adani
Ports and Logistics

Berthing Policy & Tariff Structure

Adani Ports and Sez Limited Mundra



OUR VALUES: COURAGE, TRUST AND COMMITMENT

BPTS_MUNDRA_ISSUE-02_05 | w.e.f 15th June 2026

Note:

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

Contents

RECORDS OF CHANGES 3

INTRODUCTION 4

SECTION A 6

I. POLICIES 6

II. DEFINITIONS 6

III. BERTHING POLICY 11

1. Berthing Objective 11
2. Rationale 11
3. Berthing scheme: First come First serve (FCFS) 11
4. General guidelines for all Vessels 12
5. Clarification regarding acceptance of Notice of Readiness time 14
6. Daily Port Berth Planning 14
7. Dry cargo breaks timings 14
8. General conditions for berthing / un-berthing and cargo operations of vessels 14
9. Free time allowed to vessels prior cargo commencement and after completion. 17
10. Lay-up berth hire 17
11. Import / Export voyage in same VCN 18
12. Anchorage charges 18
13. Documents require in prescribed format through IPOS/ITUP for declaration 19
14. Minimum Notice required for filing Pilot request through IPOS / ITUP 19
15. Swapping of Seniority 20

16. Shifting of vessels 20
17. Immobilization Permission 21
18. Standard time for cargo commencement and completion 22
SECTION B 23
19. Berth Parameters, the indicative berth allocation parameters are given in the following table 23
20. Berth allotment criteria 25
21. Priority berthing guidelines for liquid tankers 26
22. Berthing / Un-berthing guidelines for vessels 27
IV. MARINE TARIFF 29
V. PIDC CHARGES (EFFECTIVE FROM 1ST APRIL 2026) 45
VI. TARIFF FOR SALVAGE OPERATION 46
VII. FDD SWAMI SAMARTH HIRE CHARGES 47
VIII. STEVEDORING TARIFF 47
IX. CONTACT DETAILS 53

Records of Changes

Rev. no.	Date	Changes
01	15.04.2025	Revised charges for Port dues, pilotage, berth hire, mooring charges, Anchorage, Priority berthing for tanker.
		Revised charges for additional Tug hire, Lifeboat Lowering, Gangway Extension ladder, Gangway Security Guard, Pilot attendance, Pilot exemption, Ambulance, Uses of Foam concentrate, fire extinguisher, Portable fire pump, SCBA set, Fire crew for onboard Firefighting.
		Charges for Under water Hull cleaning, Sea trail within Port limit, Load test for Ship's Gangway, Gangway net provided by Port, VCN validity.
		Deficiency charges for Gangway in poor condition, Ballast Water treatment system non-ops, Anti-Piracy Razor wire not removed, Excessive trim, IMO visibility on container vessel.
02	14.05.2025	Revision in stevedoring equipment / Gear hiring charges w.e.f 1st June 2025
03	01.08.2025	FDD Swami Samarth hire charges
04	20.08.2025	1. Revision in tariff for Crew change facilitation. 2. Fresh water and Mineral water charges 3. Clarification on usage of tug for transportation timing. 4. New VCN for vessel requires maintenance after cargo completion. 5. Documents requires for declaration
05	11th Dec 2025	Updated Mundra Crude Oil Terminal (VLCC JETTY) Information in BPTS
06	23.05.2026 2026	Revision in Port dues, pilotage, berth hire, anchorage charges and misc support services Applicable w.e.f 15th June 2026

THE TARIFF CHANGE PROCEDURE: -

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

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

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

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

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

Approved by	
Mr. Sujal Shah (CEO)	APSEZL – MUNDRA

Introduction

Adani Ports and Special Economic Zone Limited

- Adani Ports and Special Economic Zone Ltd. (APSEZ) is the largest privately developed port in the country and a multi sector SEZ which is spread over 100 sq. km in Kutch, Gujarat India. The port is located in the Northern Gulf of Kutch, enroot major maritime routes, making it one of the country's most convenient gateway for Exim trade, It's proximity to hinterland of North and North West India, gives it a strategic advantage to serve the Industry and trade of this landlocked region, which contributes around 70% of India's total international containerized cargo.

- APSEZ has been operational since 1998 and over **215** million MT of cargo will be handled during **FY: 2026-27.** Adani group's passion for converting opportunity into reality has led to APSEZ being conferred with the following awards.

    - Green India Award 2019 - Best Waste Management Organization of the Year.
    - Greentech Sustainability Award 2020
    - Best Container Terminal of the Year – AICTPL -2021
    - Best Port of the Year (Containerized & Non-Containerized in Private Sector) 2021.
    - Best Sea Port of the year 2021-22 at the northern India multimodal logistic awards 2022.
    - Excellence in Infrastructure Development 2024
    - Excellence in Collaborative CSR Projects 2024
    - Emerging Global Entrepreneur Award 2024
    - Shri Rakshit Shah - CEO of the Year Award 2024
    - Maritime and Logistics Awards 2024
    - Best Port of the Year Containerized in a Private Sector - Adani Ports and Special Economic zone ltd 2024
    - Best Container Terminal of the Year (Volume) - Adani International Container Terminal Pvt Ltd Shipping Terminal of the Year 2024

- **Some of the salient features of APSEZ are as follows**.

    - APSEZ has a diverse cargo base including dry, bulk, break bulk, liquid, crude oil, project cargo, cars, LPG and containers which diversify its business risks and is a unique model for private ports, so far.

    - We have a large waterfront for future expansion.

    - APSEZ has one of the deepest drafts amongst all ports in India.
    - **27** operational berths which can accept biggest and deepest draft vessels as per draft declare in monthly draft declaration for handling dry bulk, break bulk, LPG, LNG, containers and liquid cargoes. The berths are designed to accommodate Post Panamax and Cape size vessels.
    - APSEZL has four container terminals have capacity of 7.4 million TEUs
    - Two SPMs to handle VLCC tankers for IOCL and HMEL.
    - VLCC jetty to handle dedicated VLCC tankers for Crude cargo.
    - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.
    - The West Basin is the India's largest coal import terminal. Three berths are fully mechanized and operational along with supporting infrastructure for unloading of vessels.

- **Logistical advantage due to network of unparalleled road, rail, sea, and air connectivity.**
    - APSEZ has its own dedicated 64 km private double lane rail network which is capable of handling double stack container trains. APSEZ provides logistic advantage of 380 km to the Northern hinterland of India as compared to JNPT.
    - APSEZ has good connectivity to NH 8A, NH 15 and other state highways.
    - APSEZ has a functional aerodrome capable of handling private jets. Mundra is also well connected to two commercial airports which are within a distance of 60 kms from Mundra.
    - Dry cargo infrastructure capable of handling all types of dry cargo.
    - F.C.C– Fertilizer Cargo Complex. Mechanized system for bagging and loading of fertilizer bags into railway wagons for fast evacuation of cargo.
    - Large storage capacity is available within the port in the form of open and covered warehouses.
    - Large tank farm within the Port to store liquid cargoes.
    - APSEZ aims to handle 215 million tons of cargo in the year 2025-26.

Section A

I. Policies

- **Security Policy**

"We are committed to provide a safe and secure working environment to all its employees, port users, cargo, ships and its personnel. This will be achieved by establishing and maintaining the required security measures to prevent unlawful acts against people, cargo and marine assets." "We shall strive to detect and deter unauthorized entrants and criminal activities in port facilities and react timely and correctly when such activities are encountered."

- **Quality Health Safety and Environment Policy**

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

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

II. Definitions

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

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

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

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

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

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

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

- **Bill of Lading:** Shall mean a document that establishes the terms of contract between a Shipping and a Transportation company.

- **Calendar day: A** Calendar daytime period is considered from midnight to midnight (i.e. 0001 to 2359hrs).

- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.

- **CB:** Container Berth.

- **Commence work**: For Inward vessel, after POB manoeuvring command commenced by the pilot and for outward vessel, as confirm by the pilot, vessel is ready for unberthing in all respect.

- **CBM (CM):** Abbreviation for "Cubic Meter." CBM measurement is L x B x H.

- **CFS:** Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.

- **Cold move:** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.

- **Coastal:** "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping/ Competent Authority.

- **CT:** Container Terminal.

- **Deadweight Tonnage (DWT):** Deadweight tonnage (also known as deadweight; abbreviated to DWT, D.W.T., d.w.t., or dwt) or tons deadweight (DWT) is a measure of how much weight a ship can carry. It is the sum of the weights of cargo, fuel, fresh water, ballast water, provisions, passengers, and crew. The deadweight is the difference between the displacement and the mass of empty vessel (lightweight) at any given draught.

- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.

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

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

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

- **LPG:** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'Liquefied Petroleum Gas'.
- **LNG:** Liquefied natural gas is natural gas that has been converted to a liquid form for the ease and safety of natural gas transport.
- **LRF**: Laser range finder
- **Monsoon Period for Mundra port:** Monsoon period at APSEZL, Mundra is from 15th May to 30th September each year.
- **M: m**eter
- **MCOT**: Mundra Crude Oil Terminal (VLCC JETTY)
- **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.
- **Quarantine:** Quarantine means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner to prevent the possible spread of infection or contamination.
- **Priority Berthing:**
    - **Ousting Priority**: If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.

- **Priority**: If a vessel having a priority for a given berth arrives, then she will berth ahead of other vessel waiting for that berth once the berth falls vacant.

- **Overriding Priority:** If a berth has been allotted to a specific cargo/receiver, then these vessels will have priority on that berth. However, if a vessel with overriding priority arrives and requires the use of that berth, she will be berthed ahead of other waiting vessels having the same cargo/receivers.

- **Ro/Ro:** A shortening of the term, "Roll On/Roll Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry Ro/Ro cargo.

- **Salvage operations:** Salvage is one service offered by the port under the general heading of emergency response to distressed vessels – that is, emergency response to render assistance to vessels in danger, or potentially in danger and/or the process of rescuing a vessel, her crew and cargo from hazard and danger in port or at sea.

