Adani Petronet (Dahej) Port Ltd.
Dahej

OUR VALUES: COURAGE, TRUST AND COMMITMENT

Issue: BPTS/AP(D)PL/01 | w.e.f 15th Oct 2026

1. Changes in the existing BPTS from the previous edition have been highlighted.
2. The tariff and scale of rates are subject to revisions. In view of the same, please refer to the trade notices for the latest rates / tariff for a particular service or commodity.

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Record of Changes

Rev. no	Date	Changes
1	15.10.2026	Marine Tariff - Port Dues Charges - as per SOPC 2026 (w.e.f. 01st May 2026) & Trade Notice AP(D)PL/08/2026. Page 21
2	15.10.2026	Misc Service Charges – Sludge/Slop removal charges. Page 31
3	15.10.2026	Stevedoring Tariff - Removal of dunnage from vessel hatch – Steel and Project Cargo. Page 36

THE TARIFF CHANGE PROCEDURE: -

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

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

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

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

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

Approved by	
Capt Dharam Prakash	Chief Operating Officer/ AP(D)PL-Dahej

Introduction

Adani Petronet (Dahej) Port Ltd

- Adani Petronet (Dahej) Port Ltd (AP(D)PL), is a joint venture between Adani Group & Petronet LNG Limited.

- Strategically located in the gulf of Khambhat thereby having access to dense industrial areas of Gujarat and Maharashtra (North) & central MP.
- Only commercial terminal in GMB port of Dahej handling solid cargos in bulk/ break bulk and project cargo.
- Mechanized berth with conveyor handling system for handling coal in bulk at very fast evacuation rate of 4200 MT /Hr.
- Two deep draft berths capable of handling up to mini cape size vessels.

Berths:

- 2 Cargo Berths for Handling Bulk (Dry), Break Bulk &Project Cargo
- North Berth: Mechanized Jetty exclusively for Coal handling.
- South Berth: Multi-Purpose Non-mechanized Jetty.

Superstructure/Topside Facilities:

- Conveyor System: 9.8 Km (6.04 Km + 3.74 Km) long and capacity of 4200/5600TPH
- Mobile Harbour Cranes: 4 Nos. MHC (2 Liebherr; 2 Gottwald)
- 3 Nos. Stacker cum Re-claimer with stacking capacity of 4200 TPH and reclaiming capacity of 2500 TPH
- 2 Nos. Rapid Wagon Loading SILO for rake loading

Storage:

- 1.90 Lakh m^2 open storage area within port for coal
- 0.63 Lakh m^2 open storage (PQC) area within port for clean goods
- 0.75 Lac Sq. m open storage area in S&S Yard for coal
- 0.25 Lakh m^2 of covered godown within the port for clean products.

Tugs:

- Two tugs of Japanese make.
- Each having the capacity of 55 tons bollard pull with twin engine and twin propeller.

Road Connectivity:

- 42 km long six lane highway connects Dahej with the district headquarter Bharuch which lies on the National Highway no 8 from Mumbai to Ahmedabad. The road network within GIDC leading to AP(D)PL is a 6 KM stretch which is 4 lane concrete road.

Rail Connectivity:

- Dahej is the nearest railway station for AP(D)PL connectivity. Dahej is a part of Western Railway Network. Indian Railways has converted the linkage between the main western railway & Dahej into broad gauge system. AP(D)PL has bridged the gap between the Port & Dahej Rail Yard through private railway network.

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 Petronet (Dahej) Port Ltd is committed to Quality, Occupational Health, Safety & Environment in port Business. We Consider QEHSE responsibilities are integral part of our Business. To meet this commitment, AP(D)PL 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 QEHSE 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 requirement on QEHSE and take additional measures considered necessary.
- Shall strive to achieve the QEHSE goals and performance objectives, using effective management system; and reviewed to improve performance.
- Develop, conduct and promote education and training to improve QEHSE performance.
- Continually improve QEHSE management system by monitoring, evaluating and reviewing through the definition of operational standards, assessments and audits through consultation & participation of workers.
- Communicate our policies and standards to employees, suppliers, business partners and where necessary work with them to raise their standards.
- Procure energy efficient equipment's, products & services and use of renewable energy.
- Design for energy performance improvement.

II. Definitions

- **Agent:** A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) Brokers, (2) Commission Merchants, (3) Resident Buyers, (4) Sales Agents, (5) Manufacturer's representatives.

- **Beam:** The width of the ship.

- **Berth:** A space for a ship to dock or anchor.

- **Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which Payment of duties is deferred until the goods are removed.

- **Break Bulk:** To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship. Loose, non–containerized mark and count cargo, packaged cargo that is not containerized.

- **Bunkers:** A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.

- **Bill of Lading:** Shall mean a 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 in container yards, or off dock.

- **Cold move:** The vessel's engine and steering gear should be always available for use during the manoeuvre. If it is 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.

- **Commence work:** For Inward vessel, after POB maneuvering command commenced by the pilot and for outward vessel, Gangway secured or Tug fast whichever is earlier.

- **CT:** Container Terminal.

- **Deadweight Tonnage (DWT):** Appropriate seasonal deadweight**.** 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.

- **Double Banking operation**: Two vessels are banked together for cargo operation.

- **Draft:** Vertical distance between the vessel's water line and the lowest part of its hull.

- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.

- **Drifting**: Vessel not at anchor or made fast to a berth. In simple words when a **vessel** is afloat and in no **way** is touching the ground or seabed.

- **ETA:** Expected Time of arrival.

- **Export:** Shipment of goods to a foreign country.

- **FCFS:** First Come First Served.

- **Foreign**: Foreign-going vessel" shall mean any vessel other than Coastal vessel.

- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as "Ocean Intermediaries.

- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.

- **GT:** 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" requires the holds to be swept to remove all residues of the previous cargo, washed down and dried ready to receive a similar or compatible cargo.

- **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 vessel is alongside the berth without carrying out any cargo operations.

- **Kg:** Kilogram.

- **LOA:** Length Overall.

- **LPG:** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'liquefied petroleum gas'.

- **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 Dahej port:** Monsoon period at AP(D)PL, Dahej is from 15th May to 15th September each year.

- **Mtrs:** meters.
- **MW:** Megawatt.
- **NH:** National Highway.
- **O.D.C:** Over Dimension Cargo.
- **On Board:** A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
- **P&I:** Protection& Indemnity.
- **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 Centre.
- **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.
- **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.
- **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.
- **VCN:** Vessel Call Number.
- **Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
- **Warping:** Physical shifting of the vessel maximum 100 Mtrs ahead / astern on the same berth same berth.
- **Types of Ships:**
  - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
  - **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll–on/roll–off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.
  - **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.
  - **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.
  - **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
  - **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
  - **Roll–on/Roll–off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
  - **STS:** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products.
  - **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.
  - **Gas carriers:** Gas carriers are tankers intended to carry different liquefied gases used for energy purposes (petroleum gases, natural gases)
- **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).

- **Quarantine:** Quarantine means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner so as to prevent the possible spread of infection or contamination.

- **Acceptable trim**: For Berthing / unberthing / Shifting max allowable trim by stern is 1.5 % of LOA

III. Berthing Policy

1. Berthing Objective

The objective of the Berthing Policy at Adani port 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 rule, adopts the policy of First Come First Serve (FCFS) basis. Container vessels are generally accepted basis their berthing windows as agreed between the Shipping Line and the concerned Container Terminal. For all cargo vessels, the following criteria will be used by the Port for determining the berthing priority:

3.1 The vessel has duly submitted the required Declaration / Information/ PANS (ISPS) prior vessel's arrival / statutory compliance of government directives as issued from time to time. Vessel agents are required to declare their vessels through ITUP. All vessel related details are to be updated in vessel definition and vessel registration. The details should be entered as per the vessel particulars. In case any information is incomplete or missing in ITUP/IPOS, the vessel's application for berth will not be accepted.

