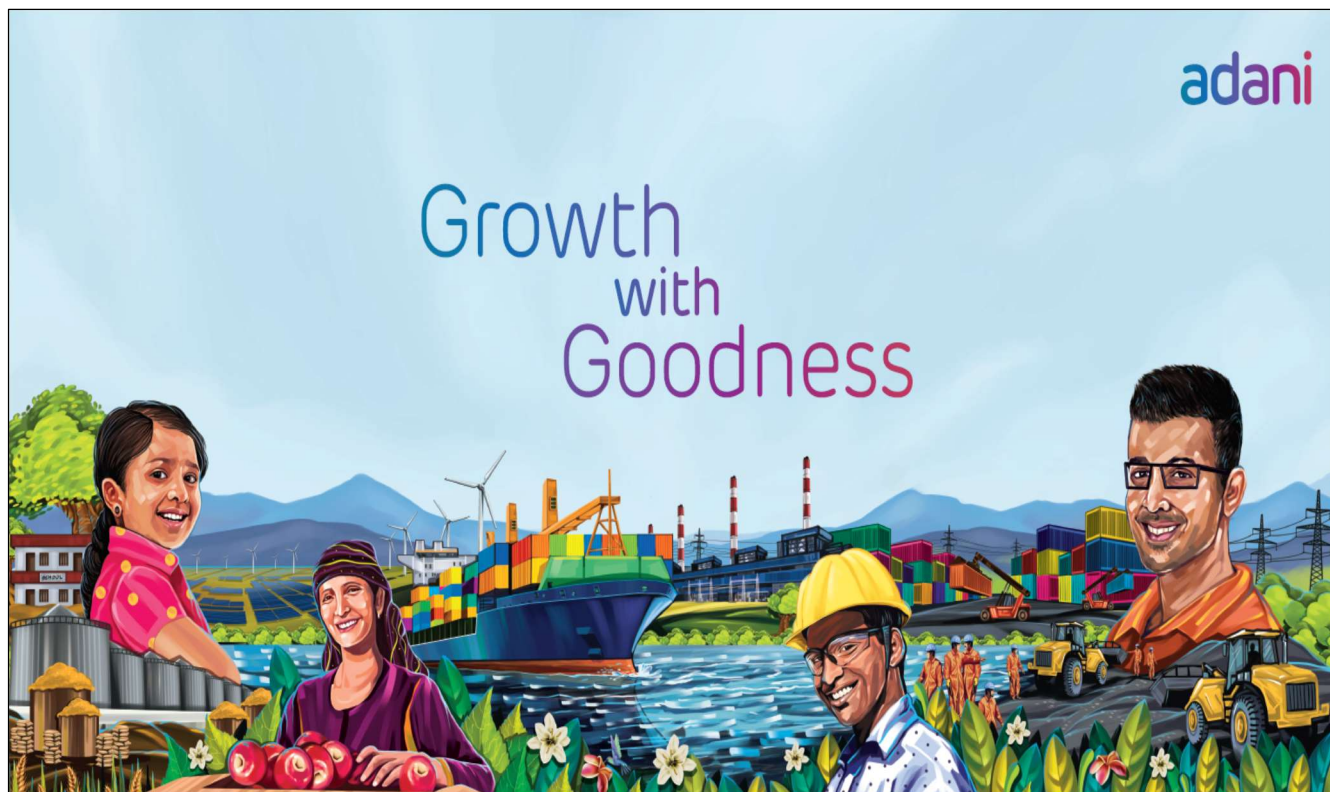


Berthing Policy & Tariff Structure

Adani Vizhinjam Port Private Limited



OUR VALUES: COURAGE, TRUST AND COMMITMENT

BPTS AVPPL – Issue: 02 Rev-00_April 2025 | w.e.f 01st October 2025

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 revision. In view of the same, please refer to the trade notices for the latest rates tariff for a particular service or commodity.

[Index](#)

Table of Contents

RECORDS OF CHANGES	3
INTRODUCTION	5
I. POLICIES	6
II. DEFINITIONS	6
III. BERTHING POLICY	12
1. Berthing Objective	12
2. Rationale	12
3. Berthing scheme: First come First serve (FCFS)	12
4. General guidelines for all Vessels.....	13
5. Clarification regarding acceptance of Notice of Readiness time	16
6. Daily Port Berth Planning Meeting (Port Operation Center).....	16
7. Dry cargo breaks timings	16
8. General conditions for berthing / un-berthing and cargo operations of vessels.....	16
9. Free time allowed to vessels prior cargo commencement and after completion.....	19
10. Lay-up berth hire.....	19
11. Import / Export voyage in same VCN	20
12. Anchorage charges	20
13. Documents require in prescribed format through APMS/IPOS/SMART EPIC for declaration	21
14. Minimum Notice required for filing Pilot request through APMS / IPOS / SMART EPIC	23
15. Swapping of Seniority	23
16. Shifting of vessels	23
17. Immobilization Permission	24

18. Standard time for cargo commencement and completion	25
19. Berth Parameters, the indicative berth allocation parameters are given in the following table .	25
20. Berth allotment criteria	26
21. Priority berthing guidelines for liquid tankers	26
22. Berthing / Un-berthing guidelines for vessels	26
IV. MARINE TARIFF	27
V. TARIFF FOR SALAVGE OPERATIONS	40
VII. CONTACT DETAILS	42

Records of Changes

Revision No	Date	Changes
1	01.10.2025	Berthing Policy General guidelines for all Vessels General conditions for berthing / un-berthing and cargo operations of vessels General Documents required for all vessels declaration Pilot Attendance Charges Pilot Exemption Charges Unsafe pilot ladder boarding /Disembarking arrangements (Fine will be levied for each such occurrence.) Non-functional critical navigation Equipment which affects safe berthing / un-berthing. Wrong declaration of draft which can jeopardize safety of vessel and Port assets. Garbage regulation violation Bollard Pull Test Diving services by outside agency Permission for Under water Hull cleaning Creation of request in IPOS/ITUP for NDC Fresh water at berth Any query regarding final invoice 100 MT crane capacity crane on barge Hire Charges Gate entry permission charges for on-board workshop, repairing and other activities Annual Agency, Ship Chandler Registration charges.

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 CEO.

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

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

Approved by	
Shri. Pradeep Jayaraman (CEO)	AVPPL - VIZHINJAM

INTRODUCTION

Adani Vizhinjam Port Private Limited

- Adani Vizhinjam Port Pvt Ltd. (AVPPL) is the largest privately developed port in the state of Kerala situated in Vizhinjam, Kerala, India. The port is located 20-25 Kms south of Trivandrum City and close to Kovalam, Strategically situated at a major maritime traffic transit of Arabian sea and Indian Ocean, making it one of the country's most convenient gateway for Exim trade, It's proximity to hinterland of Southern India, gives it a strategic advantage to serve the Industries and trade of this landlocked region, which contributes a handsome percentage of India's total international containerized cargo.
- Adani group's passion for converting opportunity into reality has led to AVPPL being conferred with the following awards.
- AVPPL awarded WINNER of "22nd Greentech Environment Award-2022" for outstanding achievements in "Environment Protection" category.
- British Safety Council – International Safety Awards 2024, awarded to AVPPL, Vizhinjam site in the distinction category.
- AVPPL was WINNER for outstanding achievements in "Pollution Control Machinery and Equipment" category.
- Project of the Year (Large): A recognition of our team's exceptional project management skills and dedication to delivering excellence.
- Green Infrastructure Project of the Year: A testament to our commitment to sustainable development in the construction industry.

Some of the salient features of AVPPL are as follows.