- **TEU:** "Twenty feet Equivalent Unit." is an exact unit of cargo capacity often used to describe capacity of container ships.

- **Timings**: All timings will be based on Pilotage Certificate which is signed by the vessel's Master.

- **TPH:** Tons per hour.

- **Trans-shipment Port:** Place where cargo is transferred to another carrier.

- **VCN:** Vessel Call Number.

- **Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.

- **Warping:** Physical shifting of the vessel maximum 100m ahead / astern on the same berth same berth.

- **WB:** West Basin.

- **Types of Ships:**

  - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.

  - **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.

  - **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.

  - **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll–on/roll–off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.

- **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.

- **Gas carriers:** Gas carrier is a specialized type of ship designed to transport liquefied gases in bulk.

- **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.

- **Roll–on/Roll–off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.

- **STS:** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products.

- **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.

III. Berthing Policy

1. Berthing Objective

The objective of the Berthing Policy at Adani ports is to provide well-defined, transparent, and non-discriminatory guidelines for the allocation of berths at the Port, based on vessel pre-notification, arrival, and administrative compliances.

2. Rationale

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

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

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

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

3.2 Vessel agent has to pay all the Port charges in advance as per PAA raised by the Port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth

stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6-digit digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.

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

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

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

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

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

4. General guidelines for all Vessels

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

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

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

4.3 Any vessel deficiency must be reported to the port well in advance through email to Portopscenter portopscenter@adani.com or through VHF on Channel 77 to Mundra Marine Control prior berthing / un-berthing / shifting warping operations. Non-reporting of such deficiency will attract charges as per BPTS vessel depending upon the type of deficiency. If engines or steering is not available, then these manoeuvres will be considered as cold move and charged as per Port tariff.

4.4 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 agree to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.

4.10 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.

4.11 Adani Ports will endeavour services to all Indian Naval Ships (INS), one vessel movement at a time subject to uninterrupted movements of commercial vessels, berth availability and charges as per port discretion.

4.12 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. In absence of same, APSEZ will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Mundra roads. However, the vessel will be considered for berthing seniority only after berthing clearance is received from Dry cargo or Marketing Team as required by the Port. Above procedure will be followed for all vessels arriving in port for import/export of bulk cargoes.

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

4.14 In case of project cargo, containers or ODC if a variation in Weight / Dimensions between declared cargo weight / Dimensions and actual cargo weight / Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.

4.15 Agent 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 considered as "Wrong declaration of Gross tonnage". All the previous completed voyage invoices under the declaration of the old gross tonnage after the date of issue of the amended tonnage certificate will be revised as per the amended Gross tonnage.

4.16 HDFC Bank TT Selling Rate will be used for dollar denominated tariff (first rate card published every-day). In case of holidays, the previous working day HDFC Bank TT Selling rate will be used. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not used berth then arrival date will be considered for exchange rate.

5. Clarification regarding acceptance of Notice of Readiness time

5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.

5.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area, then the anchor dropped time will be considered as NOR time.

5.3 In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time of filing the inward pilot request will be considered as NOR time.

5.4 In case a vessel physically arrives at a distance of 1 mile from Port's pilot station and waits for pilot to board the vessel without dropping anchor then the time of arrival to such position which is 1 mile from PBG will be considered as NOR time. The time of arrival along with NOR time has to be communicated and confirmed with Marine control on CH-77.

6. Daily Port Berth Planning

Berth plan is prepared by the terminals and POC consolidate the berth plan for the port and circulates it every 24 hours. Port follows FCFS policy however any deviation is purely on Port's discretion.

7. Dry cargo breaks timings

7.1 0900 to 1000 hrs Shift change.
7.2 1300 to 1400 hrs Lunch Break.
7.3 2100 to 2200 hrs Shift change.
7.4 After completion of break timing, the work should start at the strike of the clock.

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

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

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

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

8.1.3 Is blacklisted by Port State Control.

8.1.4 Is not manned as per Safe Manning Document.

8.1.5 If vessel does not produce proper proof to show that the vessel is suitably insured under DG Shipping authorized P&I club to cover the risk of damage to any port installations (fixed and floating), wreck removal, water, air Pollution and consequent

civil liability and any other risks applicable. Restrictions / Instructions / Circulars issued by Government of India and State Maritime Board will be strictly adhered to.

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

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

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

8.1.9 Bulk and Break-Bulk vessels will be berthed only after submission of discharging permission by Agent.

8.1.10 Vessel will be permitted to sail after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate and the Port Clearance from the customs. The agent who declares the vessel will remain responsible for all the payments related to marine dues.

8.1.11 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final.

8.1.12 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting. Decision of the port on berth planning and allocation will be final and binding on all concerned.

8.1.13 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

8.1.14 Tank cleaning, Purging, Gas Freeing or inerting is not permitted for tanker vessels at berth under normal conditions.

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

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

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

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

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

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

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

8.2.7 Makes a request for early un-berthing.

8.2.8 Has made a wrong declaration.

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

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

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

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

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

9.1 A vessel should be ready for commencement of cargo operation in all respect within 3 hours of all fast time and should be ready to sail 3 hours after cargo completion. In case the vessel unable to commence her cargo operation within 3 hours of all fast time and unable to file outward pilot request within 3 hrs of cargo completion, **Berth Idling charges** shall be applicable.

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

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

9.4 Whenever a vessel is given due notice by the Port to vacate the berth on account of either under performance or for safety reasons and the Master of the vessel refuses to vacate the berth after 2 hours of due notice by the Port, the Port will charge Non berth Vacating charges 3 times the berth hires as mentioned in the port tariff in addition to berth hire and lay-up berth hire charges. Pilot detention and cancellation charges where applicable will be as per Port Tariff.

9.5 LPG vessels should be ready for commencement of cargo operation in all respect within 4 hours of all fast time. In case the vessel cannot commence her cargo operation within 4 hours, **Berth Idling charges** as per Port Tariff will be applicable.

10. Lay-up berth hire

10.1 In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment or due to any reason / fault of vessel, **Berth Idling charges** will become applicable. The vessel will revert to normal berth hire when the vessel's machinery & equipment are operational, or shore equipment deployed for resume the cargo operation on vessel request.

10.2 In case, a vessel is on layup berth, vessel is Idling due to equipment failure, and another vessel arrives and requires the use of same berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.

10.3 Additional stay at berth after cargo completion may be permitted on **Berth Idling charges**, if there is no vessel waiting for the berth. The request for additional berth stay at berth idling should be made at least 3 hours before cargo completion time. Vessel has to vacate the berth within 2 hours of receiving notice if the berth is required by Port or else "Non vacating of berth" charges as applicable will be applied on the vessel.

10.4 **Berth Idling charges** will not be applicable to Country crafts, SPM, HMEL, LNG, MCOT (VLCC JETTY) and STS vessels.

10.5 **Berth Idling charges** will not be applicable on Tug which has towed with dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. **Berth Idling charges** in case of additional stay on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.

10.6 **Berth Idling charges** will not be applicable if there are cargo stoppages due to bad weather condition/rains unless the cargo was already stopped prior start of bad weather/rains period. The timings will be taken from respective SBU.

10.7 Port will not charge **Berth Idling charges** on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater / waste collection. This will be subject to the following conditions:

10.7.1 There are no vessels waiting for that berth.

10.7.2 The concerned terminal / Marine department should not have planned any maintenance activity on that berth.

10.7.3 The request for additional berth stay should be made at least 24 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.

10.7.4 The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

11. Import / Export voyage in same VCN

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

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

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

11.4 A vessel after her cargo operations requires a berth for repairing, in such cases a new VCN will be generated

12. Anchorage charges

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

12.1.1 Those vessels which are governed by individual long term Marine services contracts.

12.1.2 SPM vessels which will continue to be charged as per their contracts or the full anchorage rates

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

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

13.1 General Documents required for all vessels declaration (To be uploaded in ITUP)

a. International Tonnage certificate.
b. Ship particulars.
c. Certificate of Class (IACS class)
d. Certificate of Registry
e. International ship security certificate
f. Load line certificate
g. Safety equipment certificate
h. Safety construction certificate
i. Safety Radio certificate.
j. P&I for hull and machinery.
k. P&I for pollution liability and Wreck removal Certificate
l. CAP certificate for hull, Machinery and cargo Equipment of Oil tankers if age above 20 years
m. Valid SIRE inspection report
n. GMB clearance from CNO Gandhinagar: if vessel age is above 25-year-old

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

a. Vessel certificate checklist MAR-F-011 (to be uploaded in ITUP)
b. PHO: Prior to berthing of vessel
c. Advance Notification Form (ANF): Require submission on Swachh Sagar Portal
d. If Dumb barge arrives for cargo operation: Towing certificate issued by class.
e. PANS (ISPS & Crew list): Require the PANS to be sent at the following email address 96 hours prior to arrival of vessel else vessel will not allow entering in port limit. (Refer NT Branch Circular no. NT/ISPS/SHIP/02/2009 dated 2nd February 2009)
f. IGM and EGM (required to be sent to the concern department as per trade notice APSEZ/Marine/04/2025 dated 21st June 2025)
g. MMD clearance for Grain cargo: Loading or part cargo discharge

13.3 OWPM/NDC: Documents required before sailing

a. Copy of International Tonnage certificate with Master's Sign and stamp
b. Copy of Ballast Water Exchange Form
c. MSW FAL Form: Require to be uploaded on NLP (Sagar Setu) portal

Note: Apart from above documents all other statutory documents required to keep onboard and compliance of DG Shipping / GMB or any other authorities to be followed by the vessels / vessel agent while vessel calling in Mundra Port limit.

