

**ADANI PORTS AND SPECIAL ECONOMIC ZONE LTD.****WELCOMES THE MASTER, OFFICERS AND CREW TO****MUNDRA PORT****LEGAL DISCLAIMER**

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**WEBSITE OF THE PORT**

[www.adaniports.com](http://www.adaniports.com)

**WEBSITE OF THIS DOCUMENT**

[www.adaniports.com/-/media/Project/Ports/PortsAndTerminals/Mundra-Documents/Marine-Documents/PORT-INFORMATION-BOOKLET.pdf](http://www.adaniports.com/-/media/Project/Ports/PortsAndTerminals/Mundra-Documents/Marine-Documents/PORT-INFORMATION-BOOKLET.pdf)

**WEBSITE FOR PORT TARIFF**

[www.adaniports.com/Port\\_Operations\\_Port\\_Tariffs.aspx](http://www.adaniports.com/Port_Operations_Port_Tariffs.aspx)

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 1 of 34

# TABLE OF CONTENT

GENERAL INTRODUCTION	1
TABLE OF CONTENT	2-3
<b>PART I INTRODUCTION, CONTACT INFORMATION AND REGULATIONS</b>	
<b>1. INTRODUCTION</b>	
1.1 <a href="#">Introduction letter</a>	4
1.2 <a href="#">Port Performance and Achievements</a>	5-6
1.3 <a href="#">Port Infrastructures</a>	7
1.4 <a href="#">Contact Information</a>	7
<b>2. CONTACT INFORMATION AND REGULATION</b>	
2.1 <a href="#">Rules and Regulation</a>	8
2.2 <a href="#">Exemption and Permits</a>	8
2.3 <a href="#">Arrival and Departure Checklist</a>	8
2.4 <a href="#">Ship Generated Waste</a>	9
<b>3. PORT DESCRIPTION</b>	
3.1 <a href="#">Port Location</a>	10
3.2 <a href="#">Port Limits</a>	10
3.3 <a href="#">Load Lines</a>	10
3.4 <a href="#">Charts and Books</a>	10
3.5 <a href="#">Pilot Station</a>	10
3.6 <a href="#">Port Anchorage</a>	10
3.7 <a href="#">Port Terminal,Berth,Channel and SPM</a>	11-13
3.8 <a href="#">Permissible vessel parameters at Berth</a>	14
3.9 <a href="#">Tidal Information and Water Density</a>	15
<b>4. PORT NAVIGATION</b>	
4.1 <a href="#">Speed</a>	16
4.2 <a href="#">UKC</a>	16
4.3 <a href="#">Right of the Way</a>	16
4.5 <a href="#">Restrictions</a>	16
4.6 <a href="#">Shifting Vessels</a>	16
4.7 <a href="#">Docking &amp; Display of Signals and Lights</a>	16
4.8 <a href="#">Port &amp; Vessel Safety</a>	17
4.9 <a href="#">Pollution</a>	17

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 2 of 34

<b>5. EMERGENCIES</b>	
5.1 <a href="#">Emergency Contact</a>	18
5.2 <a href="#">Fire Fighting Equipment</a>	19-21
5.3 <a href="#">Oil Spill Equipments</a>	22
<b>6. PORT SECURITY</b>	
6.1 <a href="#">Present ISPS Security Information</a>	23
6.2 <a href="#">Reporting to Port Facilities</a>	23
6.3 <a href="#">Webcams</a>	24
6.5 <a href="#">Usage of Thuraya,Iridium &amp; other Sattelite Phones</a>	24
<b>7. BERTHING SERVICES</b>	
7.1 <a href="#">Tugs &amp; Mooring</a>	24
7.2 <a href="#">Pre Mooring readiness for vessel calling Mundra</a>	25
7.3 <a href="#">Pre Mooring readiness for RORO vessel</a>	26
7.4 <a href="#">Pre Mooring readiness for LNG/VLCC Vessel</a>	27
<b>8. CARGO OPERATION</b>	
8.1 <a href="#">Cargo Handling Facilities</a>	28-29
<b>9. PERMISSIONS, SERVICES, FACILITIES AND RESTRICTIONS</b>	
9.1 <a href="#">Permissions</a>	30
9.2 <a href="#">Services</a>	30
9.3 <a href="#">Facilities</a>	31
9.4 <a href="#">Restrictions</a>	31
<b><u>CONDITION OF USE</u></b>	32
<b><u>IMPORTANT CONTACT NOs – INTERNAL AND EXTERNAL</u></b>	33-34

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 3 of 34

## 1.1 INTRODUCTION LETTER

Dear Master,

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

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

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

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

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

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

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

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

### 1. **RESPONSIBILITY**

While we have taken all reasonable care to ensure that the Port waters, berths, facilities as well as equipment used (including the gangway provided) thereon, are safe and efficient, any vessel using them shall do so, and remain at the sole risk of the vessel, its Master and Owners.

### 2. **SAFETY & POLLUTION**

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

### 3. **NON- COMPLIANCE**

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

### 4. **CONTRABAND & LIQUOR**

Dealing in contraband and drugs and illicit goods is strictly forbidden under Indian Law, with heavy penalties and imprisonment for anyone indulging in such activities. You are advised to ensure that your crew is suitably instructed.

The use and possession of alcohol is forbidden in Gujarat State. Alcohol should not be taken ashore or offered to shore personnel during the vessels stay in port.

All such contraventions of the Laws could also make the vessel liable to arrest, so please ensure your fullest attention to these matters.

We hope you have a pleasant stay.

Yours truly,

**Capt Ashish Singhal**  
**Head - Marine Services**  
**Adani Ports and SEZ Ltd.**  
 Contact No: 91-9879589770  
 Tel: + 91-2838-252727  
 E-mail: [ashish.singhal@adani.com](mailto:ashish.singhal@adani.com)

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 4 of 34

## 1.2 Port Performance and Achievements

APSEZ Limited, Mundra is the largest privately developed port in the country and a multi-sector SEZ. It is spread over 100 sq. km. in the Northern Gulf of Kutch, Gujarat, on the western coast of India. The port is located enroute major maritime routes and serves as one of the country's most convenient gateways for exim trade, especially for cargo bound west for Europe, Africa, America and Middle East. It's proximity to land locked hinterland of North and North-West India gives it a strategic advantage to service the Industry and Trade that accounts for nearly 70% of the country's total international cargo.

Operational since 1998, APSEZ Limited, Mundra is capable of handling 276 MMT per annum. Adani group's passion for converting opportunity into reality has led to APSEZ being conferred with the

- i. **"Best Private port of the year"** by MALA Awards at Mumbai on 15th September 2017"
- ii. **"Non-Major Port of the Year" & "Container Handling Terminal of the Year"** award in the MALA 2017.
- iii. Adani Ports and SEZ Ltd. Won **GOLDEN PEACOCK AWARD** in the 19th WORLD CONGRESS Global conference on Environment. Supreme Court Judge Hon Joseph Kurian presented the Award to Adani Team at Hyderabad on the 7th of July 2017.
- iv. **"Private Port of the Year"** which was awarded to Mundra Port at Sea Trade award ceremony at Kochi on 22nd September 2017"
- v. **"Best Environment Protection Port of the Year Award** from Maritime Nation Award –2017
- vi. **"Best Terminals and Ports Operator"** at the 11th Express, Logistics & Supply Chain Leadership Awards on 4th October 2017.
- vii. APSEZ, Mundra, has bagged the **Best Shipping port of the year** award at India Cargo award on 14th October 2017.
- viii. **Port of the year – Containerised cargo award at Gujarat Junction 2018** - Cargo and Logistics Awards on 17th March 2018 at Radisson Hotel Kandla.
- ix. **Best Port of the year (Containerized)** at 6th Edition of Gujarat Star Awards on 25th November 2017 at HOTEL RADISSON, GANDHIDHAM.
- x. **12th ELSC Leadership Awards** received on 04th October 2018 at Mumbai
- xi. **"Smart Container Terminal 2018"** award at Gate Maritime Award, New Delhi
- xii. **Container Handling Port / Terminal of the year** at MALA Awards at Mumbai On 31st Aug 2018
- xiii. Mundra Port received "The Samudra Manthan Awards 2019 for **"Best Private Port of the Year 2019"** on 13th December 2019 at Mumbai.
- xiv. **"Best Port of the Year for Containerized Cargo"** at the 8<sup>th</sup> edition of Gujarat Star Awards 2019 held at Kandla.
- xv. APSEZ Mundra won **"Greentech Sustainability Award 2020"** for outstanding achievements in "Recycling & Waste Management" category.
- xvi. Mundra Port received **"The Samudra Manthan Awards 2022** for "Non-Major Port of the Year 2022" & "Terminal of the year" at Mumbai.
- xvii. **Best Sea Port of the year 2021-22** at the northern Indian multimodal logistics Awards 2022.
- xviii. **Best Port of The Year 2022 (Containerised & Non-Containerised in Private Sector)** at India Maritime Award - Daily Shipping Times.

