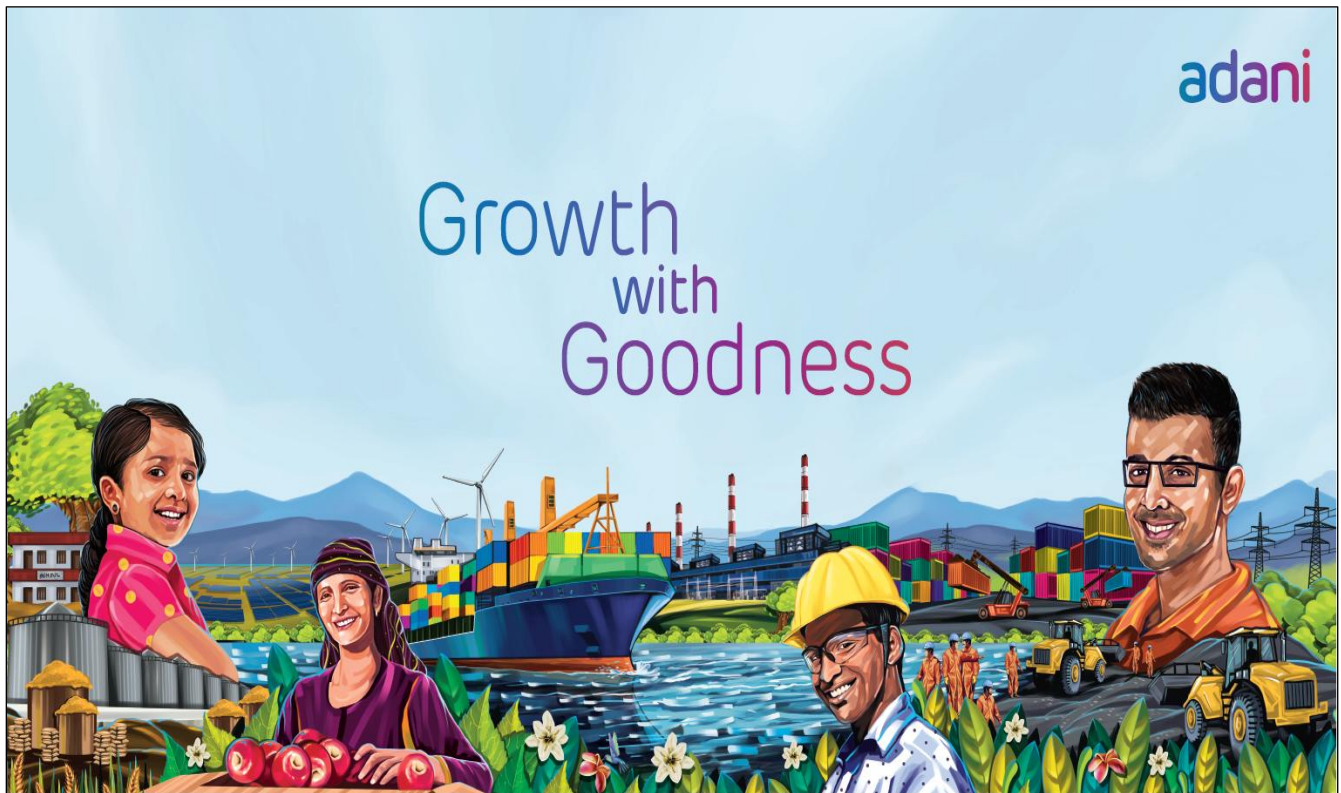


Gopalpur Port Limited



OUR VALUES: COURAGE, TRUST, AND COMMITMENT

Issue: BPTS/GPL/00 | w.e.f 15/02/ 2025

Note:

1. The tariff and scale of rates are subject to revision. In view of the same, please refer to the trade notices for the latest rates tariff for a particular service or commodity.

[page](#)

Index

Table of Contents

RECORDS OF CHANGES	3
INTRODUCTION	4
SECTION A	5
I. POLICIES	5
II. DEFINITIONS	6
III. BERTHING POLICY	10
1. Berthing Objective.....	10
2. Rationale.....	10
3. Berthing scheme: First come First serve (FCFS)	10
4. General guidelines for all Vessels	11
5. Clarification regarding acceptance of Notice of Readiness time	12
6. Daily Port Berth Planning Meeting (Port Operation Center).....	12
7. General conditions for berthing / un-berthing and cargo operations of vessels	13
9. Free time allowed to vessels prior cargo commencement and after completion	15
10. Lay-up berth hire	15
11. Import / Export voyage in same VCN	16
12. Anchorage charges	16
13. Documents require in prescribed format through iPORTMAN/SAP for declaration	16
14. Minimum Notice required for filing Pilot request through iPORTMAN / SAP	18
15. Swapping of Seniority.....	18

[page](#)

16. Shifting of vessels	18
17. Immobilization Permission	19
18. Standard time for cargo commencement and completion	20
SECTION B	Error! Bookmark not defined.
19. Berth Parameters, the indicative berth allocation parameters are given in the following table.....	20
20. Berthing / Un-berthing guidelines for vessels	20
IV. MARINE TARIFF	21
V. TARIFF FOR SALVAGE OPERATION	31
VI.CONTACT DETAILS	34

Introduction

Gopalpur Port

- Gopalpur port is located at the coast of Bay of Bengal in the state of Odisha. The port is 90 nautical miles south of Paradip port and 110 nautical miles north of Vishakhapatnam. Proximity to bauxite rich areas of Sundargarh, Balangir, Sambalpur, Kalahandi and steel clusters of central Odisha and mineral rich areas of Angul, Dhenkanal, Jharsguda, Sambalpur and Raigarh (Chhattisgarh) offers advantage to the port. The coal fields of IB and Talcher, which account for approximately 25% of India's coal reserves and 100% of Odisha's coal reserves (source MCL) form part of hinterland of the port.