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

MMPT (Dry, Liquid, LPG and Containers)	
Inward Pilot request	Minimum notice 1 hrs 45 minutes from Pilot request time
Outward Pilot request	Minimum notice 1 hrs 30 minutes from Pilot request time
Pilot Cancellation and amendment can be accepted through email to **portopscenter@adani.com** or through VHF on Channel 77 to Mundra Marine Control with minimum 1 hrs notice for inward pilot request and 45 minutes notice for outward pilot notice. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.	
WEST BASIN	
Inward Pilot request	Minimum notice 2 hrs from Pilot request time
Outward Pilot request	Minimum notice 2 hrs from Pilot request time
Cancellation and amendment can be accepted for IWPM minimum 1 hour before POB and for OWPM 45 before POB	
SPM, STS and LNG Vessels	
Inward Pilot request	IWPM to be filed with 6 hrs notice during office hrs (0900 hrs to 1800 hrs) and 18 hrs notice after office hrs (1800 hrs to 0900 hrs). In case of back-to-back vessels (one vessel working at SPM and another vessel to be berthed after casting off working vessel), Minimum 2 hours will be necessary between the times the working vessel to is cast off to the POB time of next vessel.
Outward Pilot request	For SPM, STS and LNG Minimum notice of 2 hrs from Pilot request time.
Note 1: For Berthing of STS vessels, berthing Pilot will be provided 3 hrs after receiving clearance from loading master however minimum notice as per above will be maintained. **Note 2:** Cancellation and amendment of inward pilot memo for SPM and LNG vessels will have to be done at least 3 hours before POB time or else pilot cancellation charge before boarding will become applicable.	

15. Swapping of Seniority

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

16. Shifting of vessels

16.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience "is defined to mean the following:

16.2 If a working cargo vessel at berth or at mooring point is shifted for port to undertake hydrographic survey work, dredging, repair and maintenance of berth, or such other similar

activities whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE".

16.3 If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".

16.4 Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE.

16.5 Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".

16.6 Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE"

16.7 Whenever as vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".

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

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

16.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.

16.9.2 Vessels which are idling at berth without doing any cargo handling operations.

16.9.3 Vessels which are under performing due to reasons attributable to either the vessel or principals.

16.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the Pilotage charges will be applicable.

16.9.5 Vessel vacating berth due to bad weather/storm under Planned/Unplanned cold move - Planned/Unplanned cold move charges will be applicable.

17. Immobilization Permission

If vessel wants to carry out M/E maintenance work during her Port stay the Port will grant Immobilization permission subject to the following terms and conditions on port's discretion. After completion of permitted time, fresh Immobilization requisition has to be filed for completion of the remaining work. The Immobilization should be completed prior to completion of cargo operations. The Master of the vessel should inform Marine Control on VHF Ch-77 prior immobilizing the ships engine and after repairs have been carried out. In case the vessel is unable to sail out after cargo completion due to engine repairs in progress, then **Berth Idling charges** will be applicable.

17.1 Permission will have to be obtained in writing.

17.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.

17.3 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.

17.4 In case, the vessel is unable to remain alongside the berth for whatever reason, any pilot / tug / mooring crew assistance provided by the Port will be on a chargeable basis.

17.5 Due care should be taken by ship's crew in tending the ship's mooring lines, as Mundra Port has strong tidal currents or offshore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.

17.6 Master of vessel will be held responsible for due care and monitoring safety measure during the entire period of immobilization at anchorage / at berth. If require tug assistance during the immobilization at anchorage, will be provided on chargeable basis subject to availability of tugs.

17.7 Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request, then once permission granted the charges will remain applicable.

18. Standard time for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
18.1	**Containers**	IMPORT / EXPORT	Cargo commencement takes place after unlashing of containers the first container loaded or unloaded.	After handling of gearbox the last container loaded or unloaded.
18.2	**Bulk**	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
18.3	**Break Bulk / Project Cargo**	IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.
		EXPORT	Commencement of dunnage Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment.
18.4	**Liquid, LPG**	IMPORT	When cargo passes the ships manifold into the shoreline.	Air blow completion time and when receiver gives the go ahead for hose disconnection. For LPG vessels Hot Gas completion time.
		EXPORT	Commencement time of Cargo pumping from Terminal.	When the vessel is informed to close the manifold valve.

SECTION B

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

Berth	LOA (Mtrs)	Displacement (MT)	Order of priority for Berth allocation	Present Liquid Pipeline Connectivity
MUNDRA MULTI-PURPOSE TERMINAL (MMPT)				
B-1	295m	90000	As per declared policy. Clause D of BPTS page 11.	1) 2 x 8" dia SS (POL-White Oil/ Chemicals) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemicals) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil) 9) 2x12" dia (MLA) for handling LPG cargoes
B-2	185m	40000	As per declared policy. Clause D of BPTS page 11.	1) 2 x 8" dia SS (POL-White Oil/ Chemical) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemical) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil)
B-3	230m	90000	As per declared policy. Clause D of BPTS page 11.	1) 1 x 8" dia SS (POL-White Oil/ Chemical) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemical) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil)
B-4	230m	90000	As per declared policy. Clause D of BPTS page 11.	1) 1 x 8" dia SS (POL-White Oil/ Chemical) 2) 1 x 12" dia CS (POL -Black Oil/Bunker) 3) 2 x 12" dia CS (POL -White Oil/ Chemical) 4) 1 x 12" dia CS (Edible – Non- insulated). 5) 1 x 12" dia CS (Edible – Insulated) 6) 1 x 16" dia CS (POL-White Oil). 7) 1 x 24" dia CS (POL –White Oil). 8) 1 x 24" dia CS (POL –Black Oil)
B-5	785m	180000	As per declared policy. Clause D of BPTS page 11.	1 x 12" dia Bunker Line (Black Oil).
B-6		180000		1 x 12" dia Bunker Line (Black Oil).
B-9	794m	120000		General cargo berth, no bunker lines.
B-10		74000		General cargo berth, no bunker lines.
B-11		74000		General cargo berth, no bunker lines.
B-12	195m	74000		General cargo berth, no bunker lines.

Barge Berth	80m	4200	NONE	1 x 12" dia Bunker Line (Black Oil).
Mundra SPM	348m	360000 (DWT)	NONE	1 x 48" Dia Pipe Line along with 2 x 16" Dia Floating Hose Connections.
HMEL SPM	345m	320000 (DWT)	NONE	1 x 48" Dia Pipe Line along with 2 x 16" Dia Floating Hose Connections.
WEST BASIN				
WB-1	1510m	266000	As per declared policy. Clause D of BPTS.	Bunker and fresh water lines not available presently.
WB-2		266000		
WB-3		266000		
WB-4		321000		
MUNDRA INTERNATION CONTAINER TERMINAL [MICT]				
CB-1	630m	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by MICT on FCFS basis.	1 x 16" dia Bunker Line (Black Oil).
CB-2		180000		1 x 16" dia Bunker Line (Black Oil).
ADANI MUNDRA CONTAINER TERMINAL [AMCT]				
CB-3	630m	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by AMCT on FCFS basis.	1 x 16" dia Bunker Line (Black Oil).
CB-4		180000		1 x 16" dia Bunker Line (Black Oil).
ADANI CMA MUNDRA TERMINAL PRIVATE LIMITED (ACMTPL)				
SB-4	650m	231600	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by ACMTPL on FCFS basis.	1X 14" dia Bunker Line (Black Oil)
SB-5		231600		
ADANI INTERNATIONAL CONTAINER TERMINAL PRIVATE LIMITED (AICTPL)				
SB-6	1460m	180000	Any Container vessels + any break bulk vessels subject to availability of berth and acceptance by AICTPL on FCFS basis.	1X 14" dia Bunker Line (Black Oil)
SB-7				
SB-8		231600		
SB-9				
LIQUEFIED NATURAL GAS / MUNDRA CRUDE OIL TERMINAL				
LNG	350m	180000	As per declared Policy	
MCOT (VLCC JETTY)	225m up to 333m	90000 up to 360000	As per declared Policy	

Notes:

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

19.2 Non container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum of 6 hours' notice for shifting will be given to the vessel.

19.3 A minimum safe clearance of 35m will be maintained in between vessels.

19.4 A Minimum safe clearance of 75m is required during berthing of PCC (Car Carriers) While minimum safe clearance of 65m is required during un-berthing of PCC (Car carriers).

20. Berth allotment criteria

BERTHING POLICY	
Berth- 1	Priority for LPG vessels.
Berth- 2, 3 & 4	Priority for Liquid cargo.
Berth 5	Container vessels are accepted basis their berthing windows as agreed between the Shipping Line and the Container Terminal.
Berth- 6	Optional for CT & Dry cargo vessels, Berth will be allocated to dry vessels subject to availability of space at B06
Berth- 9,10,11 & 12	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
MICT, AMCT, AICTPL and ACMTPL	Container and RoRo vessels are accepted basis their berthing windows as agreed between the Shipping Line and the concerned Container Terminal.
WB-1	Ousting priority for M/s Coastal Gujarat Power Limited vessels.
WB-2	1) Priority berthing for M/s Coastal Gujarat Power Limited (CGPL) vessels arriving as per binding forecast. 2) In case, CGPL not opting to berth vessel at WB-2, then priority berthing for APL vessels.
WB-3	1) In case, CGPL vessel opting berth at WB-2, then priority will be given to APL vessel at WB-3. 2) For other cases other than mentioned in 1) The vessels to be berthed on First come First Serve basis.
WB-4	Priority for KCL vessels.

Notes:

20.1 Tankers arriving from within Gulf of Kutch shall give a minimum of 24 hrs notice of Arrival (NOA) with an indication of the IWPM filing time with 3 hours accuracy.

20.2 If the vessel (as per point no- 20.1) arrives outside the 3 hours window or files her IWPM outside the 3 hours window, it will be considered for berthing only after 24 hrs.

20.3 The port has capacity and necessary infrastructure to handle 2 steel vessels and 3 bulk vessels at any given time. Decision to accept additional vessels will be taken on case-to-case basis by Dry Cargo Operations Team.