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 5 of 34

- xix. **Best Port of The Year 2023 (Containerised & Non-Containerised in Private Sector)** at India Maritime Award - Daily Shipping Times.
- xx. **NON-MAJOR PORT OF THE YEAR – MALA 2023** at MALA Awards – EXIM
- xxi. **Non-Major Port of the Year 2023** at Samundra Manthan Awards - Bhandarkar Shipping
- xxii. **Non-Major Port of the year 2024 - Containerised Cargo & Non-Containerised Cargo** at MALA Awards – EXIM
- xxiii. **APSEZ - Mundra Port won Non-Major Port of the year** - Containerised Cargo & Non-Containerised Cargo in 14th All India **Maritime and Logistics Awards** on 21st Aug at Mumbai.
- xxiv. **Best Port of the Year Containerised in a Private Sector** - Adani Ports and Special Economic zone Ltd at the **India Maritime Awards** (8th Edition) presented by Daily shipping times on 28<sup>th</sup> June 2024.
- xxv. **Best Container Terminal of the Year (Volume)** - Adani International Container Terminal Pvt Ltd at the **India Maritime Awards** (8th Edition) presented by Daily shipping times on 28<sup>th</sup> June 2024.
- xxvi. Adani Ports & Special Economic Zone, Mundra received "**Platinum Award**" dated 2<sup>nd</sup> August-2024 in Hotel Novotel at Hyderabad in the occasion of 16th Exceed Award 2024 in the Category of "**Environment Preservation**" by the Sustainable Development Foundation a unit of "**Ek Kaam Desh Ke Naam**". Award given by Dr. Bhaskar Chatterjee, Former Sectary Govt. of India & Former DG & CEO of IICA.
- xxvii. **APSEZ – Mundra Port won the PORT OF THE YEAR - CONTAINERISED CARGO**" award at Exim Star Awards 2024 held on Friday – 20th December 2024 at Radisson Hotel Kandla, Banni Hall, Gandhidham
- xxviii. APSEZ – Mundra Port won the **Shipping Terminal of the Year** Award in in the 11th International Samudra Manthan Awards 2024 held at Mumbai on 21<sup>st</sup> Nov 2024
- xxix. We are honored to have been recognized at the Kutch Business Excellence Award 2.0, presented by the Honorable Chief Minister of Gujarat, Shri Bhupendra Patel in Ahmedabad. Our Executive Director Shri [Rakshit Shah](#) of [Adani Ports and SEZ](#) represented the [Adani Group](#), and we are thrilled to announce that we received several esteemed awards:
  - ↳ **Excellence in Infrastructure Development**
  - ↳ **Excellence in Collaborative CSR Projects**
  - ↳ **Shri [Jeet Adani](#) - Emerging Global Entrepreneur Award**
  - ↳ **Shri [Rakshit Shah](#) - CEO of the Year Award**
- xxx. The port handled 200.6 million tons of cargo in the year 2024-25.

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 6 of 34

### 1.3 Port Infrastructure

- APSEZ Limited, Mundra has a diverse cargo base including Dry, Bulk, Break Bulk, Liquid, Chemical, Crude Oil, Project Cargo, RORO, LNG, LPG and Containers. It embodies a unique and advantageous model for private ports.
- APSEZ Limited, Mundra enjoys one of the deepest drafts amongst the ports in India.
- 28 operational berths (Container-12, Dry Cargo-08, Liquid including LPG-05, LNG-01, SPM-02) having depth upto 17.5 m to handle dry bulk, break bulk, ODC, Container, liquid, Crude Oil cargo, POL, Chemicals, RORO, LPG, LNG.
- West Basin – One of the World’s Largest Coal Import Terminal.
- APSEZ Limited, Mundra has its own dedicated 64 km private rail network which has been doubled and is capable of handling double stack container trains. APSEZ provides logistic advantage of 380 km to the Northern hinterland of India as compared to JNPT.
- APSEZ Limited, Mundra has good connectivity to NH 8A, NH 15 and other state highways.
- A 3.6 km long import conveyor system capable of handling 1500 TPH of import cargo.
- F.C.C– Fertilizer Cargo Complex. Mechanized system for bagging and loading fertilizer bags into railway wagons for fast evacuation of cargo.
- A large storage capacity is available within the port in the form of open and covered warehouses.

### EXPANSION PLANS OF APSEZ, MUNDRA

- Container Terminal CT-5 and CT-6

### 1.4 CONTACT INFORMATION

#### Port Operation Center

Telephone: +91-2838-255781  
 +91-2838-255762  
 Mobile: +91-98250 00949  
 E mail [portopscenter@adani.com](mailto:portopscenter@adani.com)

#### Mundra Marine Control

VHF Channel Primary working CH 77  
 Secondary Working CH 16  
 E Mail: [marine.control@adani.com](mailto:marine.control@adani.com)

#### West Basin Marine Control

VHF Channel : Primary working CH 77  
 Secondary Working CH 16  
 E mail : [marinecontrol.westbasin@adani.com](mailto:marinecontrol.westbasin@adani.com)

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 7 of 34

## 2.1 RULES AND REGULATION

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

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

## 2.2 EXEMPTION AND PERMITS

The port operation center provides permissions for repairs/hot work/Main Engine Immobilisation and cleaning etc. on description of the Port. All request to be sent to Port Operations Center through local agent via E mail [portopscenter@adani.com](mailto:portopscenter@adani.com)

## 2.3 ARRIVAL AND DEPARTURE CHECKLISTS

<p>1. Vessel definition: Documents (to be uploaded in ITUP)</p>	<ul style="list-style-type: none"> <li>a. Ship particulars</li> <li>b. Certificate of registry</li> <li>c. Certificate of classification</li> <li>d. International tonnage certificate</li> <li>e. International Load line Certificate (ILC)</li> <li>f. Safety Equipment Certificate (SEC):</li> <li>g. Safety Radio Certificate (SRC)</li> <li>h. Safety Construction Certificate (SCC)</li> <li>i. International Ship Security Certificate (ISSC)</li> </ul>
<p>2. VCN Generation: Documents (to be uploaded in ITUP)</p>	<ul style="list-style-type: none"> <li>a. Certificate of class</li> <li>b. International Tonnage certificate.</li> <li>c. P&amp;I for hull and machinery.</li> <li>d. P&amp;I for pollution liability and Wreck removal Certificate</li> <li>e. CAP certificate for hull, Machinery and cargo Equipment of Oil tankers if age above 20 Years.</li> </ul>
<p>3. Pre-arrival (Before berthing): Documents to be submitted</p>	<ul style="list-style-type: none"> <li>a. Vessel certificate checklist MAR-F-011 (to be uploaded in ITUP)</li> <li>b. PHO: Prior to berthing of vessel</li> <li>c. PANS (ISPS &amp; Crew list): Require the PANS to be sent at the following email address 96 hours prior to arrival of vessel else vessel will not allow entering in port limit.</li> </ul>

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 8 of 34

	<p>(Refer NT Branch Circular no. NT/ISPS/SHIP/02/2009 dated 2nd February 2009)</p> <p><a href="mailto:cgs-mdr@indiancoastguard.nic.in">cgs-mdr@indiancoastguard.nic.in</a>,  <a href="mailto:wncjocmb@navy.gov.in">wncjocmb@navy.gov.in</a>,  <a href="mailto:wncmocmb@navy.gov.in">wncmocmb@navy.gov.in</a>  <a href="mailto:mrcc-west@indiancoastguard.nic.in">mrcc-west@indiancoastguard.nic.in</a> ,  <a href="mailto:Portopscenter@adani.com">Portopscenter@adani.com</a></p> <p>d. Advance Notification Form (ANF): Require submission on Swachh Sagar Portal</p> <p>e. If Dumb barge arrives for cargo operation: Towing certificate issued by class.</p> <p>f. GMB clearance from CNO Gandhinagar: if vessel age is above 25-year-old</p> <p>g. MMD clearance for Grain cargo: Loading or part cargo discharge</p>
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## 2.4 Ship Generated Waste

Vessels calling APSEZ, Mundra to declare "Ship Generated Waste" through local agents in Swachh Sagar Portal and port operations center as per MARPOL Regulation.

**MARPOL Annex I**(Oily Bilge Water, Oil residues (Sludge), Oil Tank Washings (Slop) Dirty Ballast Water, Scale and Sludge from Tank Cleanings)

**MARPOL Annex II (Category of NLS residue/water mixture for discharge to facility from tank washings)** Category X Substances, Category Y Substances, Category Z Substances

**MARPOL Annex IV-** Sewage

**MARPOL Annex V** (Plastics, domestic waste, cooking oil, Floating dunnage, lining, or packing materials, Cargo residues, paper products, rags, glass, metal, bottles, crockery Food waste, Animal Carcass, E waste, Fishing Gear, Operational Waste, Incinerator ash)

**MARPOL Annex VI** (The port does not have a facility to collect Annex VI waste.)

**Garbage:** Plastic, Food waste, Domestic waste, cooking oil, Incinerator ashes, Routine operational waste excluding Cargo residue are collected by port for disposal.

Garbage Collection facility is available (24/7), 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. Food waste of more than 02 days old will not be acceptable.