- **Some of the salient features of Gopalpur Port are as follows.**

A single-quay length of 800 m consists of 3 berths of each length: 300 (B1), 300 (B2), and 200 (B3), designed to handle a maximum DWT of 2,00,000 tonnes, i.e., cape-size vessels. And harbour area have space for further expansion up to 4 more berths, 3 berths along South Break water (SBW), and 1 berth along Intermediate Break water (IBW) for handling cape-size vessels as shown in the master plan. Total cargo storage area is 6,00,000 m² of which dedicated lime stone storage capacity is 1,20,000 m² and Coal storage capacity is 2,30,000 m² and Iron Ore and its allies is 2,50,000 m².

- Port capacity -20 MMT
- Berthing facilities: 3 Berths
- Breakwaters: IBW (380 meters), SBW (2170 meters)
- Depth in Harbour: 15.5 meters.
- Maximum Vessel Size: Cape Size (LOA :300 m, Beam: 50m).

- **Logistical advantage due to network of unparalleled road, rail, sea, and air connectivity.**

Gopalpur Port is well connected to Howrah-Visakhapatnam-Chennai broad gauge railway line through a link line of 6 Km from port to Chhatarpur. Major ports like Kolkata, Haldia, Paradip, Visakhapatnam and Chennai are connected with this particular line.

The port is connected to NH-16 (Kolkata-Chennai) at about 6 km through NH 516. This gives Gopalpur excellent road connectivity to its hinterland.

The nearest airport is the Biju Patnaik Airport in Bhubaneshwar which is at about 150 km from Gopalpur Port. The closest airstrip is Rangeilunda, which is at 14 Kms.

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**

Gopalpur Port Limited is committed to Quality, Occupational Health, Safety and Environment in port business. We consider QHSE responsibilities are integral part of our business. To meet this commitment, port shall abide by the following principles:

- Satisfy our customers by maintaining a standard of service that consistently meets the agreed requirements.
- Focus on occupational health & safety of employees, pollution prevention, preservation & protection of environment at all times and in all circumstances.
- Identify and analyse the HSE risks arising from our activities to reduce them to the lowest possible levels.
- Eliminate or reduce the potential and severity of injuries, damages to material and non-material assets, and impact on environment & community arising out of our operations.
- Conform to applicable legislations, regulations, and other requirements on QHSE and take additional measures considered necessary.
- Shall strive to achieve the QHSE goals and performance objectives, using effective management system; and reviewed to improve performance.
- Develop, conduct, and promote education and training to improve QHSE performance.
- Continually improve QHSE management system by monitoring, evaluating, and reviewing through the definition of operational standards, assessments and audits. Communicate our policies and standards to employees, suppliers, business partners and where necessary work with them to raise their standards.

II. Definitions

- **Agent:** A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) Brokers, (2) Commission Merchants, (3) Resident Buyers, (4) Sales Agents, (5) Manufacturer's representatives.
- **Beam:** The width of the ship.
- **Berth:** A space for a ship to dock or anchor.
- **Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which Payment of duties is deferred until the goods are removed.
- **Break Bulk:** To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship. Loose, non-containerized mark and count cargo, packaged cargo that is not containerized.
- **Bunkers:** A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.
- **Bill of Lading :** Shall mean a documents that establishes the terms of contract between a Shipping and a Transportation company.
- **Calendar day :** A Calendar day time period is considered from midnight to midnight (i.e. 0001 to 2359hrs).
- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.
- **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.
- **Cold move:** The vessel's engine and steering gear should be available for use at all times 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.
- **Deadweight Tonnage (DWT):** Appropriate seasonal deadweight.
- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
- **Draft:** Vertical distance between the vessel's water line and the lowest part of its hull.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.

- **Drifting:** Vessel not at anchor or made fast to a berth. In simple words when a vessel is afloat and in no way is touching the ground or seabed.
- **Double Banking operation:** Two vessels are banked together for cargo operation.
- **ETA:** Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **FCFS:** First Come First Served.
- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as "Ocean Intermediaries.
- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.
- **Foreign :** Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- **GT:** The unit of measurement for the gross content of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194) as mentioned in the vessel latest international tonnage certificate.
- **Hold Washing/Cleaning:** "Normal Cleaning / sweeping / moping for the change of cargo requiring the holds to be swept to remove all previous cargo remains, washed down and dried ready to receive a similar or compatible cargo.
- **International Ship and Port Facility Security Code (ISPS):** It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade."
- **IWPM / OWPM:** Inward Pilot Memo / Outward Pilot Memo.
- **Idling:** If a vessel is alongside the berth without carrying out any cargo operations.
- **Kg:** Kilogram.
- **LOA:** Length Overall.
- **LRF :** Laser range finder
- **Monsoon Period for Gopalpur port (SW):** Monsoon period at Gopalpur port is from 1st May to 30th October 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 Center.
- **Port Of Refuge:** A "place of refuge" means a port, the part of a port or another protective berth or anchorage or any other sheltered area identified by a Member State for accommodating ships in distress.
- **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.
- **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.
- **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.

[page](#)

- **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.
 - **Roll-on/Roll-off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
 - **STS :** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products.
 - **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.
- **Free pratique:** means permission for Ship/vessel to enter into the port limits, embark or disembark, discharge or load cargo or stores. Free Pratique is granted by Public health officer (PHO).
- **Quarantine:** Quarantine means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner so as to prevent the possible spread of infection or contamination.
- **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 ports is to provide well-defined, transparent, and non-discriminatory guidelines for the allocation of berths at the Port, based on vessel pre-notification, arrival, and administrative compliances.

2. Rationale

The aim of this BPTS is to provide the user with relevant information for planning of a vessel call at the port and the charges that are likely to be incurred.

3. Berthing scheme: First come First serve (FCFS)

The Port, as a general rule, adopts the policy of First Come First Serve (FCFS) basis, For all cargo vessels, the following criteria will be used by the Port for determining the berthing priority:

- 3.1** Vessel agent has to pay all the Port charges in advance as per PAA raised by the Port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6 digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.
- 3.2** Vessel has to give at least 7/5/3/2/1 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.
- 3.3** 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.
- 3.4** 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.
- 3.5** Contractual agreements in place: Customers who have entered into long term contracts with the Port will be given priority in berthing as per their contractual terms & conditions. Port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.
- 3.6** In case of pipe/Bulk/Break Bulk export vessels, seniority will only be considered for vessels if "80% Let Export Orders" of each type/size/ diameter of pipe is available in the Port for loading. If cargo is found to be less than the aforementioned quantity, such vessels will not be considered / discussed in Port berthing meeting and seniority of such vessels will only be considered upon meeting the aforementioned norms. Similarly for other export cargoes, seniority will only be considered provided 80% with LEO of the cargo is inside the Port.