3.2 Vessel agents must pay in advance all the charges as per the PAA raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6-digit digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.

3.3 Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports or the voyage duration is around 1 day, which are required to provide one day notice.

3.4 Vessel which has physically arrived within the port limits or at defined position and registered herself with Port Marine Control giving all the vessels particulars. Physical arrival means the time of arrival of vessel into Port Limits or at defined position.

3.5 Seniority of a vessel will be counted basis the time of her physical arrival, filing of IWPM, Cargo readiness, clearance from concerned department with respect to cargo readiness, receipt of pipe check list, verification of packing list and Terminal readiness whichever is later and applicable for that vessel.

3.6 Contractual agreements in place: Customers who have entered long term contracts with the Port will be given priority in berthing as per their contractual terms & conditions. Port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels,

whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

3.7 In case of pipe export vessels, seniority will only be considered for vessels if "80% Let Export Orders" of each type/size/ diameter of pipe is available in the Port for loading. If cargo is found to be less than the afore mentioned quantity, such vessels will not be considered/discussed in port berthing meeting and seniority of such vessels will only be considered upon meeting the norms. Similarly for other export cargoes, seniority will only be considered provided 80% with LEO of the cargo is inside the Port.

4. General guidelines for all Vessels

4.1 All the vessels calling Dahej port must send nomination to the port and 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 always available for use during the manoeuvre. If a vessel's engine or steering fails during any point of the berthing / un-berthing /shifting manoeuvre, it will be treated as cold move and will be charged as per Port tariff.

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

4.3 Any vessel deficiency must be reported to the port well in advance through email to **Marinecontrol.Dahej@adani.com**; **Portopscenter.Dahej@adani.com**; or through VHF on Channel 73 to AP(D)PL 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 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 '03 hrs' notice will be given to vessels waiting at inner anchorage and '12 hrs.' for vessels waiting at outer port limit for reaching PBG (Pilot Boarding Ground).

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 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:** 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.

4.11 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 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. For all pipe export vessels, vessel is to be declared with duly filed "Pre-Arrival Check list". In absence of same, APSEZ will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Dahej roads. However, the vessel will be considered for berthing seniority only after berthing clearance is received from Dry cargo or Marketing Team as required by the Port. Above procedure will be followed for all vessels arriving in port for import/export of bulk cargoes.

4.13 All ships calling the port to get free pratique clearance from the Port Health Officer, prior their arrival. In case vessel requires boarding of PHO for clearance the port will take 1.5 hrs notices for berthing of vessel after it is cleared by PHO.

4.14 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 must 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 considered 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.

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 then,

a) Inside the Port Limit: the anchor dropped time will be considered as NOR time.
b) Outer Port limit: the anchor dropped time will be considered as 1st NOR & POB time will be considered as 2nd NOR.

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.

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

The Port holds Daily Berth Planning Meeting at 1000 hrs on all working days, to plan the allocation of berths for the next 24 hours commencing from 1100 hrs on that day. The vessels agent and concerned parties shall be notified about the Tentative Berth Plan by 1200 hrs of the same day via email through Marine Control. The decisions arrived in the Port Berth

Planning Meeting will be final. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

7. Dry cargo breaks timings:

7.1 0800 to 0900 hrs Shift change.
7.2 1300 to 1400 hrs Lunch Break.
7.3 2000 to 2100 hrs Shift change.
7.4 After completion of break timing, the work should start at the strike of the clock.

8. General conditions for berthing / un-berthing and cargo operations of vessels

8.1 Vessel will not be considered for berthing if the Vessel:

8.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.

8.1.2 Has invalid statutory certificate, including expired load test certificates of cargo gears.

8.1.3 Is blacklisted by Port State Control.

8.1.4 Is not manned as per Safe Manning Document.

8.1.5 If vessel does not produce proper proof to show that the vessel is suitably insured under DG Shipping authorized P&I club to cover the risk of damage to any port installations (fixed and floating), wreck removal, water, air Pollution and consequent civil liability and any other risks applicable. Restrictions / Instructions / Circulars issued by Government of India and State Maritime Board will be strictly adhered to.

8.1.6 Vessel should arrive and depart the port either on even keel or with a positive trim and minimum list. In no case should the vessel be trimmed down by the head or have a list of more than 0.3 degree. In case a vessel is found to be trimmed down by head, the movement of such a vessel may be cancelled for safety reasons as such vessels are very sluggish in handling which is not acceptable in a strong tidal port. Such vessels will be provided pilot only after they have corrected their list and trim. For container vessels which have trim up to 40 cm down by head shall be permitted on case-to-case basis on prior intimation to Port Control.

8.1.7 Draft survey of a vessel which is down by head and listed more than 0.3 degrees will not be conducted unless the vessel comes on even keel and reduces the list to 0.3 degrees. All delay, detention and cost arising from negative trim, list exceeding 0.3 degrees and inability to comply with minimum draft and trim requirement will be on vessels account.

8.1.8 Delivery order must be submitted by the agent to the Port prior dispatch of cargo from the Port Premises. Without DO, the vessel will only be berthed if the agent gives in writing that the agency agrees to pay the storage rent and / or any charges which may become payable due to the agent holding the delivery of the cargo.

8.1.9 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 - Not applicable at AP(D)PL.

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

8.2.1 If the vessel is considered unsafe or hazardous for port safety.

8.2.2 If the vessel is equipped with poor and unsafe cargo gear.

8.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.

8.2.4 In case the weather deteriorates or is likely to deteriorate.

8.2.5 If the stowage of cargo is improper or incorrectly declared.

8.2.6 The vessel is under performing as per port norms or idling at the berth without proper justification, the vessel will be un-berthed and applicable shifting charges will have to be borne by the vessel.

8.2.7 Makes a request for early un-berthing.

8.2.8 Has made a wrong declaration.

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

8.4 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.

For purposes of this policy: -

- A shifting movement means:
  - Physical shifting of the vessel more than 100mtrs 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 100mtrs 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 unbale to file outward pilot request within 3 hrs of cargo completion, Berth Idling charges shall be applicable.

9.2 If cargo stoppage is more than 2 hours due to failure of vessel equipment's or gear, idling at berth or for any other reasons. Berth Idling charges as per Port Tariff shall be applicable as per conditions laid below

9.3 Total cargo stoppages should not exceed 2 hours during the entire port stay of the vessel or else Berth Idling charges will become applicable.

9.4 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 4 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.

9.5 LPG vessels clause- Not applicable for AP(D)PL.

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. Vessels 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 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 stays at lay-up

berth hire should be made at least 3 hours before cargo completion time. Vessel must 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 and container Vessels unless the Port has requested the Vessel to vacate the berth and if Vessel refuses to do so.

10.5 Berth Idling charges will not be applicable on Tug which has towed the 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 hire will not be applicable if there are cargo stoppages due to bad weather condition/rains unless the cargo was already stopped prior start of bad weather/rains period. The timings will be taken from respective SBU.

10.7 Port will not charge 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 rule, after completion of discharge operations, a vessel has to vacate the berth for other vessels waiting at the anchorage. If the same vessel is fixed for loading, her arrival time for loading operation will be considered only after she has completed her previous cargo and is thereafter ready to load cargo in all respects.

11.2 In case a new VCN is issued upon request, the second call will be treated as a fresh call and all marine dues will be applicable to the vessel.

11.3 After completion of Import cargo, if vessel goes outside of the port limits for hold cleaning/operational requirements and coming back to load export cargo in same vessel, then new VCN will be provided for Export cargo operation. All the charges will be applicable as per BPTS.

12. Anchorage charges

Anchorage charges will be applicable for all vessels anchoring at Dahej.