**Note:** Scrap Material, Cargo Residue, E-waste and Expired Pyrotechnics are not accepted as garbage.

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 9 of 34

### 3.1 PORT LOCATION

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

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

### 3.2 PORT LIMITS

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

### 3.3 APPLICABLE LOAD LINES FOR MUNDRA PORT

Vessels in APSEZ Ltd, Mundra to comply with applicable Load Line regulations.  
 Seasonal Tropical: 1 Sep to 31 May  
 Seasonal Summer: 1 Jun to 31 Aug

### 3.4 CHARTS AND BOOKS

**Navigational Charts:** Indian Hydrographic Office Charts: 203, 2106, 2107 and 2079  
 British Admiralty Charts: 670 and 682

**Nautical Publications:** ALRS Vol 6, INP-1 WEST COAST OF INDIA PORT.

### 3.5 PILOT STATION

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

**Marine control will guide the vessel on to which pilot station vessel has to approach.**

### 3.6 PORT ANCHORAGE

#### SPM/STS ANCHORAGE AREA

(A) Lat. 22° 38.55'N Long 069° 38.07'E	(B) Lat. 22° 37.60'N Long 069° 38.06'E
(C) Lat. 22° 38.55'N Long 069° 36.09'E	(D) Lat. 22° 37.96'N Long 069° 36.07'E

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 10 of 34

### GENERAL ANCHORAGE AREA 'A'

(A) Lat. 22° 39.70'N, Long 069° 42.95'E (B) Lat. 22° 38.65'N, Long 069° 43.75'E  
 (C) Lat 22° 40.75'N, Long 069° 47.20'E (D) Lat. 22° 41.85'N, Long 069° 46.30'E

### GENERAL ANCHORAGE AREA 'B'

(A) Lat. 22° 39.88'N, Long 069° 32.43'E (B) Lat. 22° 39.00'N, Long 069° 32.43'E  
 (C) Lat. 22° 38.25'N, Long 069° 35.01'E (D) Lat. 22° 39.88'N, Long 069° 35.01'E

### LNG ANCHORAGE AREA

(A) Lat. 22° 39.88'N, Long 069° 35.01'E (B) Lat. 22° 38.25'N, Long 069° 35.01'E  
 (C) Lat. 22° 37.93'N, Long 069° 36.07'E (D) Lat. 22° 39.88'N, Long 069° 36.07'E

### VLCC JETTY ANCHORAGE

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

**Note-** Anchorage ground has a depth of 30 meters and is a good holding ground throughout the year.

**TIDAL CURRENT:** Kindly note that the current in the anchorage area are very strong. The current strength is about 2-3 knots and sets in the direction 253 in ebb tide and 073 in flood tide. Vessel advised to exercise caution.

## 3.7 MUNDRA PORT TERMINAL, BERTH, CHANNEL & SPMS

SNo.	Terminal	Terminal Details
1.	Terminal-1 (Liquid Terminal)	No of Berths: 04 <b>Berth No. 1 (216.5 Mtrs)</b> No of Bollards & Fenders – 13 Distance between Bollards & Fenders – 16.5m <b>Berth No. 2 (187.8 Mtrs)</b> No of Bollards & Fenders – 11 Distance between Bollards & Fenders – 19.5m <b>Berth No. 3 &amp; 4 (164.5 Mtrs)</b> No of Bollards & Fenders – 10 Distance between Bollards & Fenders – 16.5m Fenders projection from Berth – 1.65m Heading on all Berth: 073-253 <b>No of MDs</b> MD-1: 60 Mtrs west of Berth 1 & 2 MD-2: 30 Mtrs west of Berth 1 & 2 MD-3: 31 Mtrs east of Berth 1 MD-4: 70 Mtrs east of Berth 1 MD-5; 70 Mtrs west of Berth 3 MD-6: 31 Mtrs west of Berth 3 MD-7: 30 Mtrs east of Berth 3 & 4 MD-8: 60 Mtrs east of Berth 3 & 4.

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 11 of 34

2.	Terminal-3 (Dry Bulk)	No of Berths: 04 <b>Berth No. 9 (269 Mtrs)</b> No of Bollards & Fenders – 14 Distance between Bollards & Fenders – 19.5m <b>Berth No. 10 &amp; 11 (517 Mtrs)</b> No of Bollards & Fenders – 35 Distance between Bollards & Fenders – 15m <b>Berth No. 12 (196 Mtrs)</b> No of Bollards & Fenders – 09 Distance between Bollards & Fenders – 22.5m Fenders projection from Berth – 2.07m Heading on Berth 9 to 11: 073-253 Heading on Berth 12: 045-225 <b>MD: 45 Mtrs NE of Berth 12.</b>
3.	MICT (Container Terminal)	No of Berths: 02 <b>Berth No. CB1 &amp; CB2 (633.5 Mtrs)</b> No of Bollards & Fenders – 33 Distance between Bollards & Fenders – 19.5m Fenders projection from Berth – 2.07m Heading on Berth: 127-307
4.	AMCT (Container Terminal)	No of Berths: 02 <b>Berth No. CB3 &amp; CB4 (631 Mtrs)</b> No of Bollards & Fenders – 33 Distance between Bollards & Fenders – 19.5m Fenders projection from Berth – 2.07m Heading on Berth: 127-307
5.	AMCT2 (Container Terminal)	No of Berths: 02 <b>Berth No. 5 &amp; 6 (785 Mtrs)</b> No of Bollards & Fenders – 41 Distance between Bollards & Fenders – 19.5m Fenders projection from Berth – 2.07m Heading on Berth: 127-307
6.	MICT Channel (North Basin)	<b>Turning Circle: 700m</b> Port Hand: Buoy no. 2 Stbd Hand Buoy: no. 1,3 & 9. Cardinal Buoys: 5 & 7 (West Cardinal) Forward: Q-FI-(G), Ht 19m, Range 10 NM Rear: OCC-(G), Ht 34m, Range 10 NM
7.	AICTPL-CT3 (Container Terminal)	No of Berths: 04 <b>Berth No. SB6 &amp; SB7 (810 Mtrs)</b> No of Bollards & Fenders – 36 Distance between Bollards & Fenders – 22.5m <b>Berth No. SB8-SB9 (650 Mtrs)</b> No of Bollards & Fenders – 33 Distance between Bollards & Fenders – 19.5m Fenders projection from Berth – 2.07m Heading on Berth: 090-270
8.	ACMTPL-CT4 (Container Terminal)	No of Berths: 02 <b>Berth No. SB4-SB5 (650 Mtrs)</b> No of Bollards & Fenders – 34

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 12 of 34

		Distance between Bollards & Fenders – 19.5m Fenders projection from Berth – 2.07m Heading on Berth: 090-270
9.	South Basin	<b>Turning Circle: 750m</b> Port Hand: Buoy no. 2,4,6 & 8. Stbd Hand Buoy no. 1,3,5 & 7.
10.	West Basin	No of Berths: 04 <b>Berth No. WB1-WB4 (1511 Mtrs)</b> No of Bollards 40 No of QRMHs- 16 No of Fenders – 63 Distance between Fenders –24m Fenders projection from Berth – 2.07m Heading on Berth: 024-204
11.	West Basin Channel	<b>Turning Circle: 841m</b> Port Hand: Buoy no. 2,4,6 & 8. Stbd Hand Buoy: no. 1,3,5,7,9,11 & 13. Break Water Light: Fixed(R), Ht 10m, Range 5.0 NM Forward: ISO 3s-(W), Ht 30m, Range 7.7NM Rear: OCC 9s-(W), Ht 44m, Range 7.7NM
12.	LNG	<b>Berth No. LNG-1 (410 Mtrs)</b> No of BDs 04 No of MDs: 06 No of QRMHs- 26 No of Fenders –04 Fenders projection from Berth – 3.0m Heading on Berth: 090-270
13.	VLCC	<b>Berth No. VLCC (410 Mtrs)</b> No of BDs 04 No of MDs: 06 No of QRMHs- 28 No of Fenders –04 Fenders projection from Berth – 3.0m Heading on Berth: 090-270 No of Unloading Arms:02 <b>Turning Circle: 750m</b> Port Hand: Buoy no. 2,4,6 & 8. Stbd Hand Buoy no. 1,3,5 & 7.
15	MUNDRA IOCL SPM	SPM is installed in position: Lat.22° 40.65 N, Long.069° 39.28 E Characteristics of SPM & Light: CALM Type SPM, Shape – Cylindrical, Colour – Red. Light: Color– White, Characteristic– Morse Code 'U' (Two quick flashes and one long flash, Range-10 NM)

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 13 of 34

		Foghorn – Installed SPM is developed, maintained and operated by APSEZL.
16	MUNDRA HMEL SPM	SPM is installed in position: Lat. 22° 40' 55" N, Long. 069° 37' 28" E Characteristics of SPM & Light: CALM Type SPM Shape – Cylindrical, Colour – Red. Light: Colour– White, Characteristic–Morse Code 'U' (Two quick flashes and one long flash, Range 10 NM) Foghorn – Installed SPM is developed, maintained and operated by HMEL