4. General guidelines for all Vessels

- 4.1 All vessels calling Gopalpur Port has to send nomination to obtain vessel acceptance from the Port prior to arrival. Vessel will be accepted by the Port based on their declared berth parameters and marketing clearance.
- 4.2 The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If a vessel's engine or steering fails during any point of the berthing / un-berthing / shifting manoeuvre, it will be treated as cold move and will be charged as per Port tariff.

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

- 4.3 Any vessel deficiency must be reported to the port well in advance through email to Port Ops Center portcontrol.gppl@adani.com or through VHF on Channel 12 to Gopalpur Marine Control prior berthing / un-berthing / shifting warping operations. Non reporting of such deficiency will attract charges as per BPTS vessel depending upon the type of deficiency. If engines or steering is not available, then these manoeuvres will be considered as cold move and charged as per Port tariff.
- 4.4 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.5 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion. Priority berthing is also granted to long term contractual partners.
- 4.6 Priority berthing is also granted to long term contractual partners, as a general rule, ousting priority is not available. However, if the port is forced to grant ousting priority to any vessel for whatsoever reason, all related charges including but not limited to viz. shifting, time lost, equipment idling etc will be payable by the vessel requesting ousting priority.
- 4.7 A '90 minute' notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice has to inform Port Control well in advance through her agent or via Port VHF working Channel.
- 4.8 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.
- 4.9 By making an application for an accepting the berth or other services and facilities in the port, the Vessel and the agent agrees to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.
- 4.10 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.
- 4.11 Gopalpur Port 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.

[page](#)

- 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, Gopalpur Port will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Gopalpur anchorage. 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 The boarding pilot will issue a free pratique clearance upon inspection of the relevant places in the vessel as per IHO guidelines; accordingly, the vessel can lower the yellow flag. Clearance is not required if the vessel's last port is any Indian port and she does not have any health-related issues onboard.
- 4.14 In case of project cargo, containers or ODC if a variation in Weight / Dimensions between declared cargo weight / Dimensions and actual cargo weight / Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.
- 4.15 Agent has to verify the Gross tonnage with Master prior declaration of vessel and submit latest tonnage certificate to the Port. In case of any wrong or late declaration of the amended Gross tonnage, it will be consider 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 in the port anchorage area, then the anchor dropped time will be considered as NOR time.
- 5.3 In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time of filing the inward pilot request will be considered as NOR time.
- 5.4 In case a vessel physically arrives at a distance of 1 mile SE from fairway buoy and waits for pilot to board the vessel without dropping anchor then the time of arrival to such considered as NOR time. The time of arrival along with NOR time has to be communicated and confirmed with Marine control on CH-12.

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 1200 hrs on that day. The vessels agent and concerned parties shall be notified through auto Tentative Berth Plan by 1200 hrs and 1800 hrs through Port Operation Center or Port Control. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

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

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

- a. Is poorly maintained and is considered unsafe for berthing by the Port.
- b. Has invalid statutory certificate, including expired load test certificates of cargo gears.
- c. Is blacklisted by Port State Control.
- d. Is not manned as per Safe Manning Document.
- e. 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.
- f. 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.
- g. 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.
- h. Bulk and Break Bulk vessels will be berthed only after submission of discharging permission by Agent.
- i. 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.
- j. 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.
- k. 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.
- l. "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

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

- a. If the vessel is considered unsafe or hazardous for port safety.
- b. If the vessel is equipped with poor and unsafe cargo gear.
- c. If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- d. In case the weather deteriorates or is likely to deteriorate.
- e. If the stowage of cargo is improper or incorrectly declared.
- f. 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.
- g. Makes a request for early un-berthing.
- h. Has made a wrong declaration.

7.3 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.

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

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

- A shifting movement means:
 - Physical shifting of the vessel more than 100 mtrs ahead / astern.
 - From one berth to another berth or from one berth to anchorage and re-berth.
- A warping movement means: Physical shifting of the vessel maximum 100 mtrs ahead / astern on the same berth.
- A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side. Pilotage charges will be charged in case of turnaround movement.

8.0 Free time allowed to vessels prior cargo commencement and after completion.

- 8.1 A vessel should be ready for commencement of cargo operation in all respect within 2 hours of all fast time and should be ready to sail 2 hours after cargo completion. In case the vessel unable to commence her cargo operation within 2 hours of all fast time and unable to file outward pilot request within 1 hr of cargo completion, berth idling charges shall be applicable.
- 8.2 If cargo stoppage is more than 2 hours to failure of vessel equipment's or gear, idling at berth or for any other reasons. Berth Idling charges as per Port Tariff shall be applicable as per conditions laid below.
- 8.3 Total cargo stoppages should not exceed 2 hours during the entire port stay of the vessel or else berth Idling charges will become applicable.
- 8.4 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 2 times the berth hires as mentioned in the port tariff in addition to berth hire charges. Pilot detention and cancellation charges where applicable will be as per Port Tariff.

9. Lay-up berth hire

- 9.1 In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment or due to any reason / fault of vessel, berth Idling charges will become applicable. The vessel will revert to normal berth hire when the vessel's machinery & equipment are operational or shore equipment deployed for resume the cargo operation on vessel request.
- 9.2 In case, a vessel is on layup berth hire, vessel is Idling due to equipment failure and another vessel arrives and requires the use of same berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 9.3 Additional stay at berth after cargo completion may be permitted on berth Idling charges, if there is no vessel waiting for the berth. The request for additional berth stay at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel has to vacate the berth within 2 hours of receiving notice if the berth is required by Port or else "Non vacating of berth" charges as applicable will be applied on the vessel.
- 9.4 Berth Idling charges will not applicable to Country crafts vessels.
- 9.5 Berth idling charges will not applicable on Tug which has towed with dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Layup charges in case of additional stay on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.
- 9.6 Berth idling charges will not be applicable if there are cargo stoppages due to bad weather condition/rains unless the cargo was already stopped prior start of bad weather/rains period. The timings will be taken from respective SBU.