12.1 For berthing: From the time of vessel dropping anchor to time vessel gets underway to pick up pilot(OPL to PBG steaming time will not be charged under anchorage).

12.2 For sailing/shifting: From the time of vessel dropping anchor till anchor away.

12.3 Anchorage charges shall be charged on hourly basis.

12.4 Drifting within the port limit is generally not permitted. Drifting on case-to-case basis may be permitted by Dahej port control. Vessel drifting more than 3 hours within the port limit will be charged.

13 Documents require in prescribed format through APMS/IPOS/SMART EPIC/EMAIL for declaration.

The vessel's agent should submit the following documents in the prescribed format through APMS/IPOS for vessel declaration prior to physical arrival in Port. The vessel will be considered for berthing only after completion of declaration formalities and submission of pre-arrival documents as per Port Berthing Policy.

13.1 General Documents required for all vessels declaration.

a. Berthing application - MAR/ F/ 004
b. Vessel & cargo particulars part A - MAR/ F/ 001
c. Vessel acceptance navigational checklist- Part B
d. International Tonnage certificate.
e. International Air Pollution Prevention certificate (IAPP)
f. Ship particulars.
g. P&I certificate & Liability for the Removal of Wrecks Certificate
h. Certificate of Class (IACS class)
i. Certificate of Registry
j. Safe Manning Certificate
k. Documents of compliance
l. ISM Safety Management Certificate (SMC)
m. Civil Liability Convention (CLC) 1992 Certificate:
n. Civil Liability for Bunker Oil Pollution Damage Convention
o. international ship security certificate
p. international oil Pollution Prevention Certificate (IOPP)
q. Load line certificate
r. Safety equipment certificate
s. Safety construction certificate
t. Safety Radio certificate.
u. Ship sanitization control Exemption.
v. Ballast water Management system certificate
w. Agency appointment letter from Owner of vessel
x. Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement
y. Last Rightship Inspection certificate
z. General Declaration (FAL Form 1 Through NLP/MSW)
aa. Cargo Declaration (FAL Form 2 Through NLP/MSW)
ab. Ship's Stores Declaration (FAL Form 3 Through NLP/MSW)
ac. Crew's Effects Declaration (FAL Form 4 Through NLP/MSW)
ad. Crew List (FAL Form 5 Through NLP/MSW)
ae. Passenger List (FAL Form 6 Through NLP/MSW)
af. Dangerous Goods Manifest (FAL Form 7 Through NLP/MSW)

13.2 In addition to general docs following additional documents required for Bulk & break bulk:

a. Last port draft survey report.
b. Fertiliser checklist.
c. Pre arrival pipe export stevedoring check list
d. Stowage Plan.
e. Discharge or loading sequence.
f. IGM to be submitted 24 hrs prior arrival of vessel.
g. Cargo declaration with client details, Requirement shore crane, Forklift
h. Export General Manifest is to be submitted within 9 days of vessel sailing.
i. Complete Packing list for discharge / Load with Length x Width X Height (CBM) and Metric ton for calculating Package wise FRT (Freight Ton)." In case of Break Bulk cargo, above documents are required to be submitted by the vessel agent before berthing of vessel, both in Excel as well as PDF formats.

j. Bilge report from vessel before berthing of vessel.

Note: The dimension to be considered should be of the biggest package and not of the smaller ones packed in the bigger package. Packing list submitted by the agent will be final. Receivers' full details for each package to be submitted to port prior berthing. CIF/FOB value of the cargo for Imports/Exports to be provided by the concerned prior to berthing of vessel. In case of non-submission or incomplete documentation port will be constraint to berth the vessel.

13.3 In addition to general docs following additional documents required for Liquid vessel:
N/A for AP(D)PL-Dahej.

13.4 In addition to the general docs following additional documents are required for LPG vessel:
N/A for AP(D)PL-Dahej.

Note: Apart from above documents all compliance of DG Shipping / GMB or any other authorities to be followed by the vessels / vessel agent while vessel calling in AP(D)PL port.

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

Inward Pilot request	Minimum notice 1 hrs 45 minutes from Pilot request time
Outward Pilot request	Minimum notice 1 hrs 30 minutes from Pilot request time
Pilot Cancellation and amendment can be accepted through written hardcopy of form or by email to AP(D)PL Marine Control or through VHF on Channel 73 to AP(D)PL Marine Control with minimum **1 hrs notice** for IWPM and OWPM. Only one cancellation and revision will be accepted. Thereafter **minimum 2 hrs notice** must 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 as vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".

16.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.

16.9 Similarly shifting charges will also be applicable in the following cases of shifting:

16.9.1 Non-cargo vessel which in any case must 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- 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

Due to strong current at Dahej, Immobilisation is not allowed.

18. Standard time for cargo commencement and completion

Sr. No.	Types	Case	Cargo commencement	Cargo completion
18.1	**Containers**	IMPORT / EXPORT	Cargo commencement takes place after unlashing of containers the first container loaded or unloaded.	After handling of gear box, 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		IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.

	Break-Bulk/ Project Cargo	EXPORT	Commencement of dunnage/Cargo Gear Preparation Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment.
18.4	**Liquid-** N/A for AP(D)PL-Dahej	IMPORT	When cargo passes the ships manifold into the shoreline.	Air blow completion time and when receiver gives the go ahead for hose disconnection.
		EXPORT	Commencement time of Cargo pumping from Terminal.	When the vessel is informed to close the manifold valve.

SECTION B

19. Berth Parameters, the indicative berth allocation parameters are given in the following table:

Berth	Max permissible LOA	Max Displacement (MT)	Beam	Max. Draft
North Berth	300mtrs	150000	50mtrs	14.0 metres
South Berth	300mtrs	150000	50mtrs	14.0 metres

Notes:

19.1 The depths around the berths are surveyed twice (pre & post monsoon) a year. If any significant changes trade is informed.

19.2 Parallel Body length of the vessel should be minimum 90 Mtrs.

20. Berth allotment criteria

BERTHING POLICY	
North Berth	Essentially a mechanized coal handling berth for which priority will be given to Coal vessels carrying ADANI Cargo. Seniority will be considered among coal vessels and only on First Come First Served (FCFS) basis.
South Berth	Non-mechanized berth for handling of all bulk cargoes, break bulk cargoes and other commodities. Seniority will be considered for all vessels on First Come First Served (FCFS) basis.

Notes:

20.1 Vessel carrying cargo which is required to be dispatched manually (i.e., by road) & to be stacked at non-mechanized yard will be berthed as per Port discretion on mechanized or non-mechanized berth (i.e., north berth or south berth).

20.2 The Port permits, priority berthing for vessels carrying government cargoes, (as maybe declared from time to time) for which 100% additional berth hire will be charged, and for long term contractual partners as per Port's discretion.

20.3 If a condition arises when non-coal vessel (bulk and/or break-bulk commodities) is waiting and North Berth is vacant, port may decide to berth non-coal vessel on North berth and next coal vessel will be berthed after completion of working vessel.

20.4 The port has capacity and necessary infrastructure to handle 2 bulk/break-bulk vessels at any given time. Decision to accept additional vessels will be taken on case-to-case basis by Dry Cargo Operations Team.

20.5 The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.

20.6 The port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

20.7 Seniority of the vessel will be considered as per port discretion if cargo space available less than 80% inside the Port backup yard.

21. Priority berthing guidelines for liquid tankers

N/A for AP(D)PL_DAHEJ

22. Berthing / Un-berthing guidelines for vessels

Berthing:	
	As per availability of tide
Un-berthing:	
	As per availability of tide.

Note:

1. Berthing will be suspended when average wind speed exceeds 25 knots.
2. Un-berthing will be suspended when average wind speed exceeds 25 knots.
3. Berthing and Un-berthing will also be suspended if the wave height is more than 02 meters.
4. Minimum UKC not below 15 % of the deepest draft in the approaches and not below 0.5 meters of the deepest draft at the berth.
5. 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, restrictive parameters should apply to ensure the safe manoeuvring of the vessel.