### 3.8 MAX PERMISSIBLE VESSEL PARAMETERS AT BERTHS

Berth Details			Max. Permissible Vessel Parameters		
Terminal	Berth	Length	LOA	Displacement	Beam
Terminal 1 (Liquid/LPG)	B01	216.5 m	275m	90,000 T	48m
	B02	216.5 m	185m	40,000 T	43m
	B03	164.5 m	245m	90,000 T	45m
	B04	164.5	235m	90,000 T	45m
	BB	73.3m	85m	4,200 T	15m
Terminal 2 (Container)	B05	785m	405m	180,000 T	45m
	B06		405m	180,000 T	45m
Terminal 3 (Dry Bulk)	B09	269m	295m	120,000 T	48m
	B10	517m	295m	80,000 T	48m
	B11		295m	80,000 T	48m
	B12	196m	235m	74,000 T	35m
MICT (Container)	CB1	633m	405m	180,000 T	55m
	CB2		405m	180,000 T	55m
CT-2 (Container)	CB3	631m	405m	180,000 T	55m
	CB4		405m	180,000 T	55m
CT-4 (Container)	SB4	650m	405m	231,600 T	60m
	SB5		405m	231,600 T	60m
CT-3 (Container)	SB6	810m	405m	180,000 T	60m
	SB7		405m	180,000 T	60m

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 14 of 34

	SB8	650m	405m	231,600 T	60m
	SB9		405m	231,600 T	60m
WEST BASIN (Dry Bulk)	WB1	1511m	325m	266,000 T	55m
	WB2		325m	266,000 T	55m
	WB3		325m	266,000 T	55m
	WB4		325m	321,000 T	55m
IOCL SPM (Crude Oil)	IOCL	348m	348m	360,000 T	65m
HMEL SPM (Crude Oil)	HMEL	345m	345m	320,000 T	60m
LNG TERMINAL (Gas)	LNG	410m	350m	180,000 T	55m
VLCC JETTY (Crude Oil)	VLCC	410m	359m	398,000 T	64.5m

### 3.9 TIDAL INFORMATION & WATER DENSITY

#### Tidal Information

Mundra Water levels -Astronomical Tide

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

#### Currents:

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

#### NEAP CURRENTS

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

#### SPRING CURRENTS

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

Note: The tidal current close to the shore (upto 400 mtr) reverses 30 mins before printed time.

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 15 of 34

## Water Density

Water density varies from **1.020 to 1.023** during the Southwest Monsoon period and ranges between **1.024 to 1.025** during the remaining part of the year.

## 4. PORT NAVIGATION

### 4.1 SPEED

Vessel approaching Pilot boarding area should have speed of less than 4 knots. Vessels are advised not to cross north of PBG till pilot boards the vessel. Marine Control directives are to be strictly followed. Under Way vessels in port limit to maintain minimum 1 NM distance with each other.

Please note that the tidal current in the area is very strong. The current strength is about 2 to 3 knots and sets in the direction 253 in ebb tide and 073 in flood tide. Vessels are advised to exercise caution.

### 4.2 UKC

A Minimum under keel clearance of "10 % of the ship's max draft" will be maintained at all times of berthing. While alongside berth minimum clearance of 50 cm is maintained. Monthly maximum acceptable drafts are circulated for each berth, Entrance Channel for MMPT, South Basin and West Basin.

### 4.3 RIGHT OF THE WAY

The outbound vessel will have priority Right of the Way. Any changes will be communicated by Marine Control on CH-77. Passing sides between the vessels will be communicated to inbound vessels by outbound vessel Pilot. The Port Control updates all Inbound and outbound traffic on VHF Ch 77.

### 4.4 RESTRICTIONS

- Berthing/unberthing activity is suspended if visibility falls below 1000 meters.
- While maneuvering in Port Limit, please pass 02 miles south of Mundra SPM located in position Lat 22° 40'65"N, Long 069° 39.28'E and HMEL SPM located in position Lat 22° 40'53.59"N, Long 069° 37'28.26'E failing which vessel will be liable to penal action. **Passing North of SPM Buoys is strictly prohibited.**

### 4.5 SHIFTING VESSELS

Vessel at berth, which poses threat to port property or other vessels at berth, will be shifted to anchor.

### 4.6 DOCKING & DISPLAY OF SIGNALS AND LIGHTS

Docking of vessels is done by APSEZ Ltd, Mundra Pilot.

All vessels in port limit are required to display lights and signals in accordance with International Rules of Road.

Revision No : 02	Reviewed on :	30 Jun 2025
Approved By : Capt Ashish Singhal	Page No :	16 of 34

#### 4.7 PORT & VESSEL SAFETY

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

#### 4.8 POLLUTION

1. It is an offence to discharge or allow escape, will fully, or accidentally, any oil, oily mixture, oily/dirty ballast, contaminated bilge water or noxious sewage from any vessel within Mundra Port limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew.
2. Replenishment of bunkers, whether from the sea or shore, will be permitted only on special application, monitored by the port's Marine/ Safety personnel.
3. De-ballasting of dirty ballast or discharge overboard of tank and hold wash water etc. is not to be carried out within the Port Limit.
4. Emission of dense smoke is an offence within Port limits. Violations of stipulations under current Indian laws will incur heavy penalties.
5. It is an offence to throw or dump galley refuse, garbage, and rubbish, hold sweepings etc. into the water while the vessel is at the berth or within the Port limit. Offending vessel is liable to large fines. No chipping or painting overboard is to be carried out while the vessel is alongside the berth.

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 17 of 34

## 5.1 EMERGENCY CONTACT

Any Emergency, Incidents or accidents onboard is to be reported to **Port Control on VHF Channel- 77.**

**Details to be reported:** Name of the Ship, Name and number of the berth, nature of Emergency.

### EMERGENCIES ONBOARD

<p><b><u>PERSONNEL INJURIES &amp; EVACUATION OF SICK AND INJURED PERSONNEL</u></b></p> <ol style="list-style-type: none"> <li>1. Provide first aid to injured personnel.</li> <li>2. In case of serious injury, inform Port Control on VHF Channel 77 and transfer the injured personnel ashore for further medical attention.</li> </ol>	<p><b><u>FIRE ONBOARD</u></b></p> <ol style="list-style-type: none"> <li>1. Stop cargo discharging.</li> <li>2. Inform Port Control on VHF Ch 77.</li> <li>3. Initiate on board fire emergency plan.</li> </ol>
<p><b><u>SECURITY BREACH</u></b></p> <ol style="list-style-type: none"> <li>1. Stop cargo operations.</li> <li>2. Inform Port Control on VHF Ch 77.</li> <li>3. Initiate actions as per SSP.</li> </ol>	<p><b><u>TERRORIST ONBOARD VESSEL</u></b></p> <ol style="list-style-type: none"> <li>1. Initiate actions as per SSP.</li> <li>2. Inform Port Control on VHF Ch 77.</li> </ol>
<p><b><u>TERRORIST ONBOARD VESSEL</u></b></p> <ol style="list-style-type: none"> <li>1. Initiate actions as per SSP.</li> <li>2. Inform Port Control on VHF Ch 77.</li> </ol>	<p><b><u>GROUNDING OF SHIP</u></b></p> <ol style="list-style-type: none"> <li>1. Inform Port Control on VHF Ch 77.</li> <li>2. Initiate onboard emergency action plan for grounding as per onboard check list.</li> </ol>
<p><b><u>COLLISION</u></b></p> <ol style="list-style-type: none"> <li>1. Inform Port Control on VHF Ch 77.</li> <li>2. Initiate on board emergency action plan for collision as per onboard check list.</li> <li>3. If Oil Spill is to inform Port Control and initiate on board an emergency action plan for Oil Spill as per onboard check list.</li> <li>4. If any injury to ship's crew, provide first aid to injured personnel. In case of serious injury to personnel, inform Port Control on VHF Channel 77 and transfer the injured personnel ashore for further medical attention.</li> <li>5. If there is DANGER to VESSEL'S SAFETY, then it is to be ANCHORED in safe water, so that she does not pose any threat to the port's water.</li> </ol>	<p><b><u>BAD WEATHER / CYCLONE</u></b></p> <ol style="list-style-type: none"> <li>1. Vessel at berth to double up mooring lines and keep them taught at all time.</li> <li>2. Vessels at anchor to pay out sufficient length of chain into water and keep good anchor watch.</li> <li>3. Vessels to keep watch on VHF channel 77.</li> <li>4. In case of persistent wind speed &gt;35 kts vessel at berth may be shifted to anchorage.</li> </ol>
<p><b><u>MAN OVERBOARD / FALLEN FROM JETTY INTO SEA</u></b></p> <ol style="list-style-type: none"> <li>1. Inform Port Control on VHF channel 77.</li> <li>2. Person on site throw Life Buoy and should NOT LOOSE SIGHT of the person fallen overboard.</li> <li>3. Initiate on board emergency action plan for MOB as per onboard check list.</li> </ol>	<p><b><u>OIL SPILL</u></b></p> <ol style="list-style-type: none"> <li>1. Inform Port Control on VHF channel 77</li> <li>2. Initiate on board Oil spill contingency plan as per onboard check list.</li> </ol>

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 18 of 34

## 5.2 FIRE FIGHTING EQUIPMENTS

### Fire Fighting Facilities Available at Mundra Port- Multi Purpose Terminal / South Basin Terminal/LPG.

1. Fixed Firefighting System (Hydrants, Hose Reel Hose, Monitors, Water Spray, and Foam Pourer) with pressurized water supply.