[page](#)

9.7 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:

- There are no vessels waiting for that berth.
- The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
- The request for additional berth stay should be made at least 24 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
- 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.

10. Import / Export voyage in same VCN

- As a general rule after completion of discharge operations, a vessel has to vacate the berth for other vessels waiting at the anchorage. If the same vessel is fixed for loading, her arrival time for loading operation will be considered only after she has completed her previous cargo and is thereafter ready to load cargo in all respects.
- 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.
- 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.

11. Anchorage charges

- a. Anchorage charges will be applicable from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below.
 - i. Those vessels which are governed by individual long term Marine services contracts.

12. Documents require in prescribed format through iPORTMAN /SAP for declaration

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

12.1 General Documents required for all vessels declaration

- a. Berthing application - MAR/ F/ 003
- b. Vessel & cargo particulars part A - MAR/ F/ 011
- c. Vessel acceptance navigational checklist- Part B
- d. International Tonnage certificate.
- e. 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 7/5/3/2/1 days, PANS as per ISPS Code requirement

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

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

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

Note : Apart from above documents all compliance of DG Shipping or any other authorities to be followed by the vessels / vessel agent while vessel calling in Gopalpur Port limit.

13. Minimum Notice required for filing Pilot request through iPortman / Email

Minimum Notice required for filing Pilot request through iPortman / Email	
Inward Pilot request	Minimum notice 2 hours from Pilot request time
Outward Pilot request	Minimum notice 2 hour from Pilot request time
<p>Pilot Cancellation and amendment can be accepted through email to Portcontrol.gppl@adani.com or through VHF on Channel 12 to Gopalpur Marine Control with minimum 1 hrs notice for inward pilot request and 45 minutes notice for outward pilot notice. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.</p>	

14. 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.

15. Shifting of vessels

- 15.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience "is defined to mean the following:
- 15.2 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".
- 15.3 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".
- 15.4 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".
- 15.5 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".
- 15.6 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"

- 15.7 Whenever a vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 15.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 15.9 Similarly shifting charges will also be applicable in the following cases of shifting:
 - 15.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - 15.9.2 Vessels which are idling at berth without doing any cargo handling operations.
 - 15.9.3 Vessels which are under performing due to reasons attributable to either the vessel or principals.
 - 15.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the Pilotage charges will be applicable.
 - 15.9.5 Vessel vacating berth due to bad weather/storm under Planned/Unplanned cold move - Planned/Unplanned cold move charges will be applicable.

16. Immobilization Permission

If vessel wants to carry out M/E maintenance work during her Port stay the Port will grant Immobilization permission subject to the following terms and conditions on port's discretion. After completion of permitted time, fresh Immobilization requisition has to be filed for completion of the remaining work. The Immobilization should be completed prior to completion of cargo operations. The Master of the vessel should inform Marine Control on VHF Ch-12 prior immobilizing the ships engine and after repairs have been carried out. In case the vessel is unable to sail out after cargo completion due to engine repairs in progress, then berth idling charges will be applicable.

- 16.1 Permission will have to be obtained in writing.
- 16.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.
- 16.3 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.
- 16.4 In case, the vessel is unable to remain alongside the berth for whatever reason, any pilot / tug / mooring crew assistance provided by the Port will be on a chargeable basis.
- 16.5 Due care should be taken by ship's crew in tending the ship's mooring lines, as Gopalpur Port has strong tidal currents or off shore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.
- 16.1 Master of vessel will be held responsible for due care and monitoring safety measure during the entire period of immobilization at anchorage / at berth. If require tug assistance during the immobilization at anchorage, will be provided on chargeable basis subject to availability of tugs
- 16.2 Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request, then once permission granted the charges will remain applicable.

17. Standard time for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
17.1	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.
17.2	Break Bulk / Project Cargo	IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.
		EXPORT	Commencement of dunnage Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment.

SECTION B

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

Berth	LOA (Mtrs)	Displacement (MT)	Max.Draft	Order of priority for Berth allocation
B-1	300	145000	14.5 mtrs	As per availability
B-2	300	145000	14.5 mtrs	Import coal
B-3	200	75000	14.5 mtrs	As per availability

18.1.1 The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on monthly basis and issued to Trade.

19. Berthing / Un-berthing guidelines for vessels

Berthing:	
B-1,	Ballast -Port Side A/S, Loaded -Stbd Side A/S; Trim<2.5m, List =0; POB- Any time.
B-2	Ballast -Port Side A/S, Loaded -Stbd Side A/S; Trim<2.5m, List =0; POB- Any time.
B-3	Ballast & Loaded -Stbd Side A/S; Trim<2.5m, List =0; POB- Any time.
Un-berthing:	
B-1,	Ballast & Loaded -Trim<2.5m, List =0; POB- Any time.
B-2	Ballast & Loaded -Trim<2.5m, List =0; POB- Any time.
B-3	Ballast & Loaded -Trim<2.5m, List =0; POB- Any time.

Note: Berthing and un-berthing operations will be suspended when average wind speed exceeds 25 Kts, however decision will be taken by considering other weather parameters like sea condition and swell.