20.4 Priority berthing will be given for M/s Welspun Corp Ltd (Export Steel Cargo), the vessel will be accommodated at any of the berths at T-2 and T-3 Terminal subject to berth parameters. Only one priority vessel of Welspun will be considered at a time.

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

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

20.7 A vessel missing her turn at MMPT must provide her readiness within 6 hrs. In-order to retain seniority for berthing. As regards West Basin, the berthing policy as mentioned above will be enforced as the Port has to comply with contractual agreements.

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

21. Priority berthing guidelines for liquid tankers

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

21.1 Priority berthing will be allowed for up to 2 vessels at a time on FCFS basis.

21.2 Priority berthing is only applicable for dedicated Liquid cargo berths.

21.3 Any vessel requesting priority berthing is required to give at least 24 hrs notice basis ETA at Mundra Port limit. No request for priority berthing will be accepted, if the notice is less than 24 Hours.

21.4 Once a vessel has requested priority, the same can be cancelled or withdrawn up to 12hrs before her arrival ETA at the Port Limit without attracting priority cancellation charges.

21.5 Priority cancellation charge of will be levied as per tariff in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA.

21.6 If a vessel berths without superseding any other vessel, priority berth charges will not be applicable to the vessel.

21.7 Port will not keep berth vacant for any priority vessel and seniority sequence will be maintained as usual till arrival of priority opted vessel. The vessels priority starts from her arrival time and accordingly she will be given first preference amongst the waiting vessels. The vessel's ETA must be updated every 06 hrs in the last 24 hours.

21.8 The next vessel seeking priority will be accorded the same 26hrs after un-berthing of 2nd priority vessel.

21.9 The vessel which avails priority berthing will be required to pay 2 times additional berth hire as applicable as per prevailing Port Tariff. In case of vessels having import as well as export cargo, the following will apply:

21.9.1 Vessel's berth stay cannot exceed 26 hours as given above.

21.9.2 If there is another vessel waiting for berth, the priority vessel will shift out on completion of the cargo for which priority berthing had been sought.

21.9.3 The vessel, berthed on priority, after shifting out will re-berth as per her new seniority as per BPTS.

21.9.4 In case a vessel which is berthed on `priority terms' is unable to complete the cargo operations and sail out within 26 hours, then **Berth Idling charges** as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS. In case the vessel is delayed beyond 26 hours for the fault of the vessel, the Port reserves the right to shift the vessel to anchorage at her cost, subject to another vessel waiting for occupying the berth. The vessel / agent / shipper / consignees agree to give an undertaking to pay the charges for priority berthing in advance. Priority will be accorded as per Port's discretion. In case of any dispute, the Port's decision will be final.

21.9.5 Priority berthing is purely on Port discretion.

22. Berthing / Un-berthing guidelines for vessels

Berthing:	
B-1, B-3, B-12, LPG	a) POB: At any time. (Same for LPG). (EXCEPT FROM 01:30 to PRINTED TIDE TIME) (E.g. = Tide 1800, POB cut off 1630 hrs. Next POB 1800 hrs) FOR LPG A) STOP CARGO & DISCONNECT LOADING ARMS-AT 30 KTS B) CAST OFF FROM BERTH - AT 35 KTS
B-2	POB 30Mins after HW to 2Hrs before LW.
B-4	a) P/S A/S: POB - PRINTED LW to 2Hrs before HW. b) S/S A/S: POB at printed HW to 2Hrs before printed LW. Max permissible LOA= 190 m. During SW Monsoon Stbd side berthing to be done only if wind less than 15 kts.
B06 (Other than Container vessel)	a) LOA < 100 m: Berthing using single tug, POB will be 2Hrs 30Min before LW to HW. b) LOA <= 210 m with Draft <= 12m: POB anytime c) LOA > 210 m with any Draft: POB 2 Hrs before to 1 Hour before HW and 1Hr 30Min before to 30 Min after LW subject to 10% UKC. d) LOA > 245 m with draft >= 13m: POB will be 2 hours before HW. e) LOA> 100 m to 210m and draft >12 m: POB 2Hrs 30Min before LW to 1 Hour before HW CG/Navy Craft: POB 2Hrs 30Min before LW to 1 Hour before HW E.g= LW 1200 HW 1800, Berthing window 0930 to 1700 Hrs. FOLLOW AMCT/MICT GUIDLINES FOR B5 & B6 CONTAINER VESSELS.
B-9	a) P/S A/S, LOA < 210m: POB from HW to 2Hrs before LW. b) S/S A/S (LOA and draft as per berth parameters): POB from LW to 2Hrs before HW.
B-10,11	a) POB - At anytime (EXCEPT FROM 02 hr TO PRINTED TIDE TIME) (E.g. = Tide 1800, POB cut off 1600 hrs, next POB 1800 hrs.)
T2, MICT & AMCT	1. POB any time. 2. PCC BERTHING: If SW wind more than 15 kts , POB 01:30 Hrs before HW to printed LW .(CONVERSE FOR "NE"ly WIND)

AICTPL & ACMTPL	a) LOA <= 340 m: POB any time. b) LOA > 340 and LOA<370m with Tide range <= 4.5 m: POB anytime. c) LOA > 340 and LOA<370m with tide range >4.5 m: Anytime except 30Min after HW to 02 Hrs 30 Min before LW. d) LOA >370 m with tide range <= 4.5 m: POB any time except 30 Min after HW to 02 Hrs before LW. e) LOA >370 m with tide range > 4.5m : POB 2 hours before Printed tide to 30 Min after Printed tide. f) CG/Navy Craft: POB Anytime
West Basin	a) LOA <= 230 with Tide range <= 4.5 m : POB anytime subject to 10 % UKC. b) LOA <= 230 with Tide range > 4.5 m : POB from 2.5 hrs before till printed tide time. subject to 10% UKC. c) LOA > 230, Draft <= 14.5 m : POB 2.5 hrs before to 30 min before printed tide time subject to 10% UKC. d) LOA > 230, Draft > 14.5 m : POB 1.5 hr before printed tide subject to 10% UKC. e) For Bunker Barge (AEL): POB Anytime.
SPM	a) SPM Berthing: Daylight hours only. b) If wind and tide from same direction or adverse wind <= 15 Knots: SPM POB from 30Min after printed tide to 03Hrs before next tide or sunset whichever is earlier. c) If wind and tide from opposite direction and adverse wind speed > 15 Knots. i) POB time to be 1Hr after change of tide, if tidal range > 2.5m. ii) POB time to be 1Hr 30Min after change of tide if tidal range <= 2.5m. IOCL Tanker- Jetty leaving 50 Min before POB HMEL Tanker- Jetty leaving 65 Min before POB Mooring to SPM = Mooring to be done up to wind speeds of 30 knots, when direction of the wind is forward of the beams and up to 20 knots when wind is from quarters or right astern when on final approach. Wind speed limits while discharging at the SPM. A) STOP CARGO - AT 30 KNOTS. B) CAST OFF FROM SPM - AT 35 KNOTS.
STS	a) STS Berthing: Daylight hours only. b) If wind and tide from same direction or adverse wind <= 15 Knots: STS POB from 1 hour after printed tide to 02 Hrs before next tide or sunset whichever is earlier. c) If wind and tide from opposite direction and adverse wind speed > 15 Knots: STS POB from 1.5 hour after printed tide to 02 Hrs before next tide or sunset whichever is earlier. d) Number of Tugs - 2 Note: The STS berthing should not be done/cargo to be stopped and vessel to be unmoored, if wind speed is > 25 knots or swell height exceeds 1.8 metres
LNG	a) LNG Berthing: POB: Anytime (EXCEPT FROM 02:00 to PRINTED TIDE TIME) (E.g. = Tide 1800, POB cut off 1600 hrs. Next POB 1800 hrs) A) Berthing - 25 KTS B) Stop Cargo - 30 KTS c) Cast Off - 35 KTS
MCOT_VLCC JETTY	a) Berthing: Daylight hours 30mins before sunrise to 3-hrs before sunset. b) i) LOA <=300 Mtrs : POB time 30 mins after LW to 2 Hrs before printed HW. ii) LOA > 300 Mtrs : POB time to be 2 Hrs before printed HW. iii) Wind speed limits while discharging at the VLCC. A) STOP CARGO AT 30 KNOTS. B) ARM DISCONNECTION AT 35 KTS C) CAST OFF FROM VLCC AT 35 KTS
Un-berthing:	
B-1, B-3, B11, B-12, LPG	a) POB - Any time (Same for LPG Tanker)

B-2	a) POB 01Hr before printed HW to 01Hr before printed LW (With Favourable wind or with adverse wind <= 20 Kts). b) With Adverse Wind > 20 Kts or draft > 9 m : POB 30 mins after HW to 01 hr before LW.
B-4	a) P/S A/S: POB 01Hr before printed LW to 01Hr before printed HW b) S/S A/S: POB anytime.
B-6 (Other than Containers)	a) Draft <= 13 m : POB anytime subject to 10% UKC being available during the vessel transit. b) Draft > 13 m: tide range <= 5.0 m: POB any time. If tide range > 5.0 m than POB 02Hrs 30Min before HW to 1Hr before HW subject to 10% UKC being available during the vessel transit.
B-9,10	a) P/S A/S : POB anytime b) S/S A/S: POB 1 hour before LW to 1 hour before HW.
MICT, AMCT & AICTPL ACMTPL	a) POB - Any time subject to 10% UKC being available during the vessel transit
West Basin-1,2,3,4	a) LOA <= 230 m : POB Anytime b) LOA > 230 m POB 2Hrs 30mins before printed tide to printed tide subject to 10% UKC during vessel transit. c) For Bunker Barge (AEL): POB Anytime.
SPM, LNG, STS	Unberthing - any time
MCOT_VLCC JETTY	Unberthing - any time (Day or Night)