- AVPPL has a diverse cargo base including project cargo and containers.
- AVPPL have a large waterfront for future expansion.
- AVPPL has one of the deepest natural drafts amongst all ports in India which enables to handle containerized liner motherships.
- 02 operational berths of multipurpose and container berths which can accept biggest and deepest draft vessels as per draft declare in monthly draft declaration for handling Project cargo and containers. The berths are designed to accommodate Post Panamax and Cape size vessels and ULCC vessels.
- **Logistical advantage due to network of unparalleled road, sea, and air connectivity.**
 - AVPPL has good connectivity to NH-66 and other state highways to and fro Trivandrum City.
 - Vizhinjam is also well connected to one commercial airport and Railway located at Trivandrum City which is within a distance of 20-25 kms from Vizhinjam.
 - Multi-purpose and Containers infrastructure capable of handling all types of Projects and Container cargoes.
 - Large storage capacity is available within the port in the form of open and covered.
 - AVPPL aims to handle 15 million metric tons of cargo in the year 2025-26

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

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.
- **Acceptable trim:** For Berthing / unberthing / Shifting max allowable trim by stern is 1.5 % of LOA
- **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 document that establishes the terms of contract between a Shipping and a Transportation company.
- **Calendar day:** A Calendar daytime period is considered from midnight to midnight (i.e. 0001 to 2359hrs).
- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.

CB: Container Berth.

- **Commence work:** For Inward vessel, after POB manoeuvring command commenced by the pilot and for outward vessel, as confirm by the pilot, vessel is ready for unberthing in all respect.
- **CBM (CM):** Abbreviation for "Cubic Meter." CBM measurement is L x B x H.
- **CFS:** Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.
- **Consignee:** The party receiving a consignment of goods as stipulated in the transport contract
- **Cold move:** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.
- **Coastal:** "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping/ Competent Authority.
- **CT:** Container Terminal.
- **Customs:** Official department that administrates and collect the duty levied by government on import & export goods.
- **Country Craft:** Section 3(8) of MS Act 1958: "Country craft" means any vessel which is not propelled by mechanical means and is engaged in the carriage of goods or passengers for hire or reward within the territorial waters of India or between ports or places in India.
- **Deadweight Tonnage (DWT):** Deadweight tonnage (also known as deadweight; abbreviated to DWT, D.W.T., d.w.t., or dwt) or tons deadweight (DWT) is a measure of how much weight a ship can carry. It is the sum of the weights of cargo, fuel, fresh water, ballast water, provisions, passengers, and

crew. The deadweight is the difference between the displacement and the mass of empty vessel (lightweight) at any given draught.

- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
- **Draft:** Vertical distance between the vessel's water line and the lowest part of its hull.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.
- **Drifting:** Vessel not at anchor or made fast to a berth. In simple words when a vessel is afloat and in no way is touching the ground or seabed.
- **Double Banking operation:** Two vessels are banked together for cargo operation.
- **ETA:** Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **Exporter:** A party who makes, or on whose behalf the export declaration is made, and who is the owner of the goods or has similar rights of disposal over them at the time when the declaration is accepted.
- **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.
- **Free pratique:** means permission for Ship/vessel to enter the port limits, embark or disembark, discharge or load cargo or stores. Free Pratique is granted by public health officer (PHO).
- **Foreign:** Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- **GT:** The unit of measurement for the gross content of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194) as mentioned in the vessel latest international tonnage certificate.
- **Hold Washing/Cleaning:** "Normal Cleaning / sweeping / moping for the change of cargo requiring the holds to be swept to remove all previous cargo remains, washed down and dried ready to receive a similar or compatible cargo.

- **Importer:** A party who makes – or on whose behalf a Customs clearing agent or other authorized person makes an import declaration. This may include a person who has possession of the goods or to whom the goods are shipped.
- **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 (extreme length of a vessel).
- **LPG:** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'Liquefied Petroleum Gas'.
- **LNG:** Liquefied natural gas is natural gas that has been converted to a liquid form for the ease and safety of natural gas transport.
- **LRF:** Laser range finder
- **Monsoon Period for AVPPL:** Monsoon period at AVPPL is from **30th May to 31st August** each year.
- **M:** meter
- **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.
- **Pilot:** A Pilot holding a valid license issued by a competent authority.
- **P&I:** Protection & Indemnity.
- **POB:** Pilot onboard it is the time when pilot onboard before Berthing, Unberthing and shifting of the vessel.

- **PANS:** Pre-arrival notification of security.
- **Per day:** 24hrs calculated from commencement of the mentioned activity. Any period part thereof will be considered as full day and charged accordingly.
- **POC:** Port Operation Center.
- **Port of Refuge:** A "place of refuge" means a port, the part of a port or another protective berth or anchorage or any other sheltered area identified by a Member State for accommodating ships in distress.
- **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 to prevent the possible spread of infection or contamination.
- **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 berth 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.
 - **Shipper:** Someone who sends goods for shipment, by packaging, labelling, and arranging for transit, or who coordinates the transport of goods.
 - **Salvage operations:** Salvage is one service offered by the port under the general heading of emergency response to distressed vessels – that is, emergency response to render assistance to vessels in danger, or potentially in danger and/or the process of rescuing a vessel, her crew and cargo from hazard and danger in port or at sea.
 - **TEU:** "Twenty feet Equivalent Unit." is an exact unit of cargo capacity often used to describe capacity of container ships.
 - **Timings:** All timings will be based on Pilotage Certificate which is signed by the vessel's Master.

- **TPH:** Tons per hour.
- **Trans-shipment Port:** Place where cargo is transferred to another carrier.
- **Under Keel Clearance (UKC):** The UKC is a vertical distance between the deepest underwater point of the ship's hull and the seabed.
- **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 100m ahead / astern on the same berth same berth.

Types of Ships:

- **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
- **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.
- **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
- **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.
- **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.
- **Gas carriers:** Gas carrier is a specialized type of ship designed to transport liquefied gases in bulk.
- **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.

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 to duly submit 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 IPOS. All vessels related details to be updated in vessel definition and vessel voyage registration. The details should be entered as per the vessel's particular. In case any information is incomplete or missing in IPOS, the vessel's application for berth will not be accepted.
- 3.2** Vessel agent has to pay all the Port charges in advance as per 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 to give 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 NA for AVPPL

3.8 NA for AVPPL

3.9 If the vessel refuses to berth on double banking or does not permit other vessel to berth along her side, as and when port required, the port reserve right to collect the productivity loss of \$ 2,000 from the vessel. Additionally, the vessel will lose her seniority and Junior vessel will be given opportunity to berth at Double banking.

4. General guidelines for all Vessels

4.1 All vessels calling Vizhinjam Port has to send nomination to obtain vessel acceptance from the Port prior to arrival. Vessel will be accepted by the Port based on their declared berth parameters and marketing clearance.

4.2 The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If a vessel's engine or steering fails during any point of the berthing / un-berthing / shifting manoeuvre, it will be treated as cold move and will be charged as per Port tariff.

Note: If vessel engine fails during outward Pilotage and cold move charges become applicable to such vessels, the vessel may be required to wait at anchorage until payment for cold move charges is received from the vessel owners.

4.3 Any vessel deficiency must be reported to the port well in advance through email to Portopscenter poc.avppl@adani.com or through VHF on Channel 10 to Vizhinjam 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.

4.4 A vessel refusing an allocated berth for any reason will lose her seniority.

4.5 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion. Priority berthing is also granted to long term contractual partners.

4.6 Priority berthing is also granted to long term contractual partners, as a general rule, ousting priority is not available. However, if the port is forced to grant ousting priority to any vessel for whatsoever reason, all related charges including but not limited to viz. shifting, time lost, equipment idling etc will be payable by the vessel requesting ousting priority.

4.7 A '90 minute' notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice has to inform Port Control well in advance through her agent or via Port VHF working Channel.

4.8 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.