IV. Marine Tariff

A. PORT DUES:	
\$ Per GT 0.029544 of Vessel Per VCN.	Minimum Charges \$ 1235 per vessel is applicable. (Port Dues is payable per VCN and is valid for a maximum of 15 days)
B. PILOTAGE CHARGES PER GT OF VESSEL :	
\$ 1.351503 per GT, for vessels GT up to 40000, \$ 1.419907 per GT, for vessels GT of 40001 and above.	Minimum \$ 5145
	For vessel up to 3000 GT. 1.Pilotage charges Includes one Berthing and one Un-berthing. 2.For Mediterranean mooring, all tugs used for berthing/unberthing will be charged as per actuals in addition to the pilotage charges.
B.1 : FUEL SURCHARGE	
Fuel Surcharge due to recurrent hike in the fuel prices. Fuel Surcharge on Pilotage \$ 0.1 per GT (Base rate)	Escalation / de-escalation in fuel-surcharge: Any cumulative increase or decrease in bulk fuel rate less than Rs 1 / litre will not have any change in the fuel surcharge, however any cumulative increase or decrease of Rs 1 / Litre or more in bulk fuel rate will have an increase or decrease in the ratio of Rs 1 / Litre : USD 0.1 / GT. As per trade circulars issued every fifteen days.
B2. PILOT ATTENDANCE CHARGES :	
Pilot Attendance Charges	\$ 300 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.
B3.PILOT EXEMPTION CHARGES :	
Pilot Exemption Charges	\$ 950 / Exemption Certificate (Maximum validity 30 days)
B4. MOORING CHARGES:	
\$ 0.0410 Per GT Per VCN (Minimum Charges \$ 210)	Mooring charges is to all vessel calling Gopalpur port
C. SUSTAINABILITY CHARGES	
\$ 0.03 PER GT PER VCN (Minimum charges will \$ 200)	Applicable to all vessels calling Gopalpur Port
D. PORT ENVIRONMENT PROTECTION SAFETY AND DREDGING CHARGES	
USD: 800 Up to 40000 GT USD:1400 GT of 40001 and above.	Charges applicable on Bulk, breakbulk, Liquid, Gas carriers, MICT (DPW) berths and arrives at anchorage/berth for miscellaneous activities and will be charged under VRC to VOA.
E. BERTH HIRE CHARGES	
\$ 0.011680 per GT per Hour (First line ashore to All cast off)	Minimum Charges \$ 720 per day is applicable.
F. LAY UP BERTH HIRE :	

<p>A. Berth Idling charges: Same as berth hire Per GT per hour</p>	<p>Applicable as per Point no. 8. If cargo operation delay beyond free time allowed.</p> <ol style="list-style-type: none"> 1. For delay in commence, delay in sailing and cargo stoppages during the operations. 2. Minimum slab not applicable. 3. Idling charges in addition to berth hire. 4. LPG vessels if unable to commence cargo within 4 hrs of all fast and unable to book OWPM for sailing within 3 hrs of completion time Berth Idling charges applicable. 5. Berth idling can be granted on sole discretion of port subject to availability of berth.
<p>B. Lay-up Berth: (Berth used for other than cargo operation) same as berth hire Per GT per hour (First line ashore to All cast off)</p>	<ol style="list-style-type: none"> 1. Vessel seeking berth for other than cargo operations. 2. Minimum slab applicable. 3. Lay-up berths 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
<p>C. Lay-up berth hire for vessels calling Gopalpur Port for Port of Refuge: 3 x berth hire per day</p>	<ol style="list-style-type: none"> 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.
<p>D. Lay-up berth hire for Salvage vessels: 5 x berth hire per day</p>	<ol style="list-style-type: none"> 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 applicable.
G. NON BERTH VACATING CHARGES:	
<p>Non berth Vacating charges: 3 time of the normal berth hire as mentioned in the port tariff point no. E. This charge is in addition to normal and Lay-up berth hire charges. (Minimum berth hire charges will be applicable)</p>	<p>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.</p>
H. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS	
<p>Not applicable to Gopalpur port</p>	
I. ANCHORAGE CHARGES	
<p>\$ 0.00125 per GT per hour.</p>	<p>Anchorage charges will be applicable from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below:</p> <p>Drifting within the port limit is generally not permitted. Drifting on case-to-case basis may be permitted by Gopalpur port control. Vessel drifting more than 3 hours within the port limit will be charged, anchorage time will be considered from the time of vessel arrival till POB time.</p>

J. BERTHING PROCESS CHARGES:

Pilotage Cancellation Charges	\$ 866	If cancelled within 1.00 hrs from nominated pilot Boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number V.
	\$ 1250	If cancelled after pilot boarding. In addition to cancellation charges, Tug mobilization hourly charges will be applicable as per clause number V.
Pilotage Detention Charges before boarding	Nil	Up to 30 minutes delay from the nominated pilot boarding.
	\$ 1500	For subsequent delays on a slab of 30 minutes
Pilotage Detention Charges after boarding	\$ 1500	Delay in approach due to any reason / fault of vessel more than 15 minutes detention charges will be applicable. For subsequent delays on a slab of 30 minutes.

K. 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
	\$ 1000	If cancelled after pilot boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage as per clause number V
Pilotage Detention Charges	\$ 600	Upto 30 minutes delay from the nominated pilot boarding time till commence work
	\$ 1500	For subsequent delays on a slab of 30 minutes.

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

L. SHIFTING / TURNAROUND CHARGES

Shifting & Turnaround Charges	Same as pilotage charges	However minimum pilotage charges will be applicable as per point B page 29
-------------------------------	--------------------------	--

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.

M. WARPING CHARGES PER GT OF VESSEL :

Warping charges	\$1.034568 per GT
-----------------	--------------------------

N. CARGO LIGHTNING CHARGES

NOT APPLICABLE

O. DUMB BARGE :

\$ 2000 per VCN	<ol style="list-style-type: none"> 1. Port dues and pilotage charges will be additional. 3. Pilotage will start only when the barge is secured as a hip tow to the towing tug. 4. If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case-by-case basis. 5. All barges must have a minimum of 6 mooring lines of adequate length i.e. minimum length of 40 mtrs with eye at one end. The agent must also arrange for 6 personnel to be placed on the barge for mooring operations.
------------------------	--