IV. Marine Tariff

A. **PORT DUES:**	
$ 0.13683 Per GT of Vessel (Per VCN).	Minimum Charges **$ 1200** per vessel is applicable. (Port Dues is payable per vessel call and is valid for a maximum of 15 days)

B. **PILOTAGE CHARGES PER GT OF VESSEL:**		
Pilotage Charges (Coal and Project Cargo)	$ 2.35300per GRT	Minimum $ 2500
Pilotage Charges (all other cargo vessels)	$1.49076per GRT	Minimum $ 2500
Includes one Berthing and one Un-berthing. For vessels with LOA less than 100m all tugs used for berthing/unberthing will be on chargeable basis (as per point "V" Additional Tug Hire Charges)		
B 1. PILOT ATTENDANCE CHARGES:		

Pilot Attendance Charges	$ 600 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.
B 2. PILOT EXEMPTION CHARGES		
Pilot Exemption Charges	$ 1000 / Exemption Certificate (Maximum validity 30 days)	
B 3. Fuel Surcharge:		
Fuel Surcharge due to recurrent hike in the fuel prices	W.e.f. 1st July'2022, the revised rate for fuel surcharges is available on our website under "Trade Notices" section, which Port can be accessed through **https://www.adaniports.com/Ports-and-Terminals/Dahej- /download**	
C. MOORING CHARGE:		
Mooring Charges	$ 0.04672 per GRT	Minimum Charges $ 210
Note: Mooring charges is not applicable to vessels which is not using berth facilities.		
D. SUSTAINABILITY CHARGE:		
Sustainability Charge	$ 0.05698 per GRT	Minimum Charges $ 250
E. PORT ENVRONMENT PROTECTION SAFETY CHARGE		
$ 0.01425 Per GT	For all type bulk, breakbulk and liquid cargo vessels.	Minimum Charges $ 100
F. BERTH HIRE CHARGES		
Berth hire charges (Coal and Project Cargo)	$ 0.02627 per GRT per hour	Minimum Charges $ 1000 per Day. (Berthing 1st line made fast to Unberthing All line cast off)
Berth hire charges (all other cargo vessels)	$ 0.01195 per GRT per hour	Minimum Charges $ 1000 per Day. (Berthing 1st line made fast to Unberthing All line cast off)
G. Lay-up berth hire charges		
A. Berth Idling charges	Same as berth hire Per GT per hour	Applicable if cargo operation is delayed 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.
B. Lay-up Berth (Berth used for other than cargo operation)	Same as berth hire Per GT per hour	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 APDPL 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 utilize berth for salvage operations. 2. Minimum charges $6000 per day applicable 3. Five times berth hire charges are applicable. No additional berth hire

H. . NON-BERTH VACATING CHARGES:	
Non berth Vacating charges: 4 time of the normal berth hire as mentioned in the port tariff point no. F. This charge is in addition to normal and 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 AP(D)PL

J. ANCHORAGE CHARGES	
Anchorage Charges: $ 0.00163 per GT per hour.	1.1 Anchorage charges will be applicable for all vessels anchoring at designated anchorage area. 1.2 For berthing: From the time of vessel dropping anchor till vessel getting underway. 1.3 For sailing: From the time of vessel dropping anchor till anchor aweigh. 1.4 Drifting within Gulf of Khambhat limit is generally not permitted. In case if vessel required to drift within Gulf of Khambhat region, permission for the same is to be obtained from Dahej Port Control/ VTMS Gulf of Khambhat. Vessel drifting within the VTMS- Gulf of Khambhat limit will be charged in accordance with anchorage charge from the time vessel is instructed to drift by Dahej Port Control/ VTMS Gulf of Khambhat till pilot boarding time.

K. BERTHING PROCESS CHARGES:		
Pilotage Cancellation Charges	**$ 750**	If cancelled within 1.00 hrs from nominated pilot Boarding time. In addition to cancellation charges, tug charges will be applicable as per actual usage if tugs are mobilized as per clause number V.
	$ 1500	If cancelled after pilot boarding. In addition to cancellation charges, Tug mobilization hourly charges will be applicable as per clause number V.
Pilotage Detention before boarding	NIL	Up to 30 minutes delay from the nominated pilot boarding time.
	$ 1500	For subsequent delays on a slab of 30 minutes

Pilotage Detention Charges after boarding	**$ 1500**	Delay in approach to berth due to any reason/fault of vessel more than 15 minutes from POB time detention charges will be applicable for the entire duration of delay including first 15 minutes. For subsequent delays on a slab of 30 minutes.
L. UN-BERTHING PROCESS CHARGES:		
Vessel should be ready in all respect for sailing at the nominated Pilot boarding time. In exceptional cases, a maximum delay up to 15 minutes after Pilot boarding time will be allowed if the unberthing of the vessel is delayed beyond 15 minutes after POB timing due to non-readiness of the vessel, pilot detention charges will become applicable for the entire duration of delay including first 15 minutes.		
Pilotage Cancellation Charges	**$ 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
	$ 1500	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	**NIL**	Up to 15 minutes delay from the nominated pilot boarding time till commence work.
	$ 750	From 16 minutes 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. 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 charges & Turnaround Charges	Same as pilotage	However minimum pilotage charges will be used for calculation as per point B
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 FOR AP(D)PL		

P. DUMB BARGE:	
$ 2000 per VCN	1. Port dues and pilotage charges will be additional. 2. Activity includes berthing and un-berthing. 3. Pilotage will start only when the barge is secured as a hip tow to the towing tug. 4. If LOA is more than 70 metres and beam more than 25 metres, then acceptance will be on case-by-case basis. 5. All barges must have a minimum of 6 mooring lines of adequate length i.e., minimum length of 40 metres 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.
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	**$500 Per Occurrence**	In case of unsafe pilot boarding/ disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters.
Non-functional / Defective critical navigation Equipment which affects safe berthing / unberthing. (Charges per Movement for use of electronic navigational equipment.	**$500** per Movement	Vessels with non-functional any 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, or any other critical equipment.
Charges for Failure to report critical equipment Deficiency in advance.	**$500** per Movement	Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.
Failure / Defective of mooring winches, windlass or capstan during berthing / unberthing operations.	**$500** per failure	Vessel should be able to pass required no. of mooring lines and keep vessel safely alongside during entire stay
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	**$ 900** per declaration	In case of wrong declaration of arrival / departure draft. (beyond berth parameters)
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.	**$700**	For each incident.
Anchor missing, Single Anchor Missing / anchor fluke damage	**$700** Applicable per movement	An additional tug will be used for berthing/un-berthing on chargeable basis
IMO visibility on container vessel	**$ 500 per incident**	Vessel movement may be cancelled if considered unsafe for navigation
Excessive trim as required in BPTS	**$ 500 per incident**	Vessel movement may be cancelled if considered unsafe for navigation
Anti-Piracy Razor wire not removed before arrival	**$ 500 per incident**	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 incident**	