Location	Hydrant	Hose Reel Hose	Tower Water & Foam Monitor	Water Monitor	Water & Foam Monitor	Water Curtain System	Water Spray System	Foam Pourer System
Terminal- 1	41	03	10	0	08	10	4	0
LPG Terminal	96	07	03	0	10 + 8 (HVLRL)	0	19	0
Terminal- 2	25	0	0	0	1	0	0	0
Terminal- 3	0	0	0	0	0	0	0	0
ACT (CT-02)	33	0	0	06	0	0	0	0
Dry Cargo Area	148	5	0	0	0	0	0	0
Liquid Terminal	112	0	0	10	54	0	84	71
T-02 Building	04	03	0	0	0	0	0	0
CT-02 Building	04	03	0	0	0	0	0	0
CT-03 Building	04	03	0	0	0	0	0	0
CT-04 Building	02	03	0	0	0	0	0	0
CT-04 (ACMTPL)	50	02	0	02	0	0	0	0
CT-03 Extension (AICTPL)	44	02	0	0	0	0	0	0
FCC	22	0	0	0	22	0	0	0
Exim Yard	11	09	0	03	0	0	0	0
Terminal 2 Yard	03	00	0	0	0	0	0	0
<b>Total</b>	<b>597</b>	<b>24</b>	<b>13</b>	<b>20</b>	<b>102</b>	<b>10</b>	<b>107</b>	<b>71</b>

2. Fire Pumps (Electrical and Diesel) at various locations in Port

Electric Operated Jockey Pump	Diesel Operated Jockey Pump	Electric Operated Pump	Diesel Operated Pump
11	1	10	20

3. Overhead and Underground static dedicated water storage for fire fighting at Port back up area: 10 in nos total capacity 31424 m<sup>3</sup>.

4. Foam Pumps for jetty area: 02 in nos total capacity 24 KL.

5. Direct seawater suction pumps for jetty area: 09 in nos.

6. Fire tender: One Multiple Purpose, Three Foam, Three Water Bouser and One Aviation.

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 19 of 34

7. Fire Extinguishers at various locations in Port:  
DCP Type – 1838 Nos., CO2 Type – 1142 Nos., Mechanical Foam Type-22 Nos. , CAFS- 03 Nos. & Water CO2- 04 Nos.
8. Breathing Apparatus at various locations in Port:  
36 Nos. of SCBA Set and 36 Nos. of Spare Cylinder
9. International Ship Shore coupling for firefighting-04 Nos.
10. Fire & Gas detection system in Marine Control Room  
Fire Alarm System in MarineControl Room

### Fire Fighting Facilities Available at West Basin:

1. Fixed Firefighting System (Fire Hydrants, Water Monitors, Wet Riser System and Dry Riser System etc.

Location	Hydrant	Water Monitor	Foam Monitor	Dry Riser System	Wet Riser System	Water Spray System	Foam Pourer System
West Basin-Jetty (Berth 1, 2 3 & 4)	31	0	0	0	0	0	0
Coal Stack Yard & Belt-conveyor	395	213	0	0	0	0	0
Transfer Towers, Stacker/ Reclaimer, Silos	0	0	0	09	27	0	0
Buildings (SS-01 & CWS)	18	00	00	00	02	00	00
<b>Total</b>	<b>434</b>	<b>213</b>	<b>0</b>	<b>09</b>	<b>29</b>	<b>0</b>	<b>0</b>

2. Fire Pumps (Electrical and Diesel) at various locations of West Basin.

Electric Operated Jockey Pump	Diesel Operated Jockey Pump	Electric Operated Pump	Diesel Operated Pump
04	04	04	02

3. Overhead and Underground static dedicated water storage for fire fighting at Port back up area: 02 in nos total capacity 2200 m<sup>3</sup>.
4. Fire tender: One Multiple Purpose & Two Water Bouser.
5. Fire Extinguishers at various locations in Port:  
634 nos. (DCP type–320 nos., CO2 type–296 nos., M. Foam type-18 nos.)
6. Breathing Apparatus at various locations in Port:  
3 nos. SCBA Set and 3 nos. of spare cylinder
7. Fire & Gas detection system in Marine Control Room  
Fire Alarm System in MarineControl Room

### Fire Fighting Arrangement for VLCC Berth

Fire Station – Fire Services Porta Cabin with Tender Parking  
 Fire Tender – 01 no  
 Fire Pump House  
 Main Diesel operated Fire Pumps – 03 nos (02 Main + 01 Stand by)

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 20 of 34

Pump Discharge: 950 m<sup>3</sup>/hr each Pump  
 Jockey Pump - -02 nos (01 Main + 01 Stand by)  
 Pump Discharge: 95 m<sup>3</sup>/hr each Pump  
 Foam Concentrate Pumps – 02 nos (01 Main + 01 Stand by)  
 Foam Pump Discharge- 28 M<sup>3</sup>/hr.  
 Foam Contrate Tanks – 02 nos. (8000 Ltrs Each)  
 Fixed Fire Fighting System.  
 Remote Operated Tower Monitor – 02 nos.  
 Hydrant & Jumbo Curtain Header  
 Jumbo Curtain Nozzle - 02 nos (6000 LPM)  
 Hydrant & Water Cum Foam Monitor – At Every 15 mtrs.  
 Fire & Gas detection system in Jetty Control Room  
 Fire Alarm System in Jetty Control Room

### **Fire Fighting Arrangement for LNG Berth**

Remote Operated Tower Monitor – 04 nos.  
 Water Curtain System – 02 nos  
 Water Spray System – 03 nos.  
 Portable Extinguisher (DCP/CO<sub>2</sub>) – 13 nos  
 Mobile Extinguisher (DCP/CO<sub>2</sub>/Foam)- 04 nos  
 Double Hydrant – 05 nos  
 SCBA Sets – 02 nos  
 Foam Trolley (200 Litres)-01 no  
 Skid Mounted fixed DCP System-01 no  
 International Ship Shore coupling for firefighting -01 no  
 Clean Agent System in Jetty Control Room  
 Fire & Gas detection system in Jetty Control Room  
 Fire Alarm System in Jetty Control Room

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 21 of 34

### 5.3 OIL SPILL RESPONSE CAPABILITIES

APSEZ Ltd, Mundra is equipped with to handle Oil Spill up to Tier-1.

Pollution Response Equipment			
Sr. No.	ITEM	Qty	Remarks
1	Inflatable boom with accessories (Material: Neoprene/ Neoprene Rubber/ Rubber) with 04 power pack (Meter)	2000	
2	Fence Boom (Material: Neoprene/ Neoprene Rubber/ Rubber) with freeboard of 450mm and over all height of 1200mm and length of 100m etc. complete as per specifications ( Meter)	235	
3	Drum/ brush type oil skimmer 50 m <sup>3</sup> /hr capacity oil recovery free floating skimmer, along with suitable pump and hydraulic Power Pack complete with all accessories etc. complete as per specifications. (Nos.	6	Lamor Skimmer-2 Yikoma Skimmer-4
4	OSD Applicator with spray arm type along with 02 Nozzles and 02 hand lancers (Nos)	2	
5	Oil Spill Dispersant, concentrate type-3 combined, approved by the Indian Coast Guard ( liter)	3000	
6	Portable dispersant storage tank: 1000 ltr capacity	1	
7	Bio Remediation (Liter)	2000	
8a	Flex Barge of 25 m <sup>3</sup> along with its accessories.	1	
8b	Flexible Floating Storage Tank (12.5T) with its accessories.	3	
9	Sorbent Boom size (Min. Dia -5 inch, Min Length - 5 feet) ( Nos.)	500	
10	Sorbent pads 20-inch x 20 inch (nos)	2000	
11	Absorbent (oil only) 80 L Kit for quick oil spill response (Nos.)	2	
12	Current Buster Boom-Fasflo -75 (for response in fast current) (Nos.)	2	
13	Mini Vacuum system Pump Capacity 25 m <sup>3</sup> (Nos.)	5	
14	Portable Oil temporary Storage Facility capacity 10m <sup>3</sup> (Nos.)	2	Star tank with Capacity 10000 liter (10m <sup>3</sup> )- 2 nos.
15	Protective Equipment (PPE) kit for oil spill response. (Nos)	15	

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 22 of 34

## 6.1 PORT SECURITY

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

**PRESENT MARINE SECURITY LEVEL:** **LEVEL - 1**

### **PFSO / Dy. PFSO Contact Details** **ADANI PORTS AND SEZ LIMITED, MUNDRA**

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<b>MR. AKHAND PRATAP SINGH RATHORE</b> <b>FSO-LNG Terminal (GSPC)</b> MOBILE: 91-99090 38941(AOH) E-MAIL-: <a href="mailto:Akhand.r@gspc.in">Akhand.r@gspc.in</a>	<b>MR. BHARAT LAKHANI</b> <b>FSO - MICT</b> MOBILE: 91-8980037427 E-MAIL: <a href="mailto:bharat.lakhani@dpworld.com">bharat.lakhani@dpworld.com</a>

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

## 6.3 WEBCAMS

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

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 23 of 34

## 6.4 REPORTING TO PORT FACILITIES

Embarkation and Disembarkation of visitors and sign on/sign off crew should be reported to FSO of the facility called at. Transfer of goods/ship spares/ship supplies can only take place before commencement or after completion of cargo transfer, nevertheless not causing any delay on normal loading/discharging operation. Deliveries of small quantities of stores, supplies or equipment parts that do not require special handling and that can be hand-carried by crew members up the gangway are allowed during daylight hours upon specific authorization by the PFSO/Dy.PFSO.