IV. Marine Tariff

A. PORT DUES:		
$ 0.024344 Per GT of Vessel [Except SPM/ LNG/MCOT/STS] / Per VCN.	Minimum Charges **$ 400** 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:		
$ 1.018862 per GT, for vessels with GT less than 10,000 **$ 1.192852** per GT, for vessels with GT 10,000 and above	Minimum **$ 2865**	For vessel up to 3000 GT.
	Minimum **$ 9065**	Vessel from 3001 - 15000 GT
	Minimum **$ 18020**	Vessel from 15001 and above
	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 on Pilotage	W.e.f. 1st July'2022, the revised rate for fuel surcharges is available on our website under "Trade Notices" section, which Port can be accessed through https://www.adaniports.com/Ports-and-Terminals/Mundra- /download.	
B2. PILOT ATTENDANCE CHARGES:		
Pilot Attendance Charges	**$ 400 per hr**	When a pilot is required to stay on board the vessel on request of the Master or when the port decides to post a pilot for safety of the vessel / port.
B3. PILOT EXEMPTION CHARGES		

Pilot Exemption Charges	**$ 1000** per Exemption Certificate (Maximum validity 30 days)
C. MOORING CHARGES	
$ 0.042435 Per GT Per VCN (Minimum Charges $ 215)	Mooring charges is not applicable to LNG, SPM, STS and vessels not using berth facilities.
D. SUSTAINABILITY CHARGES	
$ 0.03 Per GT per VCN (Minimum charges will $ 200)	Applicable to all vessels calling mundra Port
E. PORT ENVIRONMENT PROTECTION SAFETY AND DREDGING CHARGES	
USD: 400 Up to 10000 GT USD: 600 10001 to 30000 GT USD: 800 More than 30000 GT	Charges applicable on Bulk, breakbulk, Liquid, RO-RO, Gas carriers, MICT (DPW) berths and arrives at anchorage/berth for miscellaneous activities and will be charged under VRC to VOA.
F. BERTH HIRE CHARGES	
$ 0.011584 per GT per Hour (First line ashore to All cast off)	Minimum Charges **$ 810** per day is applicable.
G. LAY UP BERTH HIRE:	
A. Berth Idling charges: Same as berth hire Per GT per hour	Applicable as per Point no. 9. If cargo operation delay beyond free time allowed. 1. For delay in commence, delay in sailing and cargo stoppages during the operations. 2. Minimum slab not applicable. 3. Idling charges in addition to berth hire. 4. 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
B. Lay-up Berth: (Berth used for other than cargo operation) same as berth hire Per GT per hour (First line ashore to All cast off)	1. Vessel seeking berth for other than cargo operations. 2. Minimum slab applicable. 3. Lay-up berth hire charges in addition to berth hire. 4. Lay Up berth hire can be granted on sole discretion of port subject to availability of berth
C. Lay-up berth hire for vessels calling Mundra Port for Port of Refuge: 3 x berth hire per day	1. Vessel calling Port as Port of refuge 2.Minimum charges $ 3500 per day applicable 3. Three times berth hire charges are applicable. No additional berth hire applicable.
D. Lay-up berth hire for Salvage vessels: 5 x berth hire per day	1. Salvage vessel seeking berth, vessel utilise berth for salvage operations. 2.Minimum charges $6000 per day applicable 3. Five times berth hire charges are applicable. No additional berth hire applicable.
H. NON-BERTH VACATING CHARGES:	
Non berth Vacating charges: 3 time of the normal berth hire as mentioned in the port tariff point no. E. This charge is in	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 till all cast off.

addition to normal and Lay-up berth hire charges.		
I. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS		
$ 0.021855 per GT per Hour (First line ashore to All cast off)	1. Liquid tankers which avails priority berthing will be required to pay priority berthing charges, and it will be in addition to the berth hire. All terms and condition will be applicable as per the BPTS page 26. 2. Priority cancellation charges for liquid tankers $ 810 Will be levied in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA. 3. In case a liquid tanker which is berthed on `priority terms' is unable to complete the cargo operations and sail out within 27 hours, then Berth Idling as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS.	
J. ANCHORAGE CHARGES		
$ 0.001343 per GT per hour.	Anchorage charges will be applicable from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below: 1.1 Those vessels which are governed by individual long term Marine Services Contracts. 1.2 SPM vessels which will continue to be charged as per their contracts or the full anchorage rates. 1.3 Drifting within the port limit is generally not permitted. Drifting on case-to-case basis may be permitted by Mundra port control. Vessel drifting more than 3 hours within the port limit will be charged, anchorage time will be considered from the time of vessel arrival till POB time.	
K. BERTHING PROCESS CHARGES:		
Pilotage Cancellation Charges	**$ 750**	If cancelled within 1.00 hrs from nominated pilot Boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage if tugs are mobilized as per clause number V.
	$ 1000	If cancelled after pilot boarding. In addition to cancellation charges, Tug mobilization hourly charges will be applicable as per clause number V.
Pilotage Detention Charges before boarding	**Nil**	Up to 30 minutes delay from the nominated pilot boarding.
	$ 1500	For subsequent delays on a slab of 30 minutes
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.
L. UN-BERTHING PROCESS CHARGES:		
Pilotage Cancellation Charges	**$ 750**	If cancelled within 45 minutes from nominated Pilot boarding. In addition to cancellation charges, Tug

		charges will be applicable as per actual usage if tugs are mobilized as per clause number V
	$ 1000	If cancelled after pilot boarding. In addition to cancellation charges, Tug charges will be applicable as per actual usage as per clause number V
Pilotage Detention Charges	**$ 750**	Up to 30 minutes delay from the nominated pilot boarding time till commence work
	$ 1500	For subsequent delays on a slab of 30 minutes.

Note:

1. Pilot cancellation and detention charges will not be applicable if the vessel is cancelled or delayed due to cold move / bad weather condition, and it should be approved by concern HOD.
2. Vessel should be ready in all respect for sailing at the nominated Pilot boarding time. In exceptional cases, a maximum delay up to 15 minutes after Pilot boarding time will be allowed if the unberthing of the vessel is delayed beyond 15 minutes after POB timing due to non-readiness of the vessel, pilot detention charges will become applicable for the entire duration of delay including first 15 minutes.
3. In case movement is cancelled after Pilot boarding in berthing / unberthing / Shifting / Warping, then detention charges will not applicable. However, tugs mobilization and Pilot cancellation after boarding will be applicable.

M. SHIFTING / TURNAROUND CHARGES

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

N. WARPING CHARGES PER GT OF VESSEL:

Warping charges	50 % of pilotage

O. CARGO LIGHTNING CHARGES – NOT APPLCIABLE

P. DUMB BARGE:

$ 2000 per VCN	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 70m and beam more than 25m, 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 40m with eye at one end. The agent must also arrange for 6 personnel to be placed on the barge for mooring operations.

Q. VESSEL DEFICIENCIES:

Restricted main engine power	**$ 2000** per Movement	Vessel unable to provide 80% of rated M/E RPM or min. 12 consecutive kicks.
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	**$ 500** Per occurrence	In case of unsafe pilot boarding / Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9m.

Non-functional / Defective critical navigation Equipment which affects safe berthing / un-berthing.	**$ 500** per Movement	Vessels with non-functional of any critical navigational equipment Including GPS, GYRO, Radar (X-band and S-Band), Speed log, AIS, tachometer, ECDIS, Echo sounder, Rudder angle indicator, dimmer and lighting for above equipment, telegraph 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	Vessel should be able to pass required no. of mooring lines and keep vessel safely alongside during entire stay
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	**$ 700** per declaration	In case of wrong declaration of arrival / departure draft.
1) Garbage regulation violation 2) Charges for wrong hoisting of Indian flag or soiled, poor condition. 3) Cargo falling overboard, 4) Non-compliance with port regulations.	**$ 500** per incident	
Anchor missing, Single Anchor Missing / anchor fluke damage	**$ 500** applicable per movement	An additional tug may use on chargeable basis as per Port's discretion for Berthing/Unberthing of vessels if single anchor is missing. In case of both anchors are missing additional tug will be used on chargeable basis.
IMO visibility on container vessel (for navigation safety)	**$ 500** per VCN / Call	
Excessive trim as required in BPTS	**$ 500** per VCN / Call	
Anti-Piracy Razor wire not removed before arrival	**$ 500** per VCN / Call	Note: At mooring location, Pilot boarding area, Tug towing line securing area
Gangway in poor condition (Net not available, damage steps and railing etc.)	**$ 500** per incident	
Ballast Water treatment system non-ops	**$ 500** per VCN / Call	
R. TUG / BOAT HIRE CHARGES:		
Tug hire for transportation (per trip, Tug hire time is from Tug ME start to ME stop)	**$ 1000** per hrs.	If same tug is used for two different vessels or by different agent/owner/shipping line, charges will be applicable to both parties individually. (Maximum 10 persons at a time)

Ship's Store / spares supply charges at anchorage	**$ 2000** per supply	1. Not applicable for Quantity less than 500 kg. 2. Quantity up to 5 MT. Excess of 5 MT, USD 200 per ton will be applicable. 3. Maximum quantity not allowed more than 10 MT per trip. 4. Tug hire for transportation charges will be applicable as per above tariff para R in addition to ship's store supply
Service boat (per hour).	**$ 250**	Allowed at alongside berth only during fair weather.

Note: If tug is hired for medical purpose (passenger/crew injury) then charges for same will be borne by the vessel agent.
The availability of tugs for transportation of passenger is not guaranteed as vessel movements have priority over such request. The Port shall not be responsible to the hirer for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire. The hirer shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from the use of the tugs during the period of the supply on hire to any property belonging to the port including the tugs or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life or property may have arisen due to any act or default of any employee of the Port.