Vessel failed to unberth	**Demurrage applicable as per upcoming vessel's demurrage rate**	In the event of failure to unberth due to any technical or other vessel-side reasons, the vessel / owner / charterer shall be liable to pay demurrages for all subsequent waiting vessels at anchorage which will be calling at APDPL, Dahej.
Average time from First Line to All Fast is taken as 01 Hour 40 Minutes. **Time exceeding 01 Hour 40 Minutes from First Line to All Fast shall be chargeable.**	**As per hourly rate**	**Tug & Pilot attendance charges shall be applicable on hourly basis.**
R. TUG / BOAT HIRE CHARGES:		
Tug hire for transportation (per trip).	**$ 1600**	Minimum charges $ 1600 for 2 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)
Ship's Store / spares supply charges within port limit	**$ 2000** per supply	1. Not applicable for Quantity less than 500 kg. 2. Quantity up to 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).	**---**	N/A
Note: If tug is hired for medical purpose (passenger/crew injury) 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 Unplanned Cold Move	If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / un-berthing / shifting / warping manoeuvre (irrespective of the fact whether movement is on vessel/Agent or on port account), the same will be treated as a cold move and charged to the vessel/agent. Additional tugs if used for the movement will be charged as per port tariff on an hourly basis. Partial failure of main engine or steering gear will be considered as cold move. Cold move charge is in addition to the normal pilotage charge.
	Unplanned cold move charge as at the rate of 1.5 times the pilotage charge. (However minimum pilotage charges will be used for calculation.)
T. PIPELINE CHARGES FOR LIQUID TANKERS	
	N/A for AP(D)PL_DAHEJ
U. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT:	
$ 300 for the first 12 hrs	**Due to strong current at AP(D)PL Immobilization of main engine permission not permitted. N/A at APDPL.** In case of extremely urgent requirement immobilization at berth or at anchorage will be granted at port's discretion after taking the additional safety precautions. 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	a. Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer. b. In case of bad weather tug assistance will be provided on chargeable basis for any activity. c. Additional tug on chargeable basis will be provided to vessels having displacement greater than 110,000MT. d. Tug shall be mobilized as per case on chargeable basis if vessel moves out of berth.
$ 2500 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
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.	
W. CHARGES FOR OIL SPILL POLLUTION RESPONSE.	
$ 35100 Per spillage	**Spillage above 500 Ltr**. USD35100 + charges as per actuals based on resources mobilised.
$ 5000 Per spillage	Spillage 100 Ltr to 500 Ltr. Content clean up within harbour + charges as per actuals based on resources mobilized.
$ 2000 Per spillage	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. $ 2700** for tugs up to 100 tons. **b. $ 5400** for tugs above 100 to 150 tons. This is inclusive of Port Dues, berth hire, pilotage and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).

Y. TARIFF FOR DIVING OPERATIONS:		
1.1	Diving charges	NA for APDPL
1.2	Videography Charges	NA for APDPL
1.3	Diving services by outside agency	**NA for APDPL** a) License Fee of **$** 800 per vessel per day. b) If videography done by external agency, then $ 500 per day will be applicable in addition to license Fee. 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 **$ 250** per 1 per hour. If Tug is used, then it will be charged $ 1000/hr
1.4	Permission for Under water Hull cleaning	Not permitted at APDPL

Z. MISC SERVICE CHARGES:			
1.	Creation of request APMS/IPOS/SMART EPIC for VAS Services and voyage request for declaration on behalf of agent.	$ 50	Per request [exception for new vessel agent's first five vessels]
2.	Late declaration of vessel/ Non submission of document by vessel:	Not Applicable	
3.	Security Guard	$ 100	Per 12 hrs shift /per Guard (Onboard)
4.	Gangway Security Guard	$ 150	Per 8 hrs shift /per Guard.
5.	Applying NDC for wrong VCN	$ 100 per VCN	
6.	Oil rags removal & Disposal	$450	Per CBM
	Garbage collection at berth (Quantity not to exceed 3 m3/per trip)	$ 250	Per collection / Trip (Not to exceed 3-Cubic Meter)
	Bio medical waste	Not Applicable	
	Sewage disposal	Not Applicable	
	Garbage collection at anchorage within port limit. (Quantity not to exceed 5 m^3/per trip)	$ 2400	Including Tug charges for maximum 3 hours and $ 800 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 based on availability of resources. b. Garbage collection may be done anytime. 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.		
7.	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	$ 300	Per calendar day.
	Gangway Extension ladder at west basin	---	N/A for AP(D)PL
8.	Hydra	$ 150 for 4 hours	Thereafter $50 for every subsequent hour
9.	Crawler Crane	Not applicable	

10.	Mineral Water Supply	$ 15	Per MT
	Fresh water at berth	$ 10	Per MT
	Fresh water at anchorage [Only in case of urgent requirement] [Charges for maximum 4 hours and $ 800 for every subsequent hour thereafter including freshwater charges]	$ 3200 per trip	Quantity that can be supplied at Inner 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 $ 10 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 Hold /Cargo tank / Deck space through authorized vendors. The charges are per tank basis. • Only Port authorized agencies can carry out cleaning activities. • Charges for tank cleaning is based on the volume of tank / hatch which is to be cleaned]	N/A for AP(D)PL	
12.	Permission for cleaning of spillage cargo onboard through external agency.	---	N/A for AP(D)PL
13.	Magnetic Compass adjustment through port including compass adjuster fees.	$ 600	e. Per vessel. f. Tug charges will be charged as per tariff.
14.	Hot work permission	$ 250	Per 4-hour slab (minimum)
15.	Shore Generator for welding work	Not applicable	
16.	Ambulance Charges (Up to Dahej)	$ 100	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
17.	Ambulance Charges (Up to Bharuch)	$ 250	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
Note 1: 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.			
18.	Invoice revision.	$ 100	Per cancellation of Invoice.
19.	Separate / Split Invoice charges	$ 60	Per Invoice
20.	VCN Cancellation.	$ 100	Per VCN.
21.	VCN validity (45 days from VCN Generation to vessel arrival)	$ 50	per validity extension for next 45 days
22.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	$ 100	Per VCN.
23.	Permission for painting work vessel name change / draft mark and Load line change on ship's hull or any other painting within port limit	$ 500	Note – painting done by external vendor, Gate entry charges will be applicable in addition to USD 500
24.	Photography Videography through the nominated 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.			
25.	Cherry Picker	---	N/A for AP(D)PL
26.	Bunker Handling Charges	$ 2.00 PER KL	Minimum $ 200 charges applicable upto 100 KL, there after $ 2.00 per KL will be applicable
27.	100 MT crane capacity crane on barge Hire Charges	---	N/A for AP(D)PL
28.	Mooring Ropes	$ 200	Per rope/Calendar Day
29.	**Gate entry permission charges for on-board workshop, repairing and other activities.**		
	a. For repairing of on ship's onboard equipment. b. Gate In/Out permission for Landing gears / equipment / Line seal/ Stationary from ship. (Custom permission to be provided by for Gate in/out material) c. Transhipment permission for supply of goods like spares / ships equipment / medicines. d. Provision supply to vessels per shipping bill gate entry. e. General cleaning on board the vessel (non-hazardous). f. Permission for name / draft-mark change on ship's hull. g. Gate entry permission of labour/technician for workshop onboard i.e., diving, cleaning, repairing, fumigation, etc. (stay onboard permission mandatory for all type of workshop onboard)	$150/-per Shipping bill/Activity.	
	Note: a. Only Port authorized ship chandlers will be permitted for supply onboard b. If a registered vessel agent is nominated by the vessel owner to deliver stores to their vessel, the activity will be permitted subject to submission of appointment letter from the principals. No license fee will be charged in such cases; however, ship chandelling charges will be applicable as is the case for registered ship chandlers. c. If in case, after completion of gate formalities at Port, vessel master rejects the supply or ship chandlers are unable to complete supply due to any reason prior to sailing of vessel, in that case neither the charges will be refundable, nor it will be adjusted in the next supply which may please be noted. d. Ship Chandling charges will not be applicable to supply of BA charts and medicines up to 25 kg. e. e. All ship chandlers / shipping agent has to follow Port safety rules and SOP during the supply activity. In case of non-compliance of SOP, Port may cancel the ship Chandling licence immediately		