P. VESSEL DEFICIENCIES:		
Restricted main engine power	\$ 2000 per Movement	Vessel unable to provide 80% of rated M/E RPM.
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	\$ 550 Per incident	In case of unsafe pilot boarding / Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters.
Non-functional /Defective critical navigation Equipment which affects safe berthing / un-berthing.	\$ 500 per Movement	Vessels with non-functional any critical navigational equipment such as GPS, GYRO Radar (X-band & 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 incident	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 / un-berthing operations.	\$ 500 per failure	
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	\$ 690 per declaration	In case of wrong declaration of arrival / departure draft.
1) Garbage regulation violation 2) Charges for wrong hoisting of Indian flag or soiled, poor condition. 3) Cargo falling overboard, 4) Non-compliance with port regulations.	\$ 500 per incident	
Anchor missing, Single Anchor Missing / anchor fluke damage	\$ 500 applicable per movement	An additional Tug will be applicable to Berthing vessels if both anchors are missing.
Q. TUG / BOAT HIRE CHARGES:		
Tug hire for transportation (per trip).	\$ 1000	Charges are per hour per tug or part thereof for minimum 2 hours. 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).
Service boat (Four hour).	\$ 250	Allowed at alongside berth only during fair weather.
<p>Note: If tug is hired for medical purpose (passenger/crew injury) then charges for same will be borne by the vessel agent.</p> <p>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</p>		

of the hirer shall not be affected by the fact that such loss or damage or injury to life or property may have arisen due to any act or default of any employee of the Port.

R. COLD MOVE CHARGES:

1.1 Planned Cold Move	<p>Planned Cold move for a berthing vessel will be carried out only with prior approval of the concerned agency. However, no prior approval will be necessary for cold move of a vessel which is already at the berth. Port decision to vacate the berth (to accommodate any waiting vessel) will be final. Charges for each process of berthing / un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below.</p> <p>All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p> <p>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>
1.2 Un planned Cold Move	<p>If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / un-berthing / shifting / warping manoeuvre (irrespective of the fact whether movement is on vessel/Agent or on port account), the same will be treated as a cold move and charged to the vessel/agent. Additional tugs if used for the movement will be charged as per port tariff on an hourly basis. Cold move charge is in addition to the normal Pilotage charge.</p> <p>Unplanned cold move charge as at the rate of 3 times the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>

S. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :

\$ 2000 for the first 8 hrs	<p>Immobilization permission at berth or at anchorage will be granted at port's discretion. An immobilization charge for the first 8 hrs is payable, and thereafter at the rate of \$ 200 per hours slab. Failure to take prior approval will result in additional charges as per note 2 of Page 27.</p> <p>Note:</p> <ol style="list-style-type: none"> 1. Immobilization charges will not be applicable if same is carried out at anchorage. 2. Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request then once permission granted the charges will remain applicable.
-----------------------------	---

T. ADDITIONAL TUG HIRE CHARGES :

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

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

U. CHARGES FOR OIL SPILL POLLUTION RESPONSE.

\$ 35100 Per Day	<p>Spillage above 500 Ltr. USD \$35100 + charges as per actuals based on resources mobilised.</p>
\$ 5000	<p>Spillage 100 Ltr to 500 Ltr. Content clean up within Gopalpur port harbour + charges as per actuals based on resources mobilized.</p>

\$ 2000	Spillage less than 100 Ltr. Content clean up within ship's length + charges as per actuals based on resources mobilized.
----------------	--

V. TARIFF FOR BOLLARD PULL TEST :

Bollard Pull Test	a. \$ 3100 for tugs up to 100 tons. b. \$ 5450 for tugs above 100 to 150 tons. This is inclusive VRC charges and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).
-------------------	--

W. TARIFF FOR DIVING OPERATIONS :

1.1	Diving charges	\$ 4400 for 4 hrs. Thereafter 1500 for subsequent hours. plus DSV /Tug will be charges \$ 1000 per hours for normal diving operations assistance (Diving will only be done during slack tide).
1.2	Videography Charges	\$ 1800 per day in addition to tug hire charges as above.
1.3	Diving services by outside agency	a) Entry Fee of \$ 1100 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 2 hour. If Tug boat is used it will be charged \$ 1000/hr

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

X. MISC SERVICE CHARGES:

1.	Creation of request in iPortman /SAP for NDC, Services and voyage request for Declaration behalf of agent.	\$ 50	Per request [exception for new vessel agent's first five vessels]
2.	Late declaration of vessel/None submission of documents by vessel:	NA	
3.	Security Guard	\$ 56.25	Per 8 hrs shift /per Guard. (Onboard vessel)
4.	Gangway Security Guard	\$ 150	Per 8 hrs shift /per Guard.

(i) Shift time: 0600 hrs to 1400 hrs (ii) 1400 hrs to 2200 hrs (iii) 2200 hrs to 0800

5.	Applying NDC for wrong VCN	\$ 100 per VCN	
6.	Oil rags removal & Disposal	\$ 450	Per CBM
	Garbage collection at berth	\$ 250	Per 3 CBM, mandatory for any vessel
	Bio Medical waste	\$ 150	Per collection
	Sewage collection	-	charges case to case basis
	Noxious liquid substances	-	charges case to case basis
	Garbage collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	\$ 2050	Including Tug charges for maximum 3 hours and \$ 400 for every subsequent hour.

	<p>a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources.</p> <p>b. Garbage collection will be done only during day light hours (0900-1700).</p> <p>c. Garbage collection at anchorage will be done subject to availability of tug.</p> <p>d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.</p> <p>e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour.</p>		
7.	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$150	Per calendar day.
	Gangway Extension ladder	\$ 90	Per calendar day.
8.	Hydra	\$ 275 for 4 hrs.	Thereafter \$ 75 for every subsequent hour
9.	Crawler Crane	N.A	Service not available
10.	Fresh water at berth	\$ 7	Per MT
	Fresh water at anchorage [Only in case of urgent requirement] [Charges for maximum 4 hours and \$ 400 for every subsequent hour thereafter including freshwater charges]	\$ 2340 per trip.	Quantity that can be supplied at Gopalpur port anchorage is about 20 MT per trip depending on tugs pumping capability. Port will endeavour to supply FW as close as possible to 20 MT. If in case quantity supplied in excess of 20 MT then additional quantity will be charged as \$ 7 per MT.
(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)			
11.	Mineral water Supply at Berth	\$ 15.0	Per MT
12.	Permission for tank cleaning of HFO Tank/Cargo tank from the recognise vendors		\$ 1000 per permission per Tank
13.	Permission for cleaning of spillage cargo onboard / De-mucking of Ballast tank through external agency. (Non-hazardous cargo) (Gate entry for labour will be addition to the above)		USD 500 per permission.
14.	Magnetic Compass adjustment through port including compass adjuster fees.		<p>a. \$ 600 per vessel.</p> <p>b. Tug charges will be charged as per tariff.</p>
15.	Hot work permission	\$ 250	Per 4-hour slab (minimum)
16.	Cash to Master(CTM) Service charges	\$ 150	Per service
17.	Ambulance Charges	\$ 200	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
<p>Note : 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.</p>			
18.	Invoice revision	\$ 100	Per cancellation of Invoice.
19.	Separate / Spilt Invoice charges	\$ 60	Per Invoice
20.	VCN Cancellation	\$ 62.5	Per VCN.