- 4.9 By making an application for 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.
- 4.10 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.
- 4.11 Adani Ports will endeavour services to all Indian Naval Ships (INS), one vessel movement at a time subject to uninterrupted movements of commercial vessels, berth availability and charges as per port discretion.
- 4.12 NA
- 4.13 All ships calling the port to get free pratique clearance from the Port Health Officer, prior their arrival. In case vessel is arriving from endemic area / port requires boarding of PHO for clearance the port will take 2.5 hrs notices for berthing of vessel after it is cleared by PHO and any restriction as per PHO rules will apply on vessel account.
- 4.14 In case of project cargo, containers or ODC if a variation in Weight / Dimensions between declared cargo weight / Dimensions and actual cargo weight / Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.
- 4.15 Agent has to verify the Gross tonnage with Master prior declaration of vessel and submit latest tonnage certificate to the Port. In case of any wrong or late declaration of the amended Gross tonnage, it will be considering as "Wrong declaration of Gross tonnage". All the previous completed voyage invoices under the declaration of the old gross tonnage after the date of issue of the amended tonnage certificate will be revised as per the amended Gross tonnage.
- 4.16 HDFC Bank TT Selling Rate will be used for dollar denominated tariff (first rate card published every-day). In case of holidays, the previous working day HDFC Bank TT Selling rate will be used. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not used berth, then arrival date will be considered for exchange rate.
- 4.17 The arrival and departing vessels shall have their propeller(s) and BT submerged and have a reasonable stern trim not exceeding 1.5% of the LOA. In case if the trim is more than 1.5% of the LOA then the Vessel can be accepted to berth/sail with following conditions.
- Additional escorting tug may be used if required by the duty pilot.
 - The vessel must be in compliance with IMO recommendation on intact stability for the type of ship.
 - Vessel Master to ensure vessel is complying with IMO visibility criteria.
- 4.18 Notification of Deficiencies - The Master of any vessel calling to AVPPL, should inform Port Control in advance of any deficiencies to the navigation, mooring and propulsion equipment. The deficiency shall be advised to the Port through local agent by e-mail, or on VHF Ch-10

at the first opportunity. In the event of any equipment found on a vessel, whether it is boarding arrangements, navigational, mooring or engine being defective before arrival then the vessel shall submit dispensation letter for same through local agent, If the defects are noted during or after the manoeuvring, then the Pilot will bring the said deficiency to the attention of the Master and notify Port Control for further action.

Non-compliance with these requirements shall result in the vessel being delayed, denied berthing, being removed from the berth or port may also mobilize additional resources for berthing/unberthing of such vessels on chargeable basis. The Master/Owner/Charterer shall be liable to all dues and delays, or other costs incurred for action taken by the Port for the non-conformance of this article.

Vessels arriving AVPPL shall report to Port control / POC any deficiencies including but not limited to:

- a. Gyro compass failure or large error (including repeaters)
- b. Speed Log malfunction
- c. Steering system failure / malfunction
- d. Main engine failure (Including part & Power)
- e. Bow Thruster non operational
- f. Generator/s Failure
- g. Radar failure (both radars)
- h. VHF/Communication failure.
- i. AIS non-operational.
- j. ECDIS malfunction / non operational
- k. Ships staff incompetency
- l. Unsafe Pilot boarding arrangements
- m. Anchors not available / Lost
- n. Windlass non-operational
- o. Mooring winches failure
- p. Absence of sufficient good quality mooring ropes.
- q. False declaration by vessel's Master or owners
- r. Ship is exceeding load line marks or port restricted draft limitation
- s. Vessel arriving / departing with permissible trim limits
- t. Apart from above, any deficiency which may affect safe berthing/ unberthing manoeuvring of vessels

4.19 Immigration Guidelines- As non ICP port vessels calling AVPPL are required to comply with FRRO guidelines for crew disembarkation and other immigration regulations which are given time to time.

4.20 It is mandatory for all Vessels to fly their national flag and the national flag of India when navigating within the territorial waters India, from sunrise to sunset. In addition, Vessels shall always, comply with the International Code of Signals and display flags, shapes and lights as required by the International Regulations for the Prevention of Collision at Sea. (Colreg)

4.21 Funnel Discharges - The vessel's funnel and exhaust pipes must be equipped with spark arrestors to eliminate flying sparks. Soot blowing and excessive funnel smoke is strictly prohibited.

4.22 Discharge of wash water from Exhaust Gas Cleaning Systems (EGCS), particularly from open-loop scrubbers, is strictly regulated in Indian ports. If any vessel is found discharging

scrubber wash water containing soot, oil, or any other non-compliant pollutants, such an act will be reported to the Port State Control (PSC) authorities for investigation.

- 4.23 Charts/ECDIS & Nautical Publications- All ships irrespective of size, shall have Nautical charts and nautical publications to plan and display the ships route for the intended voyage and to plan and monitor positions throughout the voyage, and ECDIS may be accepted as meeting the chart carriage requirement.” Vessels visiting the Port must have on board a sufficient range of the latest Admiralty Charts & publications relevant to the area. These charts & Publications must be up to date with the Notices to Mariners and other notices promulgated for the area

Charts for Vizhinjam International Seaport port are:

- Chart BA 2111, ENC- IN 62111B
- Chart BA 2050

- 4.24 **Port Tariff** – AVPPL – Berthing Policy and Tariff structure is available on port Website

<https://www.adaniports.com/-/media/Project/Ports/PortsAndTerminals/Vizhinjam-Port-Documents/Tariff>

5. Clarification regarding acceptance of Notice of Readiness time

- 5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 5.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area, then the anchor dropped time will be considered as NOR time.
- 5.3 In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time of filing the inward pilot request will be considered as NOR time.
- 5.4 In case a vessel physically arrives at a distance of 1 mile from Port'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-10.

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

Berth plan is prepared by the terminals and POC consolidate the berth plan for the port. Port follows FCFS policy however any deviation is purely on Port's discretion.

7. Dry cargo breaks timings

N.A

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 NA for AVPPL**
- 8.1.9 Bulk and Break-Bulk vessels will be berthed only after submission of discharging permission by Agent.
- 8.1.10 Vessels shall be un-berthed only after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues. No marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
- 8.1.11 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final
- 8.1.12 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting. Decision of the port on berth planning and allocation will be final and binding on all concerned.
- 8.1.13 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.
- 8.1.14 Tank cleaning, Purging, Gas Freeing or inerting is not permitted for tanker vessels at berth under normal conditions.

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.
- 8.2.9 Failure of mooring winches, windlass or capstan & If vessel unable to remain alongside due to mooring winch failure.
- 8.2.10 Vessel should be able to pass required no. of mooring lines and keep vessel safely alongside during entire stay.

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

8.4 Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.

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

- 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 and should be ready to sail 3 hours after cargo completion. In case the vessel unable to commence her cargo operation within 3 hours of all fast time and unable to file outward pilot request within 3 hrs of cargo completion, Berth Idling charges shall be applicable.
- 9.2 A vessel wanting to overstay beyond the allowed 2 hrs after cargo completion shall make a request for overstay at least 3 hrs prior to cargo completion. 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 overstay, the vessel will have to vacate the berth. The additional time beyond 2 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 to failure of vessel equipment's or gear, idling at berth or for any other reasons. Berth Idling charges 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 N/A for AVPPL
- 9.7 N/A for AVPPL

10. Lay-up berth hire

- 10.1 In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment or due to any reason / fault of vessel, Berth Idling charges will become applicable. The vessel will revert to normal berth hire when the vessel's machinery & equipment are operational, or shore equipment deployed for resume the cargo 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 on Berth Idling Charges, 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 Berth Idling charges will not be applicable to Country crafts,
- 10.5 Berth Idling charges will not be applicable on Tug which has towed with dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Berth Idling 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 Berth Idling charges 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 Berth Idling 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

- 12.1 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.
- 12.1.1 Those vessels which are governed by individual long term Marine services contracts.
- 12.1.2 N/A

13. Documents require in prescribed format through IPOS/ITUP for declaration

The vessel's agent should submit the following documents in the prescribed format through 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

The vessel's agent should submit the following documents in the prescribed format through IPOS/Mail 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.