30.	Permission for Transit IMDG cargo class 1 and 7 approved by the Govt. of India. 1. Undertaking letter as per format of the port from the shipping lines. 2. Approval letter from Department of Defence Production, Ministry of Defence. 3. 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)	
31.	Crew Change Facilitation charges		$ 50	Per crew.
32.	Annual Agency Registration charges.		Rs. 20000 per year for new Registration. Rs. 10000 per year for renewal registration. Rs. 50000 per year for new Registration on urgent basis. (within 7 days) INR 5000/- Late payment charges for renewal registration	
33.	Permission of cargo hold washing and retention onboard within Port limit.		USD 500 per permission. Pumping out of cargo hold bilge water not permitted within Port limits	
34.	Permission for Lifeboat Lowering within Port Limit (Only upto Deck Level due to strong current)		USD 150 per activity	
35.	Port Facility Charges	INR 40000	Per Activity on case-to-case basis.	
36.	Anchor retrieval charges	---	N/A for AP(D)PL	
37.	Port Doctor Consultation	---	N/A for AP(D)PL	
38.	Hatch Cover / Pontoon Landing for (for dry cargo vessel)	$100	Per hatch cover/pontoon	
39.	Shore Mooring Winch Charges (02-Fwd & 02-AFT) Compulsory for 24 hours only. Compulsory for entire duration of vessel's stay during monsoon period and if vessel arrival displacement greater is than 110000MT		$ 3500	Per 24 Hr
40.	Laser Range Finder		N/A for AP(D)PL	
41.	Sludge/ Slop Removal Charges		INR 3000 Per MT	
42.	Sanitization of vessel gangway		N.A.	
43.	Tugboat sanitization charges			
44.	Vaccination charges for use of port facility			
45.	Failure to report stowaway incident to port		$ 1000 per Incident	
46.	Stowaway Onboard		$ 1000 per Stowaway (No disembarkation allowed of stowaway as per Govt. regulations)	
47.	Violation of Port Security Rules		$ 50 per act (Subsequently person will be blacklisted by the Security)	
48.	Wrong declaration of Gross Tonnage of Vessel		$ 1000 per declaration	
49.	Violation of Using Satellite phones banned by Gov. of India (will be reported to MRCC		$ 1000	

	and Other Govt. agency in case of violations found)	
50.	Vessel / Vessel agency Engaged in illegal Activities reported by Govt Authorities / Vessel master	$ 500 per Incident. And subsequently cancelation of agency licence from Port
51.	Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission)	$ 1000 per incident.
52.	Shore crane hire charges (for misc. activities)	$ 410 per hours(Min 2-hour Slab or Part Thereof (will be provided as per availability)
53.	Endangering navigation in port limit / Not keeping VHF watch	$ 1000 plus any consequential loss /delays will be charged as per actual
54.	Permission for Sea trail within Port limit	NA for APDPL
55.	Permission for Load test for Ship's Gangway	$ 500 per permission
56.	Gangway Net provided by port	$ 100 per calendar day
57.	Shore Power Supply charges	INR 50 Per Unit (For barges and small craft, 440 V, 50 Hz) (Currently N/A)

Note 1:

- Any service requisition (such as Gangway, Hydra, Ship Chandling, Fresh Water and Hot Work) must be made at least 12 hrs prior vessel sailing and during office hours so that the service can be organized. Service tax will be charged on above all services as applicable.
- 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.
- Pilot attendance shall be on chargeable basis as per case in case vessel moves out of berth.

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 6 per MT will be applicable in addition to Water tender charges)	Per one hour.	$ 130
4.	Foam tender or water tender standby with crew.	Eight-hour shift.	$ 215
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.	Eight-hour shift.	$ 25
9.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	$ 8
10.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight-hour shift	$ 8
11.	Providing fire extinguisher for hot work.	For one day (three shift).	$ 17
12.	Providing portable fire pump for standby, firefighting, and dewatering operation.	Per hour.	$ 28
13.	Providing Smoke exhauster unit.	Per hour.	

			$ 28
14.	Providing SCBA set.	One time use per Set.	$ 35
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	Eight-hour shift.	$ 300

Note: In case of emergency on board the vessel, the port will mobilize emergency response service and the charges will be debited to vessel agent account. Port will not take confirmation from agent in case of emergency

BB. Facility for Discharge of Ship generated waste

Vessels must 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, AP(D)PL, Dahej 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 for AP(D)PL_DAHEJ

DD. SHIP TO SHIP TRANSFER OPERATIONS (STS): N/A for AP(D)PL_DAHEJ

EE. Tariff for LNG Terminals – N/A for AP(D)PL_DAHEJ

FF. LIGHTERAGE OPERATION CHARGES AT ANCHORAGE FOR DRY CARGO VESSEL - N/A for AP(D)PL_DAHEJ

GG. TARIFF FOR COUNTRY CRAFT – N/A for AP(D)PL_DAHEJ

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

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

HH. WHARFAGE CHARGES

S.NO	Commodity	Unit per	Rate in Rs
A	**CHEMICAL**		
1.	**Solid Chemicals**		
	Salt	M. Ton	36/-
	Gypsum	M. Ton	56/-
	Soda ash and Caustic Soda	M. Ton	56/-
	All other solid chemicals other than petroleum derivatives	M. Ton	76/-
	Fertilizer, Urea, Rock Phosphate and fertilizer raw materials	M. Ton	83/-
2.	**Liquid Chemicals**		

B	**FOOD GRAINS & FOOD PRODUCTS**		
	Food grains and pulses	M. Ton	66/-
	Seeds	M. Ton	66/-
	Fruits- Betel nuts, Vegetables	50 kgs.	36/-
	Molasses, Sugar, Onions, Guar Gum, Coconuts, others	M. Ton	56/-
C	**IRON & STEEL, OTHER METALS AND MACHINERY & PARTS INCLUDING BELTING**		
	Scrap - shredded - steel, metal, iron	M. Ton	90/-
	Scrap - HMS, others	M. Ton	119/-
	Sponge iron, pig iron, Hot Briquetted iron, iron slabs	M. Ton	131/-
	Steel Coils- Hot rolled and Cold Rolled Coils	M. Ton	111/-
	Steel pipes, plates, sheets, cement coated pipes	M. Ton	116/-
	Machinery and parts	M. Ton /CBM	116/-
D	**MINERALS**		
	Bauxite	M. Ton	61/-
	Bentonite	M. Ton	52/-
	Calcinated Bauxite, Coal, Coke, Charcoal, Firewood	M. Ton	76/-
	Lignite, Limestone	M. Ton	56/-
	Fluor spar	M. Ton	81/-
E	**BAGGED CARGO**		
F	**PETROLEUM PRODUCTS & PETROLEUM DERIVATIVES**		
1.	**Solid Petroleum Products and derivatives**		
2.	**Liquid Petroleum Products**		
3.	**Liquid Petroleum Derivatives**		
4.	**LPG & LNG**		
G	**OTHER DRY CARGO**		
	Cement, Clinker	M. Ton	66/-
	Wood and Timber including logs	M. Ton/CBM	76/-
	All non-hazardous solid cargo not listed in above categories	M. Ton	86/-
	Project Cargo	CBM / FRT	111/-

Note: Waterfront Royalty charges applicable for cargo shipped through RO-RO Jetty would be 0.24% ad-valorem charges or Rs. 111/-FRT whichever is higher. Waterfront Royalty charges leviable on ad-valorem basis will be levied on the CIF value of goods in the case of imports and FOB value of goods in the case of exports and on value specified in the bill of coastal goods in the case of coastal.