## 6.5 USAGE OF THURAYA, IRIDIUM AND OTHER SATTELITE PHONES

The Government of India vide DG Shipping Order No. 09 of 2023 vide letter no. FNo. 25-25/1/2022-NT-DGS dated 12.07.2023 is given instructions regarding Usage of Thuraya, Iridium and other satellite phones in Indian Waters.

The extract of the letter is attached below:

**Subject: Usage of Thuraya, Iridium and other such Satellite Communication in Indian Waters-reg.**

The Directorate General of Shipping through DGS Order No. 02 of 2012 dated 17.05.2012 had banned the usage of Thuraya, Iridium and other such satellites in the Indian Waters.

2. Thuraya Satellite Equipment is not an integral part of Maritime Radiocommunication system under Global Maritime Distress and Safety Systems (GMDSS) and its usage is continued to be banned in Indian Waters.
5. Under GMDSS, the usage of Iridium Mobile Satellite communication equipment in the Indian Waters are considered subject to the conditions as outlined under;
  - a) Merchant ships may install and keep the Iridium equipment active in Indian Territorial waters, provided the equipment is registered and certified as per the prevailing rules of the Flag of the ship and is used only onboard ship and the portable Iridium sets may not be carried onto Indian Land Territory.
  - b) Iridium Satellite equipment shall be used in GMDSS exclusively for Maritime Radiocommunications relating to Distress and Safety, Search and Rescue and for receiving Maritime Safety Information (MSI) from ship's fixed installations only.
  - c) The ships transiting or visiting in Indian waters shall continue to declare IMEI number of the equipment in the Pre-Arrival Notification on Security (PANS).

## 7.1 TUGS & MOORING

Port has 12 tugs of 55 to 85 tons Bollard Pull. Tugs are Full/Half Fi-Fi. Tugs are equipped with oil spill dispersant booms and have a capacity of 6 CBM of foam and 6 CBM of oil soluble dispersant.

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 24 of 34

## 7.2 PRE MOORING ARRANGEMENT FOR VESSEL CALLING MUNDRA PORT

### SHIPS SIDE READINESS

- Forward and Aft mooring station crew should be standby when the ship is arriving at Pilot station.
- The tugs are made fast at Pilot station itself before the vessel picks up a speed of more than 3 knots.
- Vessel should keep ready gantlines leading from the shoulder and quarter bollards (where the tug will be made fast) to the mooring winch for picking up the tugs towing lines which are heavy.
- Arrangement for mooring is as per the diagram below. All lines will be passed ashore by heaving line.

**IMPORTANT** - It is assumed that vessel will berth **STARBOARD** alongside. If berthing **PORTSIDE**, then mooring plan will be similar on the other side.

- a) **CONTAINER VESSEL:** Vessel should keep minimum ready 6 lines Fwd (4 Headline + 2 Spring) & 6 lines Aft (4 Stern + 2 Spring).
- b) **TANKER VESSEL:** Vessel should keep minimum ready 7 lines Fwd (3 Headline + 2 Breast + 2 Spring) & 7 lines Aft (3 Stern + 2 Breast + 2 Spring) **(IF WIRE LINE, LINE WILL PASS BY GANT LINE)**
- c) **CAPE SIZE VESSEL:** Vessel should keep minimum ready 08 lines Fwd (4 Headline + 2 Spring + 2 breast) & 08 lines Aft (4 Stern line + 2 Spring + 2 breast)
- d) **OTHER VESSEL:** Vessel should keep minimum ready 7 lines Fwd (3 Headline + 2 Breast + 2 Spring) & 7 lines Aft (3 Stern + 2 Breast + 2 Spring)
- e) **TUG & BARGE:** Tug should keep minimum ready with 3 lines Fwd (2 Headline + 1 Spring) & 3 lines Aft (2 Headline + 1 Spring); tug crews should be ready for transfer to Barge.

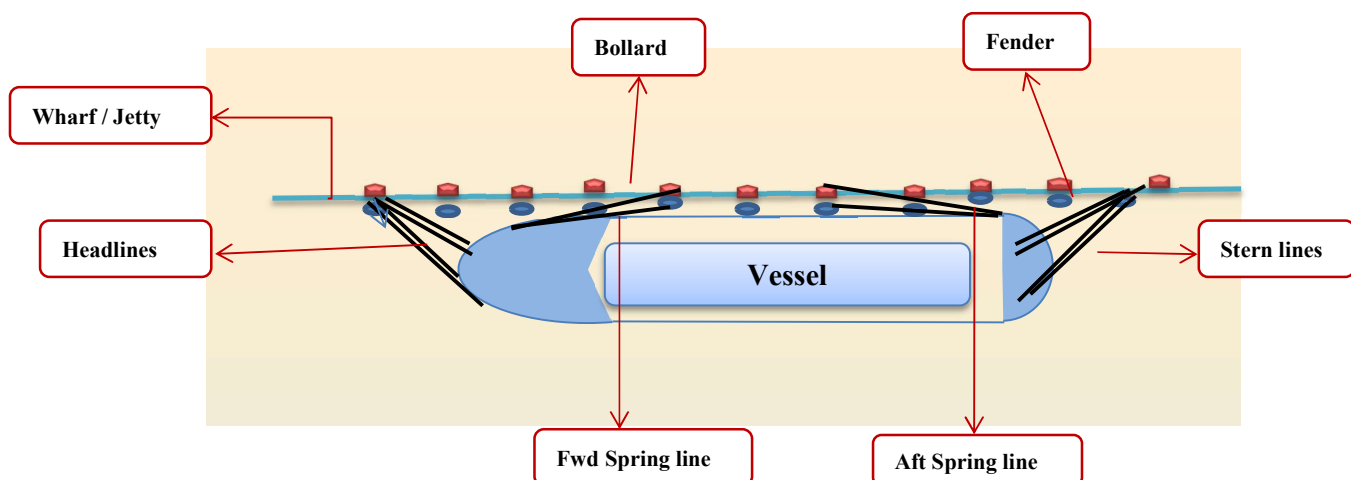
**Step 1.** When vessel is about **20-30 mtr off** the berth / wharf, the vessel shall pass a **single spring line** from both the fore and aft stations using the vessel's heaving line.

**Step 2.** Once the vessel is in position and alongside the berth, springs should be doubled up. **After that pass the Headlines & Stern lines** which will be secured by mooring crew on shore bollard.

**Step 3.** Vessel shall be positioned as below:

The bollard on which the vessels mooring lines will be made fast will depend upon the length of the ship.

All ships lines will be connected to shore bollards



**\* The above mooring plan will also be discussed by Pilot upon boarding the vessel.**

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 25 of 34

### 7.3 PRE MOORING ARRANGEMENT FOR PCC VESSELS

#### SHIPS SIDE READINESS

- Vessel should keep minimum ready Fwd -6 (4+2) lines & Aft -6 (3+2+2) lines
- Fwd (4- Head line + 2- Spring line); Aft (2- Stern lines + 2 Breast line + 2 Spring line)
- Arrangement for mooring is as per the diagram below. All lines will go ashore by heaving line.