S. COLD MOVE CHARGES:

1.1 Planned Cold Move	Planned Cold move for a berthing vessel will be carried out only with prior approval of the concerned agency. However, no prior approval will be necessary for cold move of a vessel which is already at the berth. Port decision to vacate the berth (to accommodate any waiting vessel) will be final. Charges for each process of berthing / un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below. All Tugs used for planned cold move will be charged on hourly basis as per port tariff.
	Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges (However minimum pilotage charges will be used for calculation.)
1.2 Un planned Cold Move	If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / 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.
	Unplanned cold move charge as at the rate of 1.5 the pilotage charges (However minimum pilotage charges will be used for calculation.)

T. PIPELINE CHARGES FOR LIQUID TANKERS

$ 0.0373 per MT	Pipeline usage charges applicable on all Liquid cargo Vessels calling at Mundra other than for Vessels which are governed by long term contractual agreements such as HMEL, IOCL & HPCL.

U. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT:

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

V. ADDITIONAL TUG HIRE CHARGES:	
$ 1250 Per Hour per Tug	Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer. In case of bad weather tug assistance will be provided on chargeable basis for any activity.
$ 2000 per hour per tug	For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval
$ 5000 per hour per tug	For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval
Note: - Tug start and Finished time will be applicable from tug berth to tug berth, Charges applicable as per total tug running hours and inclusive of Fuel cost	

W. CHARGES FOR OIL SPILL POLLUTION RESPONSE.	
$ 35100	Spillage above 500 Ltr. USD $35100 + charges as per actuals based on resources mobilised.
$ 5000	Spillage 100 Ltr to 500 Ltr. Content clean up within mundra port harbour + charges as per actuals based on resources mobilized.
$ 2000	Spillage less than 100 Ltr. Content clean up within ship's length + charges as per actuals based on resources mobilized.
Note: Above charges only for cleanup efforts and does not relieve vessel from liability under the MS ACT, Bunker convention, CLC convention or any other legal instrument	

X. TARIFF FOR BOLLARD PULL TEST:	
Bollard Pull Test	**a.$2700** for tugs up to 100 tons. **b.$5400** for tugs above 100 to 150 tons. This is inclusive VRC charges and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).

Y. TARIFF FOR DIVING OPERATIONS:		
1.1	Diving charges	**$ 4400** for 4 hrs. Thereafter 1500 for subsequent hours. plus DSV /Tug will be charges $ 1000 per hours for normal diving operations assistance (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) License Fee of **$** 800 per vessel per day. b) If videography done by external agency, then $ 500 per day will be applicable in addition to license Fee. c) The external agency should have certified divers. d) In case a Service boat is required for carrying out diving operation on a ship which is alongside, the charges for the same will be **$ 250** per 1 per hour. If Tug is used, then it will be charged $ 1000/hr
1.4	Permission for Under water Hull cleaning	$ 800 Per 12 hours + standby tug required Note: Permitted at anchorage only
Note: External diving agency /divers should submit valid diving license to POC. Prior starting diving operations, Permission from Marine control is to be obtained.		

Z.	MISC SERVICE CHARGES:		
1.	Creation of request in IPOS/ITUP for NDC, Services and voyage request for Declaration behalf of agent.	$ 50	Per request [exception for new vessel agent's first five vessels]
2.	Late declaration of vessel/Non submission of documents by vessel:	NA	
3.	Security Guard	$ 100	Per 8 hrs shift /per Guard. (Onboard vessel)
4.	Gangway Security Guard	$ 150	Per 8 hrs shift /per Guard.
(i) Shift time: 0700 hrs to 1500 hrs (ii) 1500 hrs to 2300 hrs (iii) 2300 hrs to 0700			
5.	Applying NDC for wrong VCN	$ 100 per VCN	
6.	Oil rags removal & Disposal	$ 450	Per CBM
	Garbage collection at berth	$ 250	Per Trip
	Bio Medical waste	$ 150	Per collection
	Sewage collection	-	charges case to case basis
	Noxious liquid substances	-	charges case to case basis
	Garbage collection at Anchorage (Quantity not to exceed 5 m^3/per trip)	$ 2350	Including Tug charges for maximum 3 hours and $ 800 for every subsequent hour.
	a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources. b. Garbage collection will be done only during day light hours (0900-1700). c. Garbage collection at anchorage will be done subject to availability of tug. d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff. e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour.		
7.	Gangway (Vessel is responsible to rig gangway safety net and ensure safe boarding and disembarking arrangement)	$ 150	Per calendar day.
	Gangway Extension ladder at west basin	$ 90	Per calendar day.
8.	Hydra	$ 300 for 4 hrs.	Thereafter $ 75 for every subsequent hour
9.	Crawler Crane	N.A	Service not available
10.	Mineral Water Supply	$ 20	Per MT, Minimum 20 MT Quantity will be supplied.
	Fresh water at berth	$ 10	Per MT
	Fresh water at anchorage [Only in case of urgent requirement] [Charges for maximum 4 hours and $ 800 for every subsequent hour thereafter including freshwater charges]	$ 3100 per trip.	Quantity that can be supplied at Mundra anchorage is about 20 MT per trip depending on tugs pumping capability. Port will endeavour to supply FW as close as possible to 20 MT. If in case quantity supplied in excess of 20 MT then additional quantity will be charged as $ 10 per MT.

	(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)		
11.	Permission for tank cleaning of HFO Tank/Cargo tank from the recognise vendors. (Squeezing of edible oil tank will not be considered as tank cleaning hence will not be charged as per above)		$ 1000 per Tank
12.	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.
13.	Magnetic Compass adjustment through port including compass adjuster fees.		a. $ 600 per vessel. b. Tug charges will be charged as per tariff.
14.	Hot work permission	$ 250	Per 4 hour slab (minimum)
15.	Shore Generator for Welding Work	N.A	
16.	Ambulance Charges (Up to Adani hospital)	$ 200	Will be provided only for Adani hospital
Note 2: A vessel will not undertake any activity which requires prior permission & payment of charges to the Port. Violation of the above will affect additional charges which will be thrice the charges which are applicable for that service.			
17.	Invoice revision	$ 100	Per cancellation of Invoice.
18.	Separate / Spilt Invoice charges	$ 60	Per Invoice
19.	VCN Cancellation	$ 25	Per VCN.
20.	VCN validity 60 days for container vessel and 90 days for other than container vessel from VCN Generation to vessel arrival)	$ 50	per validity extension
21.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	$ 100	Per VCN.
22.	Permission for painting work vessel name change / draft mark and Load line change on ship's hull or any other painting within port limit	$ 500	Note – painting done by external vendor, Gate entry charges will be applicable in addition to USD 500
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	Collect by Liquid from third party vendor	
26.	100 MT crane capacity crane on barge Hire Charges	Crane barge charges $ 500 per hours from mobilisation to Demob	

		For towing crane barge Tug hire charges $ 1000 per hour in addition to crane barge hire, charges applicable other than salvage operations.	
27.	Mooring Ropes	N.A	
28.	**Gate entry permission charges for on-board workshop, repairing and other activities.**		
	a. For repairing of on-board ship's equipment b. Gate In/Out permission for Landing gears / equipment / Line seal / Stationary from ship. (Custom permission to be provided for Gate in/out material) c. Per Transhipment permission for supply of goods like spares / ships equipment / medicines. d. Provision supply to vessels per shipping bill gate entry. e. Gate entry permission of labour/technician for workshop onboard i.e diving, cleaning, repairing, fumigation, etc. (Stay onboard permission mandatory for all type of workshop onboard valid till vessel stay) f. Permission for the external equipment entry in Port for cargo operation of other miscellaneous activities		INR 11500/- per transaction
	Note: a. Only Port authorized ship chandlers will be permitted for supply onboard. b. If a registered vessel agent is nominated by the vessel owner to deliver stores to their vessel, the activity will be permitted subject to submission of appointment letter from the principals. No license fee will be charged in such cases; however, ship chandelling charges will be applicable as is the case for registered ship chandlers. c. If in case, after completion of gate formalities at Port, vessel master rejects the supply or ship chandlers are unable to complete supply due to any reason prior to sailing of vessel, in that case neither the charges will be refundable, nor it will be adjusted in the next supply which may please be noted. d. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg. e. All ship chandlers / shipping agent has to follow Port safety rules and SOP during the supply activity. In case of non-compliance of SOP, Port may cancel the ship chandling licence immediately.		
29.	IMDG: Class 1 & 7 cargo is not acceptable for handling at Adani port. It may be permitted in transit if it is approved by Govt of India. 1. Undertaking letter as per format of the port from the shipping line. 2. Approval letter from Department of Defence Production, Ministry of Defence. 3. Permission from Atomic Energy Regulatory Board (AERB) for class 7.	USD 2000 per day (Including Fire tender and security standby arrangement) Time will be consider as per FL-berthing to LL-unberthing)	
30.	Crew change Facilitation charges	USD 35 Per crew change	
31.	Annual Agency Registration charges.	Rs. 50000 per financial year for new Registration. Rs. 100000 per financial year for Fast Registration (within 7 days) Rs. 20000 per financial year for renewal registration.	