V. PIDC Charges: N/A for AP(D)PL_DAHEJ

VI. 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
$ 2500 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 & 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. $ 3000 per hour for Cutter suction Dredger (CSD) 3. $ 4000 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 container 2. $ 200 per Pkgs / bags / pcs / Units	for Cargo falling overboard

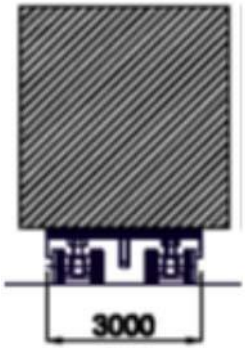
$ 1 per GRT per day	Vessel grounding applicable charges within the Dahej Port limit exclusive of business loss due to Grounding of vessel and other required resources used for refloating of the vessel.
Technical / Legal Consultancy Fees for Liability Claim	As per actual and invoice furnished by the Legal firm or by the consultants
Retrieval of waste cargo from sea	Minimum 5 times of the actual cargo handling charges/THC.

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.

VII. Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING			
Sr. No	Equipment	RATE	Slab charges
1.	Forklift of 42/32 MT SWL * Minimum charges for 2 shifts. Thereafter on shift basis.	Rs 150000	Per Shift Per Forklift
2.	Forklift of 42/32 MT SWL * Mob Demob charges	Rs 150000	Per Forklift Per Movement
3.	Forklift Shifting by shore Crane.	Shore Crane charges applicable	
4.	Shore power supply	Rs 50/-	Per Unit
5.	Weigh Bridge Charges	N/A for AP(D)PL_DAHEJ	
6.	Pay loader HM 2021	N/A for AP(D)PL_DAHEJ	
7.	Ex-200	N/A for AP(D)PL_DAHEJ	
8.	CAT Loader	N/A for AP(D)PL_DAHEJ	
9.	Dumper Model-2518	N/A for AP(D)PL_DAHEJ	
10	LMC HIRING-15 MT	N/A for AP(D)PL_DAHEJ	
11.	Equipment deployment for cargo collection on jetty. (Applicable basis deployment of shore crane for vessel carrying cargo over 20,000 Mt)	N/A for AP(D)PL_DAHEJ	
12.	Wrong declaration of Packing list submitted by the agent/customer.	Rs 10000/-	per change request
13.	Shore Gang Idling charges – Project Cargo Vessel (Operation suspended more than 4 hrs by vessel due to any reasons)	$200 per shift	
14	Removal of dunnage from vessel hatch – Steel and Project Cargo	$1000 per Vessel	
15.	Found foreign material in cargo, not limited to scrap material, wooden blocks, iron material like rod, strips, angles, plates	$2500 per vessel	
16	Found vessel structural damage, not limited to Ladders, walkways, railings, Catwalks outside or inside the cargo holds	$2000 per vessel	
17.	Vessel required to rig bright halogen lights of minimum 200 W, at least four (4) numbers in each working cargo hold and on working cranes	$500 per cargo hold	

	Any slowing of discharge operations, inability of stevedores to enter cargo holds, or damage to vessel arising due to inadequate lighting / illumination shall not be accepted.		
18	The vessel shall clearly indicate the position of vertical and spherical ladders by providing markings of dimensions L: 600 mm × W: 200 mm, painted in yellow or red in color, with a retro reflective tape border, fitted on the coaming and covering the full width of the vertical and spherical ladder.	$700 per cargo hold	
19	The vessel shall have a certified multi-gas detector onboard capable of measuring O_2, CO, LEL, and H_2S. Gas readings shall be taken every four (4) hours for entry into booby hatches. A Gas-free certificate shall be issued and provided to shore stevedores to ensure safe entry. In case of any deviation or unsafe gas readings, entry shall be immediately restricted for personnel, and the same shall be reported to Port control on VHF Channel 73 without delay	$1000 per vessel.	If not available MGD with calibration certificate on board
20	The vessel shall ensure nil inadvertent entry into cargo holds due to oxygen deficient atmosphere. All vessels shall be provided with a grill arrangement fitted on top of the booby hatch, designed in such a manner that it can be securely locked or made fast, to prevent unauthorized or accidental entry at all times.	$500 per cargo hold	
21.	All hatch covers, on both the jetty side and seaside, shall be fitted with stanchions, and all stanchion sockets shall be used for rigging safety lines. A minimum of two sets of tiger-striped rope lines, of 14 mm diameter, shall be provided and rigged through the stanchions to ensure proper barricading and personnel safety	$500 per cargo hold	
➢	Above equipment's will be provided as per availability - Outside equipment to be hired only if port Equipment is not available, only after prior permission from Port, complying with all port norms.		
B. SHORE CRANE CHARGES			
➢	**TARIFF FOR HANDLING BULK CARGO WITH SHORE CRANES FITTED WITH GRABS OF 40 TO 42 CBM FOR WHEAT**		
	As per Contractual agreement.		
➢	**TARIFF FOR HANDLING BULK CARGO OTHER THAN WHEAT**		
	As per Contractual agreement.		
➢	**Tariff for handling break bulk / Project cargo.**		
	As per Contractual agreement.		
C. TARIFF FOR QC & MISC SERVICES PROVIDED AT MICT & AMCT CONTAINER TERMINAL FORHANDLING STEEL PIPES, PLATES, COILS & PROJECT CARGO.			
	N/A for AP(D)PL_DAHEJ		

D.	PROJECT CARGO STEVEDORING RATES
1.	Up to 2500 Freight Tons parcel size per vessel Rs. 350 Per FRT
2.	Above 2500 Freight Tons parcel size per vessel Rs. 650 per FRT
3.	Containers arriving on break bulk project cargo vessels will be charged as per project cargo tariff
	Windmill or Wind Mould or its part (As specified in BL/Relevant custom document) Rs. 250 per FRT.
	In case of export movement, Dunnage, Choking and lashing material cost will be charged extra as per actual if required/availability. I. In case of any cargo re-stow is required during cargo operations; the stevedoring charges will be applicable as per port tariff, for applicable commodity on re-stow quantity only if same carried out on board without using transport /storage facility on wharf. II. In case of any cargo re-stow is required during cargo operation with storage at wharf (without any transportation) & reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on re-stow quantity. Single Stevedoring Charges. III. In case of any cargo re-stow is required during cargo operation with storage at wharf &transportation for reloading, stevedoring as per port tariff (Applicable for unloading & reloading) will be applicable for respective commodity & in an addition to same, transportation charges/royalty will be applicable on case-to-case basis. -Twice Stevedoring charges + Terminal Handling Charges. IV. In case of movement like roll on roll off or direct offloading to another vessel, stevedoring charges will be applicable as per port tariff.
	IMPORTANT NOTE: No. of axles deployed for the heavy lift after taking confirmation of the submitted drawing for even load distribution of the heavy lifts since the same shall have to be moved thru the jetty. No of axles shall be arranged in such a manner that total load (including self-weight of trailer) should not exceed 13.5 MT in cross section, with complying all above safety and operational requirements. No. of axles deployed for moving the cargo thru the jetty should be as per satisfaction of the port. – Route survey of the trailer with cargo (considering its maximum height, width and turning) to be carried out by operation team. Axle line spacing should not be less than 1.55m. – Trailer configuration (i.e., nos of wheels and axles in cross section) shall be as per attached figure. Two axles and 8 wheels are required per axle lines. Base width of trailer in a section shall be approx. 3mtrs. Typical trailer arrangement is shown in below figure.  Each axle shall have practically equal load and loading shall be uniformly distributed to all the axles. Maximum speed of trailer on approach = 5 kmph. Weight of the cargo shall be verified before marching of trailer from approach. Trailer shall stand/march beyond 4.0m from the berthing/extreme face the jetty, outreach of vessel cranes to be checked accordingly.