13.1.1 Vessel definition: Documents (to be uploaded in ITUP)

- a. Ship particulars
- b. Certificate of registry
- c. Certificate of classification
- d. International tonnage certificate
- e. International Load line Certificate (ILC)
- f. Safety Equipment Certificate (SEC):
- g. Safety Radio Certificate (SRC)
- h. Safety Construction Certificate (SCC)
- i. International Ship Security Certificate (ISSC)

13.1.2 VCN Generation: Documents (to be uploaded in ITUP)

- a. Certificate of class.
- b. International Tonnage certificate.
- c. P&I for hull and machinery.
- d. P&I for pollution liability and Wreck removal Certificate.
- e. MSW FAL Form: Require to be uploaded on NLP (Sagarsetu) portal.
- f. CAP certificate for hull, Machinery and cargo Equipment of Oil tankers if age above 20 years.

13.3. Pre-arrival (Before berthing): Documents to be submitted

- a. Vessel certificate checklist MAR-F-011 (to be uploaded in ITUP)
- b. PHO: Prior to berthing of vessel
- c. PANS (ISPS & Crew list): Require the PANS to be sent at the following email address 96 hours prior to arrival of vessel else vessel will not allow entering in port limit. (Refer NT Branch Circular no. NT/ISPS/SHIP/02/2009 dated 2nd February 2009)
trv-boi@nic.in, seaporttvm-boi@mha.gov.in, dgship-dgs@nic.in, isareast@dataone.in, indsar@vsnl.net, cgs-vzm@indiancoastguard.nic.in, dhq4@indiancoastguard.nic.in, ops-west@indiancoastguard.nic.in, wncmcomb-navy@nic.in, Poc.avppl@adani.com, frrotvm@nic.in
- d. Advance Notification Form (ANF): Require submission on Swachh Sagar Portal
- e. If Dumb barge arrives for cargo operation: Towing certificate issued by class.
- f. MMD clearance for Grain cargo: Loading or part cargo discharge.

- g. N/A for AVPPL
- i. N/A for AVPPL
- ii. N/A for AVPPL

13.4 Documents required for berthing:

- a. Berthing application
- b. IWPM

13.5 OWPM/NDC: Documents required before sailing

- a. Copy of International Tonnage certificate with Master's Sign and stamp.
- b. Departure crew list.
- c. Customs Port clearance.

13.6 Documents to be Kept Valid at entire Port Stay-

- a. International Tonnage certificate (ITC)
 - b. International Air Pollution Prevention certificate (IAPP)
 - c. Certificate of Class (COC) (<https://iacs.org.uk>)
 - d. Certificate of Registry (COR)
 - e. P&I for hull and machinery
 - f. P&I for pollution liability and removal of Wrecks
 - Note: P&I should be as per IG or Non-IG approved by DG shipping
 - IG group website: <https://www.igpandi.org/group-clubs/>
 - Non-IG Groupwebsite: <https://www.dgshipping.gov.in/Content/InsuranceBranch.aspx>
 - g. Safety Equipment Certificate (SEC)
 - h. Safety Radio Certificate (SRC)
 - i. Safety Construction Certificate (SCC)
 - j. International Load line Certificate (ILC)
 - k. International Ship Security Certificate (ISSC)
 - l. International Oil Pollution Prevention Certificate (IOPPC)
 - m. Maritime Labour Certificate (MLC)
 - n. Minimum Safe Manning Certificate (MSM)
 - o. ISM Safety Management Certificate (SMC)
 - p. Document of Compliance (DOC)
 - q. International Sewage Pollution Prevention Certificate (ISPPC)
 - r. Certificate of Fitness (COF)
 - s. International Air Pollution Prevention Certificate (IAPPC)
 - t. International Oil Pollution Prevention Certificate (IOPP)
 - u. Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE)
 - v. Last SIRE inspection report for vessel carrying LNG/LPG cargo (To be sent by mail)
 - w. As per DG shipping guidelines Port entry rule 2012, all vessels calling AVPPL to follow national / International Port rules and regulations
- 13.7 NA for AVPPL
- 13.8 NA for AVPPL

14. Minimum Notice required for filing Pilot request through IPOS / ITUP

Container Berth	
Inward Pilot request	Minimum notice 2 hrs 30 minutes from Pilot request time
Outward Pilot request	Minimum notice 1 hrs 30 minutes from Pilot request time
Pilot Cancellation and amendment can be accepted through email to poc.avppl@adani.com; marinecntl.avppl@adani.com or through VHF on Channel 10 to Vizhinjam Marine Control with minimum 1 hrs and 15 min 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.	

15. Swapping of Seniority

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

16. Shifting of vessels

- 16.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:
- 16.2 If a working cargo vessel at berth 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 a vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 16.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 16.9 Similarly shifting charges will also be applicable in the following cases of shifting:
 - 16.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - 16.9.2 Vessels which are idling at berth without doing any cargo handling operations.
 - 16.9.3 Vessels which are under performing due to reasons attributable to either the vessel or principals.
 - 16.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the Pilotage charges will be applicable.
 - 16.9.5 Vessel vacating berth due to bad weather/storm under Planned/Unplanned cold move - Planned/Unplanned cold move charges will be applicable.

17. Immobilization Permission

If vessel wants to carry out M/E maintenance work during her Port stay the Port will grant Immobilization permission subject to the following terms and conditions on port's discretion. After completion of permitted time, fresh Immobilization requisition 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-10 prior immobilizing the ship's 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 Berth Idling Charges 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 Vizhinjam Port has strong tidal currents or offshore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.
- 17.6 Master of vessel will be held responsible for due care and monitoring safety measure during the entire period of immobilization at anchorage / at berth. If require tug assistance during the immobilization at anchorage, will be provided on chargeable basis subject to availability of tugs.
- 17.7 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 unlashings 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	N/A			

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
VIZHINJAM INTERNATIONAL SEAPORT				
CB-1 & CB2	400 Meters Each (Combined length of 800 Mtrs)	3,00,000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by AVPPL on FCFS basis, As per policy declared under Berthing Policy of BPTS page 09-20.	Bunker and freshwater lines not available presently.

Notes:

- 19.1 The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated time to time and published in website.
- 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 NA

20. Berth allotment criteria

BERTHING POLICY	
Container Berth 1 & 2	First Come First Serve (FCFS) subject to conditions mentioned in the Notes. Container vessels are accepted basis their berthing windows as agreed between the Shipping Line and the Container Terminal.

Notes:

- 20.1 The port has capacity and necessary infrastructure to handle 1 container vessel and 1 bulk/breakbulk vessel at any given time. Decision to accept additional vessels will be taken on case to case basis after concurrence from marketing team.
- 20.2 The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 20.3 The port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

21. Priority berthing guidelines for liquid tankers

N/A for AVPPL Vizhinjam.

22. Berthing / Un-berthing guidelines for vessels & Towage Guidelines

Berthing:			
Berth	Berthing Criteria	Criteria for LOA of vessel	Total no. of tugs recommended
CB1 & CB2	a) POB anytime subject to 10% UKC being available during the vessel transit.	Up to LOA 270	2
		B/w LOA 270 to 367 m	3
		LOA 367 m and above	4
Un-berthing:			
CB1 & CB2	a) POB anytime subject to 10% UKC being available during the vessel transit.	Up to LOA 300m ,	02
		B/w LOA 300 to 366m	02
		LOA 366m and above	03

Note:

1. Berthing / Un-berthing will be suspended when average wind speed exceeds 25 knots.
2. Berthing and Un-berthing will also be suspended if the wave height is more than 02 meters.
3. Minimum UKC not below 10% of the deepest draft in the approaches and not below 0.5 meters of the deepest draft at the berth.
4. The actual decision depends on many factors, which can only be assessed by the pilot and the Master. The above parameters may not therefore be strictly observed by the Pilot, if in his professional judgment and in consultation with the Master, more or less restrictive parameters should apply to ensure the safe manoeuvring of the vessel.