		Rs.10000/- Late payment charges for renewal registration
32.	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
33.	Permission for Lifeboat Lowering within Port Limit	USD 150 per activity
34.	Port Facility charges	Case to case basis depends on the complexity of operations.
35.	Anchor Retrieval charges	Actual cost of resources involved including Diving, Tugs, Survey, etc or $ 30000 whichever is more
36.	Port Doctor Consultation	$ 50 per visit
37.	Hatch cover / Pontoon landing (For Dry cargo vessel)	$ 100 per hatch cover / pontoon
38.	Mooring winches charges	N.A
39.	Laser Range finder	$ 100 per VCN
40.	Sludge / slop removal charges	As per commercial contract
41.	Sanitization of vessel gangway	N.A
42.	Tugboat sanitization charges	$ 200 per trip
43.	Vaccination charges for use of port facility	N.A
44.	Failure to report stowaway incident to port	$ 1000 per Incident
45.	Stowaway Onboard	$ 1000 per Stowaway (No disembarkation allowed of stowaway as per Govt. regulations)
46.	Fine for violation of Port Security Rules	$ 50 per act (Subsequently person will be blacklisted by the Security)
47.	Wrong declaration of Gross Tonnage of Vessel	$ 1000 per declaration
48.	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
49.	Vessel / Vessel agency Engaged in illegal Activities reported by Govt Authorities / Vessel master	$ 500 per Incident. And subsequently cancelation of agency licence from Port
50.	Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission)	$ 1000 per incident.
51.	Shore crane hire charges (for misc. activities)	$ 250 per hours (Minimum 2 hours charges applicable)
52.	Dangerous navigation in port limit / Not keeping VHF watch	$ 1000 plus any consequential loss /delays will be charged as per actual
53.	Permission for Sea trail within Port limit	$ 800 Per 12 hours in day light
54.	Permission for Load test for Ship's Gangway	$ 500 per permission
55.	Gangway net provided by Port	$ 100 per calendar day
56.	Port usage royalty for a workshop deployed on FDD	7.5% of the maintenance charges

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 berthing 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.

AA. FIRE FIGHTING ASSISTANCE TARIFF:

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	$ 4500
2.	Fire Fighting at alongside the berth on vessel or at on shore through port tug in case of emergency.	Per tug per hour.	$ 2000
3.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges **USD 10** per MT and foam charges $ 2 per ltr will be applicable in addition to Water tender charges)	Per one hour.	$ 200
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	$ 165
6.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	$ 250
7.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	$ 100
8.	Fire operator standby.	4 hour shift.	$ 25
9.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	$ 8
10.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight-hour shift	$ 8
11.	Providing fire extinguisher for hot work.	For one day (three shift).	$ 17
12.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	$ 28
13.	Providing Smoke exhauster unit.	Per hour.	$ 28
14.	Providing SCBA set.	One time use per Set.	$ 35
15.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	$ 110
16.	Fire crew for on board for fire fighting	Per four-hour shift.	$ 190

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

BB. Facility for Discharge of Ship generated waste

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

CC. SPM TERMINAL		
Port dues, Pilotage, berth hire, pull back tug, Additional tug, Tug hire for arrival / Departure formalities, Pilot standby charges, anchorage charges, cold move (Planned cold move 3 times and Unplanned cold move 1.5 times of pilotage charges) and Shifting charges	Vessel calling at SPM terminals will be charged as per their commercial contractual agreement.	
Tug hires charges for transportation	1.$ 4400 For maximum 5 hours and $ 900 for every subsequent hour. 2.If same tug is used for two different vessels or by different agent/owner/shipping line, charges will be applicable to both parties individually. (Maximum 10 persons at a time) Note: Tug hire charges will be applicable for Custom inward and outward formalities (even if not utilised)	
Ship Store / Spares supply charges at SPM anchorage / SPM	$ 2000 per supply	1. Not applicable for Quantity less than 500 kg. 2. Quantity up to 5 MT. Excess of 5 MT, USD 200 per ton will be applicable. 3. Maximum quantity not allowed more than 10 MT per trip. 4. Tug hire for transportation charges will be applicable as per above tariff in addition to ship's store supply
Note: 1. 50% shifting 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. 2. For any other activity not covered above, charges will be applicable as per general Port tariff. 3. For IOCL chartered vessels following is not chargeable. (I) Pull back tug charges. (ii) Pilot standby charges. 4. Notice for Pilot – **Ref page no-20 of BPTS.** 5. Anchorage charges are applicable for all SPM vessels anchoring within Mundra Port limits.		

DD. TARIFF FOR LNG TERMINAL		
1	Port dues	**$ 0.06192** Per GT (Port Dues is payable per vessel call and is valid for a maximum of 15 days)
2	Pilotage	**$ 1.125525** Per GT
3	Berth hire	**$ 0.224353**Per GT Per Day
4	Anchorage	**$ 0.0341** Per GT Per Day
Note: Additional services will be charged as per normal Port tariff.		

EE. TARIFF FOR MUNDRA CRUDE OIL TERMINAL (VLCC JETTY)	
Port Dues, Pilotage and Tug Hire (per GT), Berth Hire (per Day), Anchorage / GT / day, Tug Hire -Inward Custom Clearance, Tug Hire -Outward Custom Clearance	Vessel calling at Mundra crude oil terminal will be charged as per their commercial contractual agreement.
Note: Additional services will be charged as per normal Port tariff.	

FF. SHIP TO SHIP TRANSFER OPERATIONS (STS):		
For Mother Vessel	Port dues (Port Dues is payable per vessel call and is valid for a maximum of 15 days)	**$ 0.072338 per GT**
	Anchorage charges	**$ 0.001267** Per GT per hour
	Wharfage charges & cargo throughput charges.	INR 20 /- PER TON.
	Tug for inward custom clearance.	**$ 2100** For maximum 3 hours and $ 800 for every subsequent hour thereafter.
	Tug for outward custom clearance	**$ 2100** For maximum 3 hours and $ 800 for every subsequent hour thereafter.
	Port environment Protection Safety and Dredging charges.	USD: 400 Up to 10000 GT USD: 600 10001 to 30000 GT USD: 800 More than 30000 GT
	Sustainability charges	S 0.03 per GT per VCN (Minimum Charges $ 200)
For Daughter Vessel	Port dues. (Port Dues is payable per vessel call and is valid for a maximum of 15 days)	**$ 0.072338 per GT**
	Anchorage charges.	**$ 0.001267** Per GT per hour
	Pilotage charges.	**$ 2200**
	Tug for inward custom clearance	**$ 2100** Minimum 3 hours and $ 800 for every subsequent hour thereafter.
	Tug for outward custom clearance	**$ 2100 Minimum for** 3 hours and $ 800 for every subsequent hour thereafter.
	Berthing charges	**$ 3508.77** two tugs per 4 hours slab (minimum)
	Un-berthing charges.	**$ 3508.77** two tugs per 4 hours slab (minimum)
	Wharfage charges & cargo throughput charges.	INR 20 /- PER TON.
	Fuel Surcharge on Pilotage	Refer Page no. 29 point B1 note.
	Port environment Protection Safety and Dredging charges.	USD: 400 Up to 10000 GT USD: 600 10001 to 30000 GT USD: 800 More than 30000 GT
	Sustainability charges	S 0.03 per GT per VCN (Minimum Charges $ 200)
Note: Tug hire charges will be applicable for Custom inward / outward if it is used or not used. Tug hire charges for transportation and for store supply will be charges as per BPTS clause no. R		

GG. LIGHTERAGE OPERATION CHARGES AT ANCHORAGE FOR DRY CARGO VESSEL		
Particulars	Mother vessel (vessels arriving with cargo to be transferred)	Daughter vessels (vessels receiving cargo)

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

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

HH. TARIFF FOR COUNTRY CRAFT:

1	Port Dues for Country Craft	$ 0.15 per GT (Minimum $ 746)
2	Pilot Exemption Certificate for Country Craft	$ 75 per activity (includes berthing, un-berthing and Dhow not ready for sailing as per OWPM.
3	Berth Hire for Country Craft	$ 0.020 per GT/per hrs.
4	Anchorage Charges	$ 0.001224 per GT per hour
5	Mooring charges	Exempted
6	Port Environment safety protection charges	$ 100 per VCN.
7	Sustainability charges	S 0.03 per GT per VCN (Minimum Charges $ 200)

Note: Other services will be provided as per BPTS tariff.

Note: The following charges have to be paid directly to "Shanti Sagar Intl Dredging 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 at Anchorage
- Fresh water at anchorage

II. Wharfage charges

S.NO	Commodity	Unit per	Rate in Rs
A	**CHEMICAL**		
1.	**Solid Chemicals**		

	Chemical salt including processed edible salt, vacuum salt, iodized salt and gypsum	**M.Ton**	**35/-**
	Soda Ash and Caustic Soda, Silica sand	**M.Ton**	**35/-**
	Unprocessed Salt & Unprocessed Gypsum	**M.Ton**	**35/-**
	All other solid chemicals other than petroleum derivatives.	**M.Ton**	**68/-**
2.	**Liquid Chemicals**		
	Liquid Ammonia	**M.Ton**	**160/-**
	Liquid Phosphoric Acid, Ethylene	**M.Ton**	**160/-**
	All other liquid chemicals which are not petroleum or petroleum derivatives	**M.Ton**	**85/-**
B	**FOOD GRAINS & FOOD PRODUCTS**		
	Edible oil (bulk)	**M.Ton**	**69/-**
	Food grains and Pulses	**M.Ton**	**68/-**
	seeds of all sorts including caster, cotton, groundnut (decorticated or otherwise)	**M.Ton**	**68/-**
	Fruits - fresh and dry of all sorts including dates	**50 KGs**	**31/-**
	Molasses, Sugar, Onions, Guar Gum, Coconuts, others.	**M.Ton**	**51/-**
C	**IRON & STEEL, OTHER METALS AND MACHINERY & PARTS INCLUDING BELTING**		
	Scrap - shredded - steel, metal, iron	**M.Ton**	**79/-**
	Scrap - HMS, others	**M.Ton**	**100/-**
	Sponge iron, pig iron, hot briquetted iron Ferro Nickel and iron slabs	**M.Ton**	**85/-**
	Hot rolled and Cold Rolled Coils	**M.Ton**	**85/-**
	Steel pipes, cement coated pipes	**FRT**	**48/-**
	Machinery and parts	**FRT**	**100/-**
D	**MINERALS**		
	Bauxite, Bentonite, Iron ore in bulk, Limestone, Dolomite , Granulated Blastfurnace slage. Aggregate	**M.Ton**	**41/-**
	Calcinated Bauxite, Coke, Charcoal, Firewood, Lignite	**M.Ton**	**57/-**
	Fluor spar	**M.Ton**	**57/-**
	Coal (Except Coking coal)	**M.Ton**	**60/-**
	Coking coal	**M.Ton**	**90/-**
E	**BAGGED CARGO**		
	Rice/Sugar/Soya bean meal (SBM) (Pulses any other Agri products).	**M.Ton**	**68/-**
	Cement / Bentonite/Fly ash (any other minerals).	**M.Ton**	**68/-**
F	**PETROLEUM PRODUCTS & PETROLEUM DERIVATIVES**		
1.	**Solid Petroleum Products and derivatives**		
	Asphalt, Bitumen and Coal tar.	**M.Ton**	**86/-**
2.	**Liquid Petroleum Products**		