E.	STEVEDORING CHARGES ON STEEL CARGO (COIL, PLATE, SLABS, ANGLES& BARS) (IMPORT/EXPORT).	
1.	Steel Plates / Slab – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 160/ MT

2.	Steel Coils (HR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130/ MT
3.	Steel Coils (CR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130 / MT
4.	Steel Coils (HR) & Steel Plates - Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130 / MT
5.	Steel Coils (CR/Other) – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130 / MT.
6.	Steel Angles / Bars / Rebars / Rods – Import	Rs. 100/MT
7.	Steel billets / Rebars (Import / Export)	Rs. 260 / MT
8.	Carbon Steel Plates (Import / Export)	Rs. 510 / MT
9.	Rails (Import / Export) up to 12.5meters in length	Rs. 310 / MT
10.	Rails (Import / Export) Above 12.5meters but below 18meters in length	Rs. 510 / MT
11.	Rails (Import / Export) Above 18meters up to 25meters in length	Rs. 900 / MT
12.	Copper Cathode	5-$ Per / MT
	** For stevedoring export of coils / plates / slab / angles / bars / rods, All Dunnage& lashing material used will be at actuals.	
F.	**STEVEDORING CHARGES ON STEEL CARGO - PIPES - IMPORT****	
1.	Steel pipes / Tubes equal & below 14 inches OD	Rs. 460 / FRT
2.	Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD	Rs. 310 / FRT
3.	Steel pipes equal & below 56 inches OD & above 24 inches OD	Rs. 185 / FRT
G.	**STEVEDORING CHARGES ON STEEL CARGO - PIPES - EXPORT****	
1.	Steel Pipes equals & below 18 inches OD	Rs. 310 / FRT
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	Rs. 210 / FRT
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD.	Rs. 140/ FRT
4.	Steel Pipes above 56 inches up to 70 inches. (All dunnage& lashing material at actual additionally)	Rs. 170/ FRT
5.	CWC / Cement coated Pipes / DI Pipes	Rs. 310 / FRT
	** Stevedoring rates are basis handling of Steel Pipes up to a maximum 70" OD for pipe length of Meter. For Pipes above 13.5 meter in length, please contact Port Marketing Team.	
H.	**STEVEDORING SCOPE (Pipe export) will be as per following: -**	
1.	Normal Dunnage Wood will be scope of stevedoring for Sr. No. 1 to 3 as per below table:	

Pipe MT Range		Normal Wood Inclusive
0	2000	10
2001	4000	20
4001	6000	30
6000	8000	45
8000	10000	60
10000	12000	75
12000	14000	90
14000	16000	105
16000	18000	115
18000	20000	130

2.	Dunnage (4" x 4" approx.) on tank top load bearing strips maximum 06 nos [at a distance of 2mtrs] and for chocking/shoring and ship sides per pipe stake inside vessel holds.
3.	2 lines Lashing/securing with 16mm conventional wire ropes and compatible wire clips and turns buckle per pipe stake inside vessel hold. -refer Annexure 1.
4.	Rubber strip protection on tank top and ship's sides.
5.	Lifting gears/spreaders/slings/ conventional pipe lifting hooks.

6.	Above schedule of rates are applicable only for loading/stowage /securing of steel pipes inside vessel holds. In case of any ON DECK/HATCH TOP stowage/ securing, the same would be additional & ascertained on case-to-case basis as the situation demands. The rates/costs will be calculated based on actual requirement indicated by Master/Chief officer/Port Captain where there are special requirements like fabrication/fitting of Stanchions, pad eyes, stoppers, heavy lashing/ securing materials, wooden wedges etc.
7.	Any additional Dunnage line with rubber padding required to create flat top line for balance between two different pipes in each stake will be on additional basis as separate charges for additional Dunnage line & rubber respectively.
8.	Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actuals.
9.	GST as applicable will be extra and subject to change from time to time as per Govt. circular / guidelines.
	Schedule charges for Additional Services for extra consumption: -> Pine Wood: Rs. 23,500 / CBM. ->Dunnage Wood: Rs. 13,500 / CBM. ->Additional Dunnage Line: Rs. 7500 / Line (Normal)-refer Annexure 1. -> Additional Rubber Line: Rs. 700 / Line. -> Additional Lashing wire: Rs. 250 / Meter. -> Fumigation charges: Rs. 25,000 per shipment per customer a notice of 72 hours (3 working days) required. ->Phytosanitary Certificate: Rs. 15,000 per shipment per customer.

I. STEEL CARGO HANDLING DIMENSIONS / WEIGHT

Sr. No	COMMODITY	SIZE				
		LENGTH	WIDTH	HEIGHT	THICKNESS	MAX WEIGHT IN MT
1.	STEEL COILS		1.8 MTR	1.8 MTR		32 MT
2.	STEEL PLATES / BUNDLE	12.5 MTR	4 MTR		25 MM	24 MT
3.	STEEL SLABS	7 MTRS	2 MTR			32 MT
4.	STEEL BARS / STEELANGLES / STEELRODS	12 MTR	IN BUNDLES			10 MT
5.	PROJECT CARGO	15 MTR	3.5 MTR	3.5 MTR		30 MT
6.	STEEL PIPES					
7.	2 OD- 12 OD (INCHES)	13.5 MTRS	IN BUNDLE (MORE THAN 2 PIPES)			2 MT – 10 MT
8.	ABOVE 12 OD – 70 OD	13.5 MTRS	SINGLE PIPES			10 MT

Note:
AP(D)PL will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by AP(D)PL, same is to be discussed with port marketing team on case-to-case basis. Other than above mentioned standard dimension for steel cargo, rates can be obtained from marketing desk.

A. Calculation of crane idling charges due crane failure for the vessels berthed at Adani Port

Idling of vessel on account of following:

- Miss-declaration of cargo as prescribed in clause 6.15: If vessels crane is unable to discharge the said cargo, Lay-up berth hire will be applicable from the time of idling due to said package till the time, vessels request for the shore crane.

- Miss-declaration of vessel's gear/capacity: If in case of wrong declaration of vessel' gear/capacity Lay-up berth hire will be applicable till the time, vessels request for the shore crane.

Housekeeping of storage area: All basic housekeeping requirement is to be done by occupier of all the Storage area given on rent for long term basis.

B. Breakdown of ship crane wire/ other part or mechanism during cargo operation

Breakdown of ship crane wire/ other part or mechanism during cargo operation.

1. Charges of USD 10,000/- per incident in case a vessel's Crane / derrick's wire, block, hydraulic system or any other system fails during cargo operations resulting in free fall of the cargo or the crane / derrick either on the vessel or on the berth.
2. Charges for repair/ procurement of damaged port property as assessed by the Port.
3. Charges for damaged cargo and its recovery from the water and its disposal if the cargo has fallen into the water.
4. Charges for the complete treatment of the injured / affected personnel and compensation for the injury or disability as decided by the Port.
5. In case of fatality due to such incidents, the vessel will be detained and will be subject to the provisions of the State and National Rules, Regulations and Laws. All cost, charges, compensation and consequence arising due to such an accident will be on vessel account.

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

Annexure - I

Picture of Dunnage Lines on Tank Top & Lashing Wires per Stack

VIII. Contact details:

1	COO	Capt. Dharam Prakash	+91 9100113421/ 02641285003
			dharam.prakash@adani.com
2	Marine Services	Capt. Prasoon Roy (Head Marine services)	+91 9955952719/02641285020
			prasoon.roy1@adani.com
3	Port Operations Center	Port Operations Centre	+91-6358910530/ 7228939423
			Portopscenter.Dahej@adani.com
4	Port Control (Marine Control)	Marine Control	+91-9687695730/02641285030
			marinecontrol.dahej@adani.com
5	Dry Cargo	Mr. Vishal Chavda Head – Dry Cargo Operations	+91 9500076549
			vishal.chavda@adani.com
6	Marketing	Mr. Jignesh Gauswami (Head-Marketing Dry cargo)	+91 8980015125
			Jignesh.gauswami@adani.com
7	Safety	Mr. Javid Pathan (Fire & Safety)	+91 9099911706 /02641285081
			Mohammedjavidanjum.pathan@adani.com
8	Security	Security Control	+91 9687695713/02641285100
			scr.dahejport@adani.com

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Ahmedabad, Gujarat,
Gujarat, India.