**Step 1.** The PCC will be turned around in the turning basin & backed down (about 1400 mtrs) towards the Ro Ro pontoon. When vessel is about **30-35 mtr away** from the **pontoon and 20-30 mtr off** the berth / wharf, the vessel shall pass a **single spring line from both the stations using the vessel's heaving line.**

**Step 2.** Once the vessel is in position and alongside the berth (distance of vessel's stern from pontoon in the final position will be about 6.5 mtrs), the springs should be doubled up. Simultaneously pass the aft Breast line which will be secured by shore staff on a **D shackle.**

**Step 3 .** As per below bollard plan & vessel position layout final position as follows:

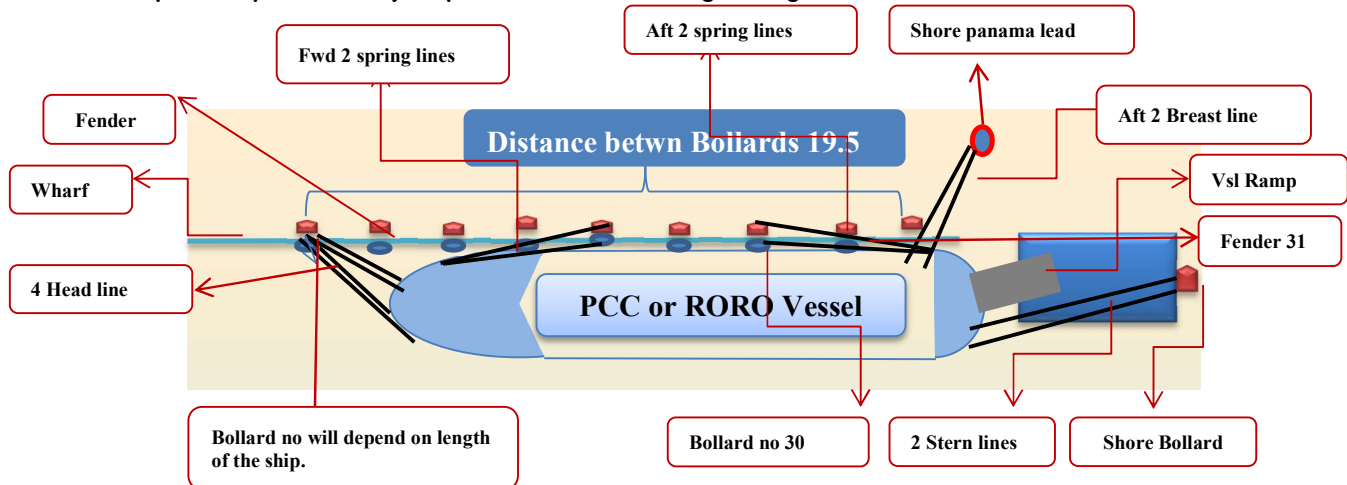
So, **Bollard Plan Position;**

**Stern of the vessel will be in line with the jetty end. The backing down of the vessel after coming alongside till the vessel is in final position will be carried out in a controlled manner using forward spring. Build-up of vessel movement towards aft should be controlled using the aft spring line.**

**The Aft Spring line will be made fast at Bollard no 30.**

**The bollard on which the forward springs will be made fast will depend upon the length of the vessel.**

- Make fast the **Head line. The 2 stern lines will be connected to shore wire using a D shackle.**
- Final mooring **Fwd 4 + 2 & Aft 2+2+2**
- **Ship to keep lines ready as per the below mooring arrangement.**



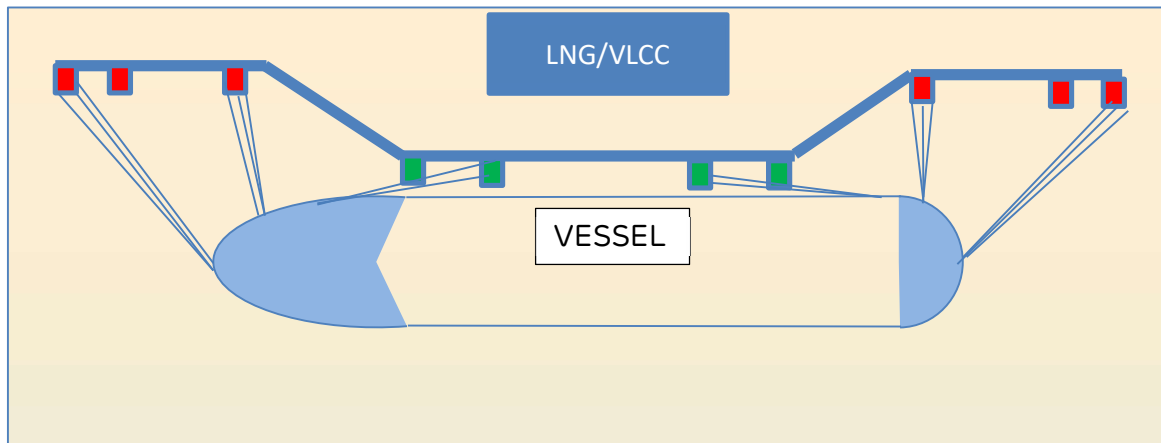
Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 26 of 34

## 7.4 Mooring Readiness Prior Berthing LNG/VLCC vessel at Mundra Port

The normal mooring pattern at the terminal is 3-3-2 (3 headlines / stern lines, 3 breast lines and 2 springs) forward and aft from the ship; however the Master should not hesitate to increase the number of mooring lines, if he considers it is prudent to do so. Ships accepted at Mundra LNG Terminal with HMPE mooring lines, shall have spare HMPE ropes available on board at a location, which allows easy usage of such spare ropes by ship's crew. Vessel should try to deploy requisite officers and crew at forward & aft stations to handle 3 lines simultaneously.

Mooring arrangement is as per diagram. Shore will keep ready messenger lines from all the mooring dolphins to the upper deck of LNG platform. Details of mooring procedure is as detailed below:

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



The above mooring plan will also be discussed by Pilot upon boarding the vessel.

## 8. CARGO OPERATION

APSEZ Ltd, Mundra handles a variety of cargo ranging from Bulk Cargo like Coal, Wheat, Fertilizer, Minerals, Ores, Steel, Edible Oils, Chemicals, and Petroleum Products to Container Cargo, Automobiles and Crude Oil.

The Master is always responsible for the safe loading & discharging of the ship cargo, details of which should be confirmed to the terminal in the form of a loading/discharging plan. In addition, the Master should ensure that the ship-shore

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 27 of 34

safety checklist is completed in consultation with the terminal and signed before loading or unloading is commenced. The Master and terminal manager, or their representatives, should complete the checklist jointly.

It is prohibited to transfer dangerous or noxious substances in APSEZ Ltd, Mundra.

## 8.1 CARGO HANDLING FACILITIES

Department	Facilities
<b>Dry Cargo</b>	Weigh Bridge :40MT-01, 60MT-02 & 100MT-03 Harbour Cranes:100 Tons-05 Conveyors: Fertilizer -1500 TPH, Bulk Cargo: 2 x 200 TPH Storage Capacity: 9,61,492 Sq. Mtrs
<b>West Basin</b>	Stacker cum Reclaimer:07, Reclaimer:02 GSU: 08 of 2000 TPH APL & Rack Dispatch:5000 TPH & Truck loading:2500 TPH Storage Capacity: 5,90,000 Sq. Mtrs
<b>Liquid</b>	No of Manifolds: B1 to B4 - 12 in nos of 8 inches Storage capacity exclusively for Edible Oils: 18 Tanks = 1.13 KL Storage capacity Petroleum / Chemicals: 82 Tanks = 3.50 KL Total: 100 Tanks = 4.63 lacs KL
<b>LPG</b>	No of Arms: 2 x 12-inch Class 300 No of Tanks: 50000 MT (02 of 48000 CBM each) Storage capacity:96000 CBM
<b>LNG</b>	No of Arms: 04 (03 for LNG Unloading & 01 for NG loading) No of Tanks: 02(T-211 & T-221) Storage capacity: 3,20,000 CBM(1,60,000 Cbm each tank)
<b>VLCC</b>	Nos of Unloading Arm: 02 Maximum Discharge Rate in CBM: 10,000 to 12,000 CBM Maximum Discharge Pressure: 10.5 - 11.5 kg/sq cm Unloading Arm Manifold Size: 2 x 20 Inch
<b>IOCL SPM</b>	Nos of Manifold connections: 02 Maximum Discharge Rate in CBM: 10000 Maximum Discharge Pressure in Bar: 10 Unloading Arm Manifold Size: 16 Inch
<b>HMEL SPM</b>	Nos of Manifold connections: 02 Maximum Discharge Rate in CBM: 9772 Maximum Discharge Pressure in Bar: 10 Unloading Arm Manifold Size: 16 Inch
<b>Bunkering Services</b>	No of Tanks: 04 Storage capacity: 1,20,000 KL Weigh Bridge: 40 Mt – 04 100 Mt – 02

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 28 of 34

<b>MICT</b>	<p>           Quey Cranes: 07            Outreach: 22 Across            Twin lift C: 40 Mt            RTGCs: 18            RTG SWL :40 Mt            RS: 02            ECH: 01            Reefer Points: 242         </p>
<b>T2-Terminal</b>	<p>           Quey Cranes: 08            Outreach: 24 Across            Twin lift C: 65 Mt            RTGCs: 24            RTG SWL :41 Mt            RS: 01            ECH: 01            Reefer Points: 504         </p>
<b>CT-2</b>	<p>           Quey Cranes: 06            Outreach: 3-22 Across &amp; 3-24 Across            Twin lift C: 65 Mt            RTGCs: 20            RTG SWL :41 Mt            RS: 01            ECH: 01            Reefer Points: 240         </p>
<b>CT-3</b>	<p>           Quey Cranes: 17            Outreach: 24 Across            Twin lift C: 65 Mt            RTGCs: 51            RTG SWL :41 Mt            RS: 02            ECH: 01            Reefer Points: 544         </p>
<b>CT-4</b>	<p>           Quey Cranes: 06            Outreach: 24 Across            Twin lift C: 65 Mt            RTGCs: 17            RTG SWL :41 Mt            RS: 01            ECH: 01            Reefer Points: 444         </p>

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 29 of 34

## 9. PERMISSIONS, SERVICES, FACILITIES AND RESTRICTIONS

### 9.1 Permissions:

The following permissions are granted by Port:

- (i) Lowering of Lifeboats
- (ii) Maintenance and Repairs
- (iii) Underwater Inspection/Cleaning
- (iv) Store supply at Berth and anchorage
- (v) Sea Trials
- (vi) Draft mark and load line marking on ships hull
- (vii) Bunkering
- (viii) Immobilisation
- (ix) Crew change
- (x) Cargo holds cleaning
- (xi) Cleaning of spillage cargo onboard (Nonhazardous)
- (xii) Hotwork

### 9.2 Services:

The following services are provided by Port:

- (i) Tugs and Boats  
Tug and Boat service is available on prior requisition.
- (ii) Shore cranes and Hydras  
Shore Crane and Hydra service is available on prior requisition.
- (iii) Shore Gangway  
Shore Gangway is available on prior requisition.
- (iv) Fresh Water & Drinking Water  
Fresh Water and Drinking water supply facility is available at all berths on prior requisition.
- (v) Sludge and Waste Removal  
Sludge and Waste removal facility is available on prior requisition through local agents.