IV. Marine Tariff

A. PORT DUES:		
\$ 0.05510 Per GT of Vessel Per VCN.	Minimum Charges \$ 1000 per vessel is applicable. (Port Dues is payable per VCN is valid for a maximum of 15 days)	
B. PILOTAGE CHARGES PER GT OF VESSEL:		
\$ 0.1271 per GT, for all vessels	Minimum \$ 2500	For vessel all vessels
	Pilotage charges Includes one Berthing and one Un-berthing. For Mediterranean mooring, all tugs used for berthing/unberthing will be charged as per actuals in addition to the pilotage charges.	
B1. PILOT ATTENDANCE CHARGES:		
Pilot Attendance Charges	\$ 400 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.
B2. PILOT EXEMPTION CHARGES		
Pilot Exemption Charges	\$ 950 / Exemption Certificate (Maximum validity 30 days) Note:- Pilot exemption charges are not applicable for Indian Navy and Indian Coast Guard Ships	
C. MOORING CHARGES		
\$ NA		
D. SUSTAINABILITY CHARGES		
\$ NA		
E. PORT ENVIRONMENT PROTECTION SAFETY CHARGES		
\$ NA		
F. BERTH HIRE CHARGES		
\$ 0.0025 per GT per Hour (First line ashore to All cast off)	Minimum Charges \$ 600 per day is applicable	
G. LAY UP BERTH HIRE:		
A. Berth Idling charges: Same as berth hire Per GT per hour	Applicable as per Point no. 9. If cargo operation delay beyond free time allowed.	
	1. For delay in commence, delay in sailing and cargo stoppages during the operations.	
	2. Minimum slab not applicable.	
	3. Idling charges in addition to berth hire.	
	4. N/A	
	5. Berth idling can be granted on sole discretion of port subject to availability of berth	

B. Lay-up Berth: (Berth used for other than cargo operation) same as berth hire Per GT per hour (First line ashore to All cast off)	1. Vessel seeking berth for other than cargo operations. 2. Minimum slab applicable. 3. Lay-up berth hire charges in addition to berth hire. 4. Lay Up berth hire can be granted on sole discretion of port subject to availability of berth
C. Lay-up berth hire for vessels calling Vizhinjam Port for Port of Refuge: 3 x berth hire per day	1. Vessel calling Port as Port of refuge 2. Minimum charges \$ 3500 per day applicable 3. Three times berth hire charges are applicable. No additional berth hire applicable.
D. Lay-up berth hire for Salvage vessels: 5 x berth hire per day	1. Salvage vessel seeking berth, vessel utilise berth for salvage operations. 2. Minimum charges \$6000 per day applicable 3. Five times berth hire charges are applicable. No additional berth hire applicable.
H. NON-BERTH VACATING CHARGES:	
Non berth Vacating charges: 3 times of the berth hire as mentioned in the port tariff point no. E. This charge is in addition to normal Lay-up berth hire charges (Minimum berth hire charges will be applicable).	Whenever for any reason Port requires vacate the berth, the port will give 2 hrs notices to vacate the berth, If vessel fails to vacate the berth, then Non berth vacating charges will be applicable.
I. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS	
NA for AVPPL, Vizhinjam	
J. ANCHORAGE CHARGES	
\$ \$ 0.001020 per GT per hour.	Anchorage charges will be applicable from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below: 1.1 Those vessels which are governed by individual long term Marine Services Contracts. 1.2 Drifting within the port limit is generally not permitted. Drifting on case-to-case basis may be permitted by Vizhinjam 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 till POB time. 1.3 Drifting within the port limit is generally not permitted. Drifting on case-to-case basis may be permitted by Vizhinjam 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 till POB time 1.4 Minimum Charges \$ 500 per VCN is applicable for vessels arriving for availing services at anchorage / without specific port of call to vizhinjam / without berthing at AVPPL.

K. BERTHING PROCESS CHARGES:		
Pilotage Cancellation Charges	\$ 750	I If cancelled within 1.00 hrs from nominated pilot Boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number V
	\$ 1000	If cancelled after pilot boarding. In addition to cancellation charges, Tug mobilization hourly charges will be applicable as per clause number V.
Pilotage Detention Charges before boarding	NIL	Up to 30 minutes delay from the nominated pilot boarding.
	\$ 1500	For subsequent delays on a slab of 30 minutes
Pilot Detention Charges after boarding	\$ 1500	Delay in approach due to any reason / fault of vessel more than 15 minutes detention charges will be applicable. For subsequent delays on a slab of 30 minutes.
L. UN-BERTHING PROCESS CHARGES:		
Pilotage Cancellation Charges	\$ 750	If cancelled within 45 minutes from nominated Pilot boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number V.
	\$ 1000	If cancelled after pilot boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage as per clause number V.
Pilotage Detention Charges	\$ 750	Up to 30 minutes delay from the nominated pilot boarding time till commence work
	\$ 1500	For subsequent delays on a slab of 30 minutes.
Note: 1. Pilot cancellation and detention charges will not be applicable if the vessel is cancelled or delayed due to cold move / bad weather condition, and it should be approved by concern HOD. 2. 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. 3. In case movement is cancelled after Pilot boarding in berthing / unberthing / Shifting / Warping, then detention charges will not applicable. However, tugs mobilization and Pilot cancellation after boarding will be applicable.		

M. SHIFTING / TURNAROUND CHARGES

Shifting & Turnaround Charges	Same as pilotage charges	However minimum pilotage charges will be applicable as per point B of Marine Tariff.
-------------------------------	--------------------------	--

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

N. WARPING CHARGES PER GT OF VESSEL:

Warping charges	50 % of pilotage
-----------------	------------------

O. CARGO LIGHTNING CHARGES

NOT APPLICABLE

P. DUMB BARGE :

\$ 2000 per VCN	1. Port dues and pilotage charges will be additional. 2. Pilotage will start only when the barge is secured as a hip tow to the towing tug. 3. If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case-by-case basis. 4. 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.
-----------------	--

Q. VESSEL DEFICIENCIES:

Restricted main engine power	\$ 2000 per Movement	Vessel unable to provide 80% of rated M/E RPM or min. 12 consecutive kicks
Restricted Aux engine power / Generators non operational	\$ 500 per Movement	If master unable to provide undertaking for- in case of any one of the operational generator fails and with remaining generators, the vessel main propulsion plant along with electrical services for navigation and manoeuvring can be started from a dead ship condition
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	\$ 500 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. Additionally, \$ 1000 if same defect of pilot ladder is observed on during inward and outward movement due to negligence and repeated overlook.