21.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.		
22.	Permission for vessel name change / draft mark change on ship's hull within port limit	\$ 500	Note – painting done by external vendor, Gate entry charges will be applicable in addition to USD 500		
23.	Photography Videography through the recognised port vendor	\$ 1000 per 4 hours	Subject approval port discretion		
Note : The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Adani contract staff.					
24.	Cherry Picker (Subject to availability)	Rs. 2500/-	Per hour for equipment		
		Rs.4000/-	Per Shifting		
25.	Bunker Handling Charges	USD 4.5 per MT.			
26.	100 MT crane capacity Hire Charges	Crane charges \$ 1000 per hours from mobilisation to Demob(for non Cargo operations only)			
Agencies Registration and Renewal fees and gate entry procedure.					
	Type of Agency	Security Deposit (Rs)	Reg.fee (Rs)	Annual fee (Rs)	Per Entry fee
	Steamer Agency	2,00,000	50,000	25,000	-
	Surveyors(Cargo,Draft,Bunker)	25,000	25,000	10,000	-
	Work Shop	50,000	25,000	10,000	USD 150(3 days)
	Cargo Gear Inspection	50,000	25,000	10,000	USD 150
	P&I Survey	75,000	25,000	10,000	USD 150
	Ship Chandling /Stores Supply	50,000	25,000	10,000	Rs 11,250
	Others	25,000	25,000	10,000	-
27.	<p>All registered agencies must renew their licenses within one month plus or minus of the agency registration date. All other terms and conditions applicable are as mentioned in their respective certificates.</p> <p>Only non-registered, very special, highly technical agencies with port discretion are allowed in the port for a particular job on board the vessel for a one-time payment of USD 450 for that special job and such pass valid only for 3 days.</p> <p>Note:</p> <ol style="list-style-type: none"> a. Only Port authorised ship chandlers will be permitted for supply onboard, Provision supply to vessels per shipping bill gate entry. b. Only Port authorized Agents /Work Shops/Surveyors/Inspectors /ship chandlers will be permitted for agency/Repair/survey/Inspection/supply on board respectively. c. 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. 				

	<p>d. 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.</p> <p>e. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg.</p> <p>f. All ship chandlers / shipping agent / surveyors 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.</p>	
28.	<p>IMDG: Class 1 & 7 cargo is not acceptable for handling at Gopalpur port. It may be permitted in transit if it is approved by Govt of India.</p> <p>1. Undertaking letter as per format of the port from the shipping line.</p> <p>2. Approval letter from Department of Defence Production, Ministry of Defence.</p> <p>3. Permission from Atomic Energy Regulatory Board (AERB) for class 7.</p>	USD 2000 per day (Including Fire tender and security standby arrangement) Time will be consider as per FL-berthing to LL-unberthing)
29.	Crew change Facilitation charges	USD 35 Per crew change
30.	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.
31.	Permission for Lifeboat Lowering within Port Limit	USD 150 per activity.
32.	Port Facility charges	Case to case basis depends on the complexity of operations.
33.	Anchor Retrieval charges	Actual cost of resources involved including Diving, Tugs, Survey, etc or \$ 30000 whichever is more .
34.	Port Doctor Consultation	\$ 50 per visit
35.	Hatch cover / Pontoon landing (For Dry cargo vessel)	\$ 100 per hatch cover / pontoon
36.	Laser Range finder	\$ 100 per VCN
37.	Sludge / slop removal charges	As per commercial terms and conditions.
38.	Tug boat sanitization charges	\$ 200 per trip
39.	Failure to report stowaway incident to port	\$ 1000 per Incident
40.	Stowaway Onboard	\$1000 per Stowaway (No disembarkation allowed of stowaway as per Govt. regulations)
41.	Fine for violation of Port Security Rules	\$ 50 per act (Subsequently person will be blacklisted by the Security)
42.	Wrong declaration of Gross Tonnage of Vessel	\$ 1000
43.	Violation of Using Satellite phones banned by Gov. of India (will be reported to MRCC and Other Govt. agency in case of violations found)	\$ 1000
44.	Vessel / Vessel agency Engaged in illegal Activities reported by Govt Authorities / Vessel master	\$ 500 per Incident. And subsequently cancelation of agency licence from Port
45.	Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission)	\$ 1000 per incident.
46.	Dangerous navigation in port limit / Not keeping VHF watch	\$ 1000 plus any consequential loss /Delays will be charged as per actual.
47.	Shore Crane/HMC hire charges	INR 70/MT
48.	Wharfage Charges	INR 30/MT
49.	Port Railway Terminal Haulage Charges	INR 60/MT

Note: - Any service requisition (such as Gangway, Hydra, Ship Chandelling, Fresh Water and Hot Work) has to be made at least 12 hrs prior vessel sailing and during office hours so that the service can be organized. GST will be charged on above all services as applicable. In case any services / permission request receives from vessel/ vessel agent apart from mentioned in BPTS, Port will provide service subject to availability of resources and charges will be provided based on complexity of services.

Y. 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 7 per MT will be applicable in addition to Water tender charges)	Per one hour.	\$ 160
4.	Foam tender or water tender standby with crew.	Per hours.	50
5.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Per 4 hour Shift	\$ 41.25
6.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 232.5
7.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 80
8.	Fire operator standby.	4 hour shift.	\$ 15.625
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.	\$ 27.5
13.	Providing Smoke exhauster unit.	Per hour.	\$ 27.5
14.	Providing SCBA set.	One time use per Set.	\$ 37.5
15.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110
16.	Fire crew for on board for fire fighting	Per four-hour shift.	\$ 187.5

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.