### 9.3 Facilities:

The following facilities are available at Port through Local Agent:

- (i) Inspector and Surveyors  
The vessel Inspector and Surveyors facility is available.
- (ii) Custom and Immigration  
The Custom and Immigration Authorities have their offices within APSEZ premises.
- (iii) Shipping Agents  
The offices of various steamer agencies are located at Mundra and Gandhidham. A list of agencies is available with daily shipping times.
- (iv) Airports  
Bhuj and Kandla Airport are located 65 km from Mundra.
- (v) Nationalised Banks  
State Bank of India - Having facility of encashment of Dollars, Pounds, Sterlings and Euros. The other two Bank and ATM facilities are also available in Port User Building.

Revision No : 02	Reviewed on :	30 Jun 2025
Approved By : Capt Ashish Singhal	Page No :	30 of 34

- (vi) [Liferaft, Lifeboat and Rescue Boat servicing](#)  
The Liferaft, Lifeboat and Rescue Boat service are available.
- (vii) [Duty Free Shops](#)  
Duty Free Shops are available inside the Port.  
Timings: 0900 Hrs to 1900 Hrs. (Free Pickup facility from Vessel available).
- (viii) [Seamans club](#)  
The seaman's club is available in the Port.
- (ix) [Medical Facility](#)  
A Multi – Specialty Adani Hospitals is located close to the Port. An Occupation Health Centre with Ambulance service is available inside port premises.
- (x) [Transport Facility](#)  
Transport facilities can be arranged through local agents.
- (xi) [Shore leave](#)  
Port permits the ship's crew to land ashore subject to Immigration clearance.
- (xii) [Mundra Port Charts](#)  
In case the vessel is not carrying navigational charts for Mundra, the vessel agent can arrange for the same and it will be handed over to vessel through berthing Pilot.

#### 9.4 Restrictions:

- (i) [Soot Blowing](#)  
Soot blowing is prohibited in port limits.
- (ii) [Razor Wire](#)  
The vessel's Master should keep the ship side clear from where the tug will be made fast.
- (iii) [Cargo Hold Cleanings](#)  
The holds of a Freighters or bulk carriers to be cleaned before arrival in Port. The vessel is not permitted to discharge hold wash water in the Gulf of Kutch.

Revision No : 02	Reviewed on : 30 Jun 2025
Approved By : Capt Ashish Singhal	Page No : 31 of 34

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

Dear Sirs,

I, **Capt** \_\_\_\_\_, Master ("**Master**") of MV. \_\_\_\_\_ ("**Vessel**"), owned by \_\_\_\_\_ ("**Owner**") whose address is at \_\_\_\_\_ hereby acknowledge receipt of these Conditions of Use ("**Conditions of Use**") of **Mundra** Port ("**Port**") and to avail the Port Facilities\* and Port Services\* as detailed hereunder and agree that:

- (a) The Master shall at all times and under all circumstances be responsible for the safe and proper operation, navigation and berthing of the Vessel at the Port operated by Adani Ports & Special Economic Zone Limited ("**Company**"). It is further agreed the Port Management shall not be responsible for delay in pilotage, berthing, ingress or egress, delay in cargo operation, etc., for any reasons whatsoever.
- (b) The Vessel shall abide by all rules, regulations, guidelines and recommendations with reference to prevention of pollution, including pollution due to bilges, ballast water, vessel waste, garbage and the like; in addition to any other laws, rules, regulations, or procedures, declared or issued by the Government of India, or the State of Gujarat, or by the Company ("**Port Management**").
- (c) The Vessel will be held responsible for any loss or damage caused to the Port property and all costs, charges and expenses in that behalf, which shall be paid on a demand being made, without any demur and shall be responsible for, indemnify and hold harmless the Company from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every nature.
- (d) The Port endeavors that the berths, its facilities, equipment's, tugs and crafts are deployed and operated safely, but does not guarantee any such safety. The Port shall not be responsible for any damage, delay or loss (including cargo loss) sustained by the vessel for any such reasons.
- (e) If the Vessel or any person on board or any object, article, substance, equipment or installation on its board sinks, grounds or otherwise becomes or is likely to become, in the sole opinion of the Port Management, an obstruction, threat, hazard or danger to navigation, operations, safety, health, security or environment in or adjacent to the Port, then the Master shall upon receiving the Port Management request, without any delay allow the Port Management to remove or deal with the obstruction, threat, hazard, for which reasonable costs shall be paid by the Vessel / Owner.
- (f) It is mandated by Gujarat Maritime Board that pilotage in this Port for all vessels is compulsory. The Master of a Vessel shall alone be answerable for any loss or damage caused by the Vessel or by any fault of the navigation of the Vessel in a manner as he would have been at pilotage.
- (g) A no due certificate shall be issued by the Port subject to clearance of all outstanding invoices by the Vessel / Owner.
- (h) All disputes between the Port and the Vessel, its Owner, Master, agents and charterers shall be subject to the exclusive jurisdiction of the Courts at Gujarat in India.

Signature: .....  
Name: Capt. ....  
Date : .....

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

\* "**Port Facilities**" mean all facilities, assets, equipment and installations, whether the same are fixed or movable, including, without limitation, the channel, berths, bunkering, loading facilities including buoys or other channel markings.

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

Revision No	: 02	Reviewed on	: 30 Jun 2025
Approved By	: Capt Ashish Singhal	Page No	: 32 of 34

**PORT IMPORTANT CONTACT NO'S.**

<b>Name</b>	<b>Contact No.</b>	<b>Extn. No.</b>
Marine Control Room (Mundra Port)	9825228673	52739/52333
Marine Control Room (West Basin )	8980015126	52933
ISCR, MUNDRA	8980011811	52100
<b><u>MUNDRA PORT</u></b>		
Capt. Ashish Singhal (Head- Marine) PFSO	9879589770	52727
Capt. Hemant Dhruv (HOS Marine) Dy. PFSO	7582021926	52730
Capt. Prasoon Roy (HOS Marine),FSO SPM & CT-3	9955952719	52947
Mr. RAJEEV PATHAK (DGM - Security) FSO - CT-2 & CT-4	7227079083	52837
MR. DEEPAK SANGWAN (DM-Security Services)FSO – T-1, T-2, T-3	9558824776	52880
MR. Sudhakar Singh, FSO-WB	7069083039	52787
MR, Bharat Lakhani, FSO-MICT	8980037427	-
Mr. Akhand Pratap Singh Rathore, FSO-LNG Terminal	9909038941	-
Marine Police Boat (Mundra Port)	9712209406	-
Immigration (Mundra Port)	02838-289285	-
Port Security Control (Mundra Port)	8980011811	52100
Ambulance (Mundra Port)	9925203405	52444
Fire Control (Mundra Port)	9879114996	52400
Safety (Mundra Port)	9099422244	255778
Electrical (Mundra Port)	9925223633/ 9825236758	-
Port Operation Centre (Mundra Port)	9825000949	52762
Allocation ( Dry Cargo) (Mundra Port)	9925223670	52345
Stevedoring - Terminal - 2 (Mundra Port)	9925223628	-
AMCT Security (Mundra Port)	9825000933	-
<b><u>WEST BASIN</u></b>		
Port Security Control	9727784645	52939/ 52900
Emergency Response Team	9979855905	-
Ambulance	9687639263	52984
Fire Control	8980015134	52985
Safety	8980015151	52974
<b><u>SEZ</u></b>		
SEZ East Gate	8980015280	-
SEZ West Gate	9909927299	-
SEZ North Gate	8980015037	52911

<b>EXTERNAL AUTHORITIES</b>	
<b>Police Station – Mundra</b>	<b>02838-222121</b>
<b>Police Station – Marine</b>	<b>02838-224077</b>
<b>Coast Guard (Mundra)</b>	<b>9408570402</b>
<b>Hospital Civil (Mundra)</b>	<b>02838 - 222144</b>
<b>Adani Hospitals (Mundra)</b>	<b>02838 - 619555</b>