Non-functional critical navigation Equipment which affects safe berthing / un-berthing.	\$ 500 per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar (X-band and S-Band), Speed log, AIS, Tachometer, ECDIS, Echo sounder, Rudder angle indicator, dimmer and lighting for above equipment, fixed firefighting system or any other critical equipment's, ship's whistle, emergency fire pump, fire alarm system, emergency fire pump, Anemometer, Non-availability telegraph control from bridge control.
Charges for Failure to report critical Navigational equipment Deficiency in advance.	\$ 500 per incident	Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe. (Vessels are supposed to report all deficiencies while initial radio check even if dispensation letter is submitted by agent)
Failure of mooring winches, windlass or capstan during berthing / un-berthing operations / while Berth stay.	\$ 500 per failure	Vessel should be able to pass required no. of mooring lines and keep all mooring lines tight so as to keep vessel safely alongside during entire stay
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	\$ 700 per declaration	In case of wrong declaration of arrival / departure draft.
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.	\$ 1000 per incident	Recovery Charges for Cargo / Garbage will be in addition to these charges as per actual
Anchor missing, Single Anchor Missing / anchor fluke damage	\$ 500 applicable per movement	An additional Tug will be applicable to Berthing vessels if both anchors are missing.
IMO visibility on container vessel (for navigation safety)	\$ 500 per VCN / Call	
Excessive trim as required in BPTS	\$ 500 per VCN / Call	For un-berthing charges applicable case to case.
Anti-Piracy Razor wire not removed before arrival	\$ 500 per VCN / Call	Note: At mooring location, Pilot boarding area, Tug towing line securing area
Gangway in poor condition (Net not available, damage steps and railing etc.)	\$ 500 per incident	

Ballast Water treatment system non-ops	\$ 500 per VCN / Call	All vessels arriving AVPPL shall have Ballast water treatment plant certificate with D2 category.
--	-----------------------	---

Note: If a vessel has a Condition of Class (COC) or any deficiency in equipment that affects the safety of navigation, deficiency charges will apply regardless of the presence of a COC. Additionally, if deemed necessary, the Port may deploy extra tugs at the vessel's expense.

R. TUG / BOAT HIRE CHARGES:

Tug hire for transportation (per trip).	\$ 2100 Minimum charges for 3hrs.	Minimum charges \$ 2100 for 3 hours will be applicable and \$ 800 for every subsequent hour thereafter. If same tug is used for two different vessels, charges will be applicable for each individual vessel irrespective of same agency /owner / shipping line etc. (Maximum 10 persons at a time)
Tug hire charges for Ship's Store / spares supply charges at anchorage	\$ 2100 for minimum 3 hours \$ 800 for every subsequent hour	1. Not applicable for Quantity less than 500 kg. 2. Quantity upto 5 MT. Excess of 5 MT, USD 200 per ton will be applicable. 3. Maximum quantity - not allowed more than 10 MT per trip. 4. Tug hire for transportation charges will be applicable as per above tariff in addition to ship's store supply
Service boat (per hour).	\$ 350	Allowed at alongside berth (Inside breakwater) 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.

S. COLD MOVE CHARGES:

1.1 Planned Cold Move	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. All Tugs used for planned cold move will be charged on hourly basis as per port tariff. Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges (However minimum pilotage charges will be used for calculation.)
-----------------------	---

1.2 Un planned Cold Move	If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / unberthing / 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. All Tugs used for cold move will be charged on hourly basis as per port tariff. Unplanned cold move charge as at the rate of 1.5 the pilotage charges (However minimum pilotage charges will be used for calculation.)
--------------------------	--

Note: All vessels scheduled to receive a pilot must perform comprehensive tests of their engines and steering systems before declaring their readiness. Master must confirm the same to the pilot. A noncompliance charges of 1,000 USD will be imposed on the vessel.

T. PIPELINE CHARGES FOR LIQUID TANKERS

NA for AVPPL, Vizhinjam

U. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT:

\$ 300 for the first 12 hrs	Immobilization permission at berth or at anchorage will be granted at port's discretion. An immobilization charge for the first 12 hrs is payable, and thereafter at the rate of \$150 per 12 hours slab. Failure to take prior approval will result in additional charges as per note 2 of Page 36. Note: Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request, then once permission granted the charges will remain applicable.
-----------------------------	---

V. ADDITIONAL TUG HIRE CHARGES:

\$ 1250 Per Hour per Tug	Tug hire charges for any activity** (berthing / unberthing / shifting /warping / tug assistance at berth) other than personnel transfer. In case of bad weather tug assistance will be provided on chargeable basis for any activity.
\$ 2000 per hour per tug	For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval
\$ 5000 per hour per tug	For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval from other Govt bodies

Note: - Tug start and Finished time will be applicable from tug berth to tug berth, Charges applicable as per total tug running hours and inclusive of Fuel cost.

** The use of additional tugs beyond the standard recommendation, as outlined in Point 22, is necessitated due to the vessel's overall condition, which includes cumulative deficiencies related to structural concerns or operational limitations. The condition which may pose a risk to safe navigation, increasing the likelihood of accidents, grounding, or collisions in port waters and impair a vessel's manoeuvrability, control, or safety, typically requiring additional tugs to ensure safe berthing, unberthing, or navigation within port limits. The decision to deploy additional tugs will be at the port's discretion, and the associated charges will be on the vessel's account.

W. CHARGES FOR OIL SPILL POLLUTION RESPONSE.

\$ 35100	Tug hire charges for any activity (berthing / un-berthing / shifting /warping/ tug assistance at berth) other than personnel transfer. In case of bad weather tug assistance will be provided on chargeable basis for any activity.
\$ 5000	Spillage 100 Ltr to 500 Ltr. Content clean up within AVPPL harbour +charges as per actuals based on resources mobilized
\$ 2000	Spillage less than 100 Ltr. Content clean up within ship's length + charges as per actuals based on resources mobilized.

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

X. TARIFF FOR BOLLARD PULL TEST:

Bollard Pull Test	a. \$ 3000 for tugs up to 100 tons. b. \$ 5500 for tugs above 100 to 150 tons. This is inclusive VRC charges and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).
-------------------	---

Y. TARIFF FOR DIVING OPERATIONS :

1.1	Diving charges	\$ 4400 for 4 hrs. Thereafter 1500 for subsequent hours. plus DSV /Tug will be charges \$ 1000 per hours for normal diving operations assistance
1.2	Videography Charges	\$ 1800 per hr in addition to tug hire charges as above.
1.3	Diving services by outside agency	a) License Fee of \$ 500 per vessel per day. b) If videography done by external agency, then \$ 500 will be applicable in addition to license Fee per day. c) The external agency should have certified divers. 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 \$ 300 per 1 per hour.
1.4	Permission for Under water Hull cleaning	\$ 1000 Per 12 hours + standby tug required Note: Permitted at anchorage only

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

Z. MISC SERVICE CHARGES:

1.	Creation of request in IPOS/ITUP for NDC, Services and voyage request for Declaration behalf of agent.	\$ 100	Per request [exception for new vessel agent's first five vessels]
2.	Late declaration of vessel/Non submission of documents by vessel:	Not applicable	
3.	Security Guard	\$ 100	Per 12 hrs shift /per Guard. (onboard vessel)
4.	Gangway Security Guard	\$ 150	Per 12 hrs shift /per Guard.
	Security Vehicle (with driver).	\$ 150	Per 12 hrs shift
	(i) Shift time: 0800 hrs to 2000 hrs (ii) 2000 hrs to 0800 hrs		
5.	Applying NDC for Wrong VCN	\$ 100 per VCN	

6.	Oil rags removal & Disposal	\$ 450	Per CBM
	Garbage collection at berth	\$ 300	Per Trip (Max 3 CBM per trip)
	Bio Medical waste	\$ 150	Per collection
	Sewage collection	-	charges case to case basis
	Noxious liquid substances	-	charges case to case basis
	Garbage collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	\$ 2350	Including Tug charges for maximum 3 hours and \$ 400 for every subsequent hour.
	a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hours' notice prior berthing will be serviced on the basis of availability of resources. b. Garbage collection will be done only during day light hours (0900-1700). c. Garbage collection at anchorage will be done subject to availability of tug. d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff. e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour. f. Once Garbage collection team arrived and vessel unable to land garbage due to any reason from vessel, minimum charges of 1 trip will be applicable.		
7.	Gangway (08 Mtrs) (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$ 150	Per calendar day.
7a.	Gangway Extension ladder (3.5 Mtrs)	\$ 85	Per calendar day.
8.	Hydra / Forklift (24 hrs Notice required)	\$ 350 for 4 hrs.	Thereafter \$50 for every subsequent hour (Cancellation have to be done minimum 4 hrs before requested time)
9.	Crawler Crane	N.A	Service not available
10.	Mineral Water Supply (Not Applicable)	N.A	Service not available
	Fresh water at berth	\$ 15	Per MT (Minimum 20 MT and 24hrs Minimum notice required)
	Fresh water at anchorage [Only in case of urgent requirement] [Charges for maximum 4 hours and \$ 400 for every subsequent hour thereafter including freshwater charges]	\$ 3040 per trip.	Quantity that can be supplied at Vizhinjam 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. If in case quantity supplied in excess of 20 MT, then additional quantity will be charged as \$ 7 per MT.
	(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)		
11.	Permission for tank cleaning of HFO Tank/Cargo tank from the recognise vendors. (Squeezing of edible oil tank will not be considered as tank cleaning hence will not be charged as per above)	USD 1000 per permission.	