Z. Facility for Discharge of Ship generated waste

Vessels have to discharge ship generated waste (Like sludge, Slop, Garbage, scrap etc.), which are generated during voyage period, at any port of call. Disposal of ship generated waste into sea water is strictly prohibited as per MARPOL 73/78 convention as amended. India is signatory to this convention of IMO (International Maritime Organisation). For collection and disposal of ship generated waste, as per MARPOL 73/78, it has been made compulsories for all the countries, who are signatory to IMO, to provide shore reception facility. Accordingly, Gopalpur port 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.

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

- Pilotage charges / Fuel surcharge.
- 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 and fresh water supply at Anchorage.

V. Tariff for Salvage operation

Charges Vessel in Emergency and/or under Salvage operations (Applicable w.e.f 1st Feb 2025)

\$ 2000 per tug per hour	Tug hire charges for the Salvage operations assistance within the Port limits
\$ 2000 per tug per hour	For Escorting/Standby for towing operation out side port limit jobs subject to MMD and necessary approval
\$ 5000 per tug per hour	For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval
As per actual	Business loss or claim from third party
1. \$2000 per hour with 100 tons crane. 2. \$3000 per hour with 200 tons Crane. 3. \$4000 per hour with 300 tons Crane. 4. \$ 5000 per hour with 400 tons Crane. 5. \$ 6000 per hour with any crane more than 400 tons.	Jack up Barge (JUB) With Crane mounted designed capacity.
\$ 1000 per hours per pilot	Pilot Service attended charges for salvage and any emergency handling
\$ 250 per hours	Service Boat charges.
\$ 500 per hours	Flat Rack Barge hire charge
1. \$ 1000 per hours for Grab dredger 2. \$ 2000 per hour for Cutter suction Dredger (CSD) 3. \$ 3000 per hour for Trailer Head suction Dredger (THSD)	Dredging Assistance hire charges for salvage operations or Wreck removal

[page](#)

\$ 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	Man Power cost per day for Involved in Salvage operation (Max 10 persons)
\$ 500 per day	Administration charges
\$ 100 per day per vehicle	Vehicle hire charges used for Salvage operations
1. \$ 1000 per Teus 2. \$ 200 per Pkgs / Bags / Pcs / Units	Penalty for Cargo falling overboard
\$ 1 per GRT per day	Vessel grounding applicable charges within the Gopalpur 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.

A. calculation of crane idling charges due crane failure for the vessels berthed at Gopalpur Port

Idling of vessel on account of following:

- Miss-declaration of cargo as prescribed in clause 6.15: If vessels crane are unable to discharge the said cargo, Lay-up berth hire will be applicable from the time of idling due to said package till the time, vessels request for the shore crane.
 - Miss-declaration of vessel's gear/capacity: If in case of wrong declaration of vessel' gear/capacity Lay-up berth hire will be applicable till the time, vessels request for the shore crane.
- I. Total idling of vessel's cranes exceeding 10% of total available crane hours / day will attract crane idling charges. However, vessel / vessel agent can request for shore crane. In case of unavailability of shore crane, the crane idling charges would not be applicable.
 - II. This intermediate crane idling charges will be USD 180/hr/hook as calculated below:

Note: In case of failure of ship crane, if the vessel agent request for shore cranes within 6 hours from crane failure time, then crane idling charges will not be charged to the vessel.

Example A:

* Vessel: x with cargo gear 4 x 25 MT SWL crane.

> Supposing the crane stoppages in 24 hrs are as follows:

- Crane 1 total stoppage 6 hrs and 30 minutes, (allow 2.4 hrs) = 4.1 Hrs.
- Crane 2 total stoppage 1 hr, (allow 2.4 Hrs) = Nil.
- Crane 3 total stoppage 4 hrs and (allow 2.4 hrs) = 1.6 hrs.
- Crane 4 total stoppage Nil. (allow 2.4 hrs) = Nil.
- Then, Total crane idling charges hrs = 4.1 + 0 + 1.6 + 0 = 5.7 hrs = 6 hrs.
- Total amount applicable for crane idling charges = 6 hrs x USD 180 = USD 1080 + applicable GST

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

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

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 in to 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.

Note : 1. Port tariff is subject to Annual revision basis prevailing market conditions and Port management discretion.

2. GST as applicable will be extra on all tariff rate and subject to change from time to time as per Govt. circular / guidelines.

VI. Contact details

Primary Contact Points

1	POC/PC	Port Operations Centre/Port Control	943 888 2138
2	Customer Service Center	Customer Cell	Portcontrol.gppl@adani.com
Important Contact Points			
3	Business Head	Mr.Prashanta K.Patra	8980015179 prashanta.patra@adani.com
4	Marine Services	Capt.Ravindra Babu.U	9438882116 ravindrababu.uppala@adani.com
5	Head-Engineering	Mr.Rohit Swain	7064460324 rohit.swain@adani.com
6	Dry Cargo	Mr.Satyabratha Mahapatra	8093070027 satyabrata.mohapatra@adani.com
	Marketing	Mr.Jyoti Routray	7752029302 jyoti.routray@adani.com
7	Railway	Mr.Balram Behera	8790009798 balaram.behera@adani.com
8	Fire /Safety	Mr.Siddharthamani Dwibedi	7894406589 siddharthamani.dwibedi@adani.com
9	Security	Col.Sanjoy Mallick	6294644056 sanjoy.mallick@adani.com

Port Office:-

Gopalpur Ports Limited.
Arjeepalli Via Chhatarpur,
Ganjam, Odisha,
India 761020
Tel : +91 6811 257699/257799
Fax: +91 6811 257599

Corporate Office :-

Adani Ports and Special Economic Zone Ltd.
Adani Corporate House; Shantigram
Near Vaishno Devi Circle; S.G Highway,
Khodivar, Ahmedabad, Gujarat,
India 382 421.
Tel: +91 79 2555 4444,Fax: +91 79 2555 7177
Email:Investor.apsezl@adani.com,