12.	Permission for cleaning of spillage cargo onboard / Demucking of Ballast tank through external agency. (Non-hazardous cargo) (Gate entry for labour will be addition to the above)		USD 500 per permission.
13.	Magnetic Compass adjustment through port including compass adjuster fees.		a. \$ 600 per vessel. b. Tug charges will be charged as per tariff.
14.	Hot work permission	\$ 250	Per 4-hour slab (minimum)
15.	Shore Generator for Welding Work	N.A	
16.	Ambulance Charges (Limited to Vizhinjam Port Premises)	\$ 300	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.

17.	Invoice revision	\$ 100	Per cancellation of Invoice.
18.	Separate / Spilt Invoice charges	\$60/-	Per Invoice
19.	VCN Cancellation	\$ 25	Per VCN.
20.	VCN validity 60 days for container vessel and 90 days for other than container vessel from VCN Generation to vessel arrival)	\$ 50	Per validity extension
21.	Any query regarding final invoice, to be raised / initiated within 30 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
22.	Permission for painting work, vessel name change / draft mark change / Loadline change on ship's hull or any other painting activity within port limit (Irrespective of who is undertaking the job)	\$.500/-	Note – painting done by external vendor, Gate entry charges will be applicable in addition to USD 500
23.	Photography Videography through the recognized port vendor	\$ 1000 per 4 hours	Subject approval port discretion

Note- The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Adani contract staff.

24.	Cherry Picker (Not Applicable)	N.A	Per hour for equipment
		N.A	Per Shifting
25.	Bunker Handling Charges	USD 4 Per KL	Minimum USD 175
26.	100 MT crane capacity crane on barge Hire Charges	N.A at AVPPL	
29.	Mooring Ropes	USD 90	Per rope/ Calendar Day.

	Gate entry permission charges for on-board workshop, repairing and other activities. - For repairing of on-board ship's equipment (Onboard technician) - Gate In/Out permission for Landing gears / equipment / engine room equipment's, tools / Stationary from ship. (Custom permission to be provided for Gate in/out material) - Transshipment permission for supply of goods like spares / ships equipment / medicines / provision and other stores - Provision supply to vessels per shipping bill gate entry. - Permission for name / draft-mark change on ship's hull. - Gate entry permission of labour/ CTM /technician for workshop onboard i.e. diving, cleaning, repairing, fumigation, etc. (Stay onboard permission mandatory for all type of workshop onboard) - Permission for the external equipment entry in Port for cargo operation of other miscellaneous activities.	INR 10,000 /-Per Shipping bill/ Per TP / Per CTM / Activity
30.	Note: - Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website. - 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. - 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. - Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg. - All ship chandlers / shipping agent must follow Port safety rules and SOP during the supply activity. In case of non-compliance of SOP, Port may cancel the ship chandelling licence immediately. - Before entry at wharf area the ship chandler shall get permission from terminal shift manager for vehicle parking at berth	
31.	IMDG: Class 1 & 7 cargo is not acceptable for handling at Adani port. It may be permitted in transit if it is approved by Govt of India. - Undertaking letter as per format of the port from the shipping line. - Approval letter from Department of Defence Production, Ministry of Defence. - Permission from Atomic Energy Regulatory Board (AERB) for class 7.	USD 2000 per day (Including Fire tender and security standby arrangement) Time will be consider as per FL-berthing to LL-unberthing)
32.	Crew change Facilitation charges	USD 35 Per crew change

33.	Annual Agency, Ship Chandler Registration charges.	Rs. 30000 per financial year for new Registration. Rs. 20000 per financial year for renewal registration. Rs 50000 per financial year for Fast Registration (within 7 days). Rs 10000 Late payment charges for renewal registration For Ship Chandler registration Rs 100000, 80% refundable deposit
35.	Permission of cargo hold washing and retention onboard within Port limit.	USD 500 per permission
36.	Permission for Lifeboat Lowering within Port Limit	USD 150 per activity (
37.	Port Facility charges	Case to case basis depends on the complexity of operations
38.	Anchor Retrieval charges	Actual cost of resources involved including Diving, Tugs, Survey, etc or \$ 30000 whichever is more .
39.	Port Doctor Consultation	USD 70 per visit
40.	Hatch cover / Pontoon landing (For Dry cargo vessel)	USD 100 per hatch cover / pontoon
41.	Mooring winches charges	N.A
41.	Shore provided Laser Range finder	USD 100 Per VCN
42.	Sludge / slop removal charges	As per contractual agreement with vendors
43.	Sanitization of vessel gangway	N.A
44.	Tugboat sanitization charges	USD 100 per trip
45.	Vaccination charges for use of port facility	N.A
46.	Failure to report stowaway incident to port	\$ 1000 per Incident
47.	Stowaway Onboard	\$1000 per Stowaway (No disembarkation allowed of stowaway as per Govt. regulations)
48.	Fine for violation of Port Security Rules	\$ 50 per act (Subsequently person will be blacklisted by the Security)
49.	Wrong declaration of Gross Tonnage of Vessel	\$ 1000
50.	Violation of Using Satellite phones banned by Gov. of India (will be reported to MRCC and Other Govt. agency in case of violations found)	\$ 1000
52.	Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission)	\$ 1000 per incident.
53.	Permission for Sea trail within Port limit	\$ 800 Per 12 hours in day light
54.	Permission for Load test for Ship's Gangway	\$ 500 per permission
55.	Gangway net provided by Port for vessel gangway	\$ 100 per calendar day

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 applicable on all the above services. In case any services / permission request

receives from vessel/ vessel agent apart from mentioned in BPTS, Port will provide service subject to availability of resources and charges will be provided based on complexity of services.

AA. FIRE FIGHTING ASSISTANCE TARIFF:

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	\$ 4500
2.	Fire Fighting at alongside the berth on vessel or at on shore through port tug in case of emergency.	Per tug per hour.	\$ 2000
3.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges USD 12 pre MT will be applicable in addition to Water tender charges)	Per one hour.	\$ 130
4.	Foam tender or water tender standby with crew.	Per hour	\$ 50
5.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight-hour shift.	\$ 165
6.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 215
7.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 60
8.	Fire operator standby.	4-hour shift.	\$ 25
9.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 6
10.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight-hour shift	\$ 6
11.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 14
12.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	\$ 25
13.	Providing Smoke exhauster unit.	Per hour.	\$ 25
14.	Providing SCBA set.	One time use per Set.	\$ 25
15.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110
16.	Fire crew for on board for fire fighting	Per four-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.

BB. Facility for Discharge of Ship generated waste

Vessels have to discharge ship generated waste (Like sludge, Slop, Garbage, scrap etc.), which are generated during voyage period, at any port of call. Disposal of ship generated waste into sea water is strictly prohibited as per MARPOL 73/78 convention as amended. India is signatory to this convention of IMO (International Maritime Organisation). For collection and disposal of ship generated waste, as per MARPOL 73/78, it has been made compulsories for all the countries, who are signatory to IMO, to provide shore reception facility. Accordingly, Adani Vizhinjam Port Pvt Ltd, Vizhinjam provides this facility to vessels calling at this port through the private firms registered with Central Pollution Control Board and having valid approval to operate from State Pollution Control Board. These private registered firms make the necessary arrangement for discharge / reception of the ship generated waste from the vessel.

CC. SPM TERMINAL :		
-	-N. A-	Not Applicable at AVPPL
DD. SHIP TO SHIP TRANSFER OPERATIONS (STS) :		
For Mother Vessel	Port dues (Port Dues is payable per vessel call and is valid for a maximum of 15 days)	\$ 0.072338 per GT
	Anchorage charges	\$ 0.001020 Per GT per hour
	Wharfage charges & cargo throughput charges.	INR 20 /- PER TON.
	Tug for inward custom clearance.	\$ 2100 For maximum 3 hours and \$ 800 for every subsequent hour thereafter.
	Tug for outward custom clearance	\$ 2100 For maximum 3 hours and \$ 800 for every subsequent hour thereafter.
	Port environment Protection Safety and Dredging charges.	\$ 400 Up to 10000 GT \$ 600 10001 to 30000 GT \$ 800 More than 30000 GT
	Sustainability charges	\$ 0.03 per GT per VCN (Minimum Charges \$ 200)
For Daughter Vessel	Port dues. (Port Dues is payable per vessel call and is valid for a maximum of 15 days)	\$ 0.072338 per GT
	Anchorage charges.	\$ \$ 0.001020 Per GT per hour
	Pilotage charges.	\$ 2200
	Tug for inward custom clearance	\$ 2100 Minimum 3 hours and \$ 800 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)
	Wharfage charges & cargo throughput charges.	INR 20 /- PER TON.
	Fuel Surcharge on Pilotage	Refer Page no. 29 point B1 note.
	Port environment Protection Safety and Dredging charges.	\$ 400 Up to 10000 GT \$ 600 10001 to 30000 GT \$ 800 More than 30000 GT
	Sustainability charges	\$ 0.03 per GT per VCN (Minimum Charges \$ 200)
Note: Tug hire charges will be applicable for Custom inward / outward if it is used or not used. Tug hire charges for transportation and for store supply will be charges as per BPTS clause no. Q		

EE. TARIFF FOR LNG TERMINAL

-	N.A	Not Applicable for AVPPL
---	-----	--------------------------

FF. LIGHTERAGE OPERATION CHARGES AT ANCHORAGE FOR DRY CARGO VESSEL

Particulars	Mother vessel (vessels arriving with cargo to be transferred)	Daughter vessels (vessels receiving cargo)
Lighterage operation charges (From Double Bank all fast to Double Bank all cast off)	\$ 0.001785 per GT per hour.	\$ 0.000790 per GT per hour.
Anchorage charges for vessels lying on their anchors in stream and carrying out transshipment/ lighterage operations.	\$ 0.001020 per GT per hour.	\$ 0.001020 per GT per hour.
Double banking pilotage charges with tug assistance (If requested)	-	As per BPTS pilotage charges will be applicable

Note:

1. Rest all charges will be applicable as per BPTS.
2. Permission for lighterage operation will be granted basis Custom permission.
3. The above charges will be solely applicable for Dry cargo vessels only.
4. If any fender required for the operation, that needs to be arranged by the agent.
5. All Barges / floating cranes used for Lighterage operation should be arranged by the agent.
6. Tug hire charges for transportation of agent /custom, inward/outward clearance will be charged as per the BPTS.

GG. 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, unberthing and Dhow not ready for sailing as per OWPM.
3	Berth Hire for Country Craft	\$ 0.020 per GT/per hrs.
4	Anchorage Charges	\$ \$ 0.001020 per GT per hour
5	Mooring charges	Exempted
6	Port Environment safety protection charges	N/A
7	Sustainability charges	N/A

HH. Wharfage charges

N/A		
-----	--	--

PIDC Charges

N/A for AVPPL

V. Tariff for Salvage operation

Charges Vessel in Emergency and/or under Salvage operations	
\$ 2000 per tug per hour	Tug hire charges for the Salvage operations assistance within the Port limits
\$ 2000 per tug per hour	For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval
\$ 5000 per tug per hour	For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval
As per actual	Business loss or claim from third party
1. \$2000 per hour with 100 tons crane. 2. \$3000 per hour with 200 tons Crane. 3. \$4000 per hour with 300 tons Crane. 4. \$ 5000 per hour with 400 tons Crane. 5. \$ 6000 per hour with any crane more than 400 tons.	Jack up Barge (JUB) With Crane mounted designed capacity.
\$ 1000 per hours per pilot	Pilot Service attended charges for salvage and any emergency handling
\$ 250 per hours	Service Boat charges (Small wooden boat)
\$ 500 per hours	Flat Rack Barge hire charge
1. \$ 1000 per hours for Grab dredger 2. \$ 2000 per hour for Cutter suction Dredger (CSD) 3. \$ 3000 per hour for Trailer Head suction Dredger (THSD)	Dredging Assistance hire charges for salvage operations or Wreck removal
\$ 2000 per hour per location (Tug hire / Boat hire charges will be extra in addition to Diving operations charges)	Diving operation charges for Salvage operations
\$ 7500 per day (Only for one channel / Basin / berth pocket)	Bathymetric Survey during, on or after the salvage operations
\$ 1000 per day	Manpower cost per day for Involved in Salvage operation (Max 10 persons)
\$ 500 per day	Administration charges
\$ 100 per day per vehicle	Vehicle hire charges used for Salvage operations
1. \$ 1000 per TEUS 2. \$ 200 per Pkgs / Bags / Pcs / Units	Penalty for Cargo falling overboard
\$ 1 per GRT per day	Vessel grounding applicable charges within the AVPPL limit exclusive of business loss due to Grounding of vessel and other required recourses used for refloating of the vessel.
Technical / Legal Consultancy Fees for Liability Claim	As per actual and invoice furnished by the Legal firm or by the consultants

Note:

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

VI. Stevedoring Tariff

As per Terminal Tariff

VII. Contact details

Primary Contact Points

1	POC	Port Operations Center	poc.avppl@adani.com +91 8089442999
2	Marine Control	Marine Control Room (24x7)	marinecntl.avppl@adani.com +91 8129729994
Important Contact Points			
3	CEO	Mr. Pradeep Jayaraman (Vizhinjam Port Business Head)	+91 471-2772100 (Ext : 72119) pradeep.jayaraman@adani.com
4	Marine Services	Capt. Tushar Kinikar (Head-Marine services)	+91 9762677669 tushar.kinikar@adani.com
5	Container Terminal	Mr. Tushar Rahetakar (Head Automation & Operations)	tushar.rahatekar@adani.com / +91 8655201260
		Mr. Prakash Pillai (DGM- Operations)	prakash.pillai@adani.com / +91-7574894335
		Shift Manager (24x7)	shiftmgr.avppl@adani.com +91 7574894335
6	Security	Lt Col (Retd) Jathish N (Head-Security services)	+91 6284356675 jathish.n@adani.com
7	Fire	Hebin Chenthamarakshan (Head-Fire & Safety)	+91 9099056757 Hebin.C@adani.com

Port Office:

Adani Vizhinjam Port Pvt Ltd.
01, Port Operation Bulding
Mulloor (P.O), Mullur
Vizhinjam, Thiruvananthapuram,
Kerala- 695521
Tel: +91 4712722100

Corporate Head Office:

Adani Ports and Special Economic Zone Ltd.
Adani Corporate House
Shantigram
Ahmedabad, Gujarat,
India 382 421.