	Lubricating Oil (fuel oil)	**M.Ton**	**95/-**
	HSD	**M.Ton**	**115/-**
	Kerosene	**M.Ton**	**115/-**
	Naphtha	**M.Ton**	**115/-**
	Petrol, LDO	**M.Ton**	**115/-**
	Furnace Oil	**M.Ton**	**115/-**
	Other Liquid Petroleum products	**M.Ton**	**115/-**
3.	**Liquid Petroleum Derivatives**		
	Propylene	**M.Ton**	**95/-**
	Paraxelene	**M.Ton**	**95/-**
	EDC	**M.Ton**	**95/-**
4.	**LPG & LNG**		
	LPG	**M.Ton**	**350/-**
	LNG	**M.Ton**	**179.16/-**
G	**OTHER DRY CARGO**		
	Fertilizers of all types	**M.Ton**	**68/-**
	Oil cakes & de-oiled extractions	**M.Ton**	**51/-**
	Cement, Clinker	**M.Ton**	**75/-**
	Wood, Timber and Granite marble	**M.Ton / CBM**	**75/-**
	All non-hazardous solid cargo not listed in above categories.	**M.Ton**	**70/-**
	All non-hazardous liquid cargo not listed in above	**M.Ton**	**95/-**
H	**Wharfage charges (Payable on cargo handled through West Basin)**		
	Coal **(Except Coking coal)**	**M.Ton**	**60/-**
	Coking coal	**M.Ton**	**90/-**

V. PIDC Charges (Effective from 1st April 2026)

Description	Tariff Applicable	Remarks
20FT Container	Rs. 1800/- Per TEU	For all type of 20 FT containers including Power pack container
40FT Container	Rs.3200/- per FEU	For all type of 40 FT containers including Power pack container
45FT Container	Rs.3400/- per 45 FT Container	For all type of 45 FT containers and Power pack container.
Track occupancy & Weighment charges		
Weighment charges	Rs 25000/- per train weighment	
Track occupancy charges Rs 50,000/- per train per day or part thereof	Track occupancy charges per rake per day will be levied when rake is stabled between Adipur – Port or arrived at the R&D yard without comprehensive disposal plan	

VI. Tariff for Salvage operation

Charges Vessel in Emergency and/or under Salvage operations	
$ 2000 per tug per hour	Tug hire charges for the Salvage operations assistance within the Port limits
$ 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 (Small wooden boat)
$ 500 per hours	Flat Rack Barge hire charge
1. $ 1000 per hours for Grab dredger 2. $ 2000 per hour for Cutter suction Dredger (CSD) 3. $ 3000 per hour for Trailer Head suction Dredger (THSD)	Dredging Assistance hire charges for salvage operations or Wreck removal
$ 2000 per hour per location (Tug hire / Boat hire charges will be extra in addition to Diving operations charges)	Diving operation charges for Salvage operations
$ 7500 per day (Only for one channel / Basin / berth pocket)	Bathymetric Survey during, on or after the salvage operations
$ 1000 per day	Manpower cost per day for Involved in Salvage operation (Max 10 persons)
$ 500 per day	Administration charges
$ 150 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 Mundra Port limit exclusive of business loss due to Grounding of vessel and other required resources used for refloating of the vessel.
Technical / Legal Consultancy Fees for Liability Claim	As per actual and invoice furnished by the Legal firm or by the consultants
Retrieval of waste cargo from sea	Minimum 5 times of the actual cargo handling charges/THC.

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

VII. FDD Swami Samarth hire charges

FDD (Floating Dry dock) Swami Samarth hire charges (Booking of slot minimum 02 months in advance)			
Craft up to 30m		**Craft above 30m up to 60m**	
Particulars	**Rate**	**Particulars**	**Rate**
Docking and undocking charges	150000	Docking and undocking charges	200000
FDD Hire charges for first 10-days (per day)	52000	FDD Hire charges for first 10-days (per day)	70000
FDD Hire charges for 11 to 15 days (per day)	65000	FDD Hire charges for 11 to 15 days (per day)	85000
FDD Hire charges for 16 to 20 days (per day)	85000	FDD Hire charges for 16 to 20 days (per day)	110000
FDD Hire charges for 21 to 30 days (per day)	110000	FDD Hire charges for 21 to 30 days (per day)	145000
FDD Hire charges after 30 days (per day)	145000	FDD Hire charges after 30 days (per day)	190000
Per Block arrangement	8000	Per Block arrangement	8000
Dock cleaning charges	3000	Dock cleaning charges	3000
Other applicable charges as per BPTS			
Port due, pilotage, port environment and safety, mooring charges, sustainability charges and fuel surcharges as per BPTS are applicable. Any other service availed like Gangway, Fresh water, Crane, electricity, Tug assistance etc. will be charged as per BPTS			
Note: Other than above, vessel to arrange vendor/workshop for all the other repairs activities they plan to carry out during dry dock. Workshop/vendor will be charged port usage royalty charges.			

VIII. Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING			
1.	Forklift of 42/32 MT SWL * Minimum charges for 1st slab will be 2 hrs. Thereafter on hourly basis.	USD 66	Per Hour
2.	Forklift Shifting by shore Crane.	USD 59.71	Every Shifting Per activity.
			Jetty to hatch - one shifting.
			Hatch to jetty - one shifting
			One Hatch to another hatch -two shifting
3.	Shore power supply	Rs 75/-	Per Unit
4.	Reach-stacker	USD 66	Per hours
5.	Weigh Bridge Charges	1. Rs 300/- Body truck, dumper, etc. 2. Rs. 350/- Container with tailers	Per Vehicle

6.	Pay loader HM 2021 – 2CBM	Rs. 2500/-	Per hour
7.	Ex-200	Rs. 3000/-	Per hour
8.	CAT Loader – 5CBM	Rs. 4000/-	Per hour
9.	Dumper Model-2518	Rs.2000/-	Per hour
10	LMC HIRING-15 MT	Rs. 5000/-	Per hour
11.	Trailer: 12-meter length with 25 capacity	Rs 2000	Per hour
12.	Safety net with Nylon rope MANDATORY for pipes export vessels (2to3 max per hatch)	Rs.4	Per FRT
13.	Equipment deployment for cargo collection on jetty. (Applicable basis deployment of shore crane for vessel carrying cargo over 20,000 Mt)	Rs. 15/-	Per MT
14.	Wrong declaration of Packing list submitted by the agent	Rs 10000/-	per change request.
➢	Above equipment's will be provided as per availability - Outside equipment to be hired only if port Equipment is not available, only after prior permission from Port, complying with all port norms.		
B. SHORE CRANE CHARGES			
➢	**TARIFF FOR HANDLING BULK CARGO WITH SHORE CRANES FITTED WITH GRABS OF 27 TO 32 CBM FOR WHEAT**		
1.	Crane hire:	USD 1.50 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability].	
2.	Shore crane charges and Grab hire and nets	USD 1.89 per Metric Ton + Applicable GST.	
➢	**TARIFF FOR HANDLING BULK CARGO OTHER THAN WHEAT**		
1	Without screening: - shore crane + Grab Hire	USD 0.70 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability].	
➢	**Tariff for handling break bulk / Project cargo.**		
1	Shore Crane Hire:	USD 250 per hour Minimum charge of 2 hours & above that on hourly basis.	
C. TARIFF FOR QC & MISC SERVICES PROVIDED AT MICT & AMCT CONTAINER TERMINAL FOR HANDLING STEEL PIPES, PLATES, COILS & PROJECT CARGO.			
1.	AMCT QC Charges.	As mentioned in point no **1 (Shore crane hire)** of port tariff.	
2.	MICT QC Charges.	Rs. 70000/- per Hr.	
3.	MICT Gangway Charges.	USD $ 100/- per calendar day.	
4.	MICT Shore Power Charges.	Rs 500/- per unit	
	Note: Non-Container Vessels which are berthed at MICT or AMCT Container terminal will have to pay shifting charges if required to vacate the berth for scheduled container vessel.		
	Note: In case of Equipment Breakdown of all Port equipment's hired will be chargeable as per their respective slabs if repaired within 01 hour.		
D. PROJECT CARGO STEVEDORING RATES			
1.	Up to 25 Freight Tons.	INR 299 per Freight Ton.	
2.	Over 25 & up to & inclusive 40 Freight Tons.	INR 402 per Freight Ton.	
3.	Over 40 & up to & inclusive 200 Freight Tons Or over 15m.	INR 711 per Freight Ton.	
4.	Over 200 Freight Tons.	INR 917 per Freight Ton.	
5.	Containers arriving on break bulk project cargo vessels at multipurpose berth will be charged as per project cargo tariff.		

	For Windmill Parts (As Specified in BL/ relevant custom document	INR 155 Per Freight Ton
	In case of export movement, Dunnage, Choking and lashing material cost shall be charged extra at actual if required. I. In case of any cargo re-stow is required during cargo operations; the stevedoring charges will be applicable as per port tariff, for applicable commodity on re-stow quantity only if same carried out on board without using transport /storage facility on wharf. II. In case of any cargo re-stow is required during cargo operation with storage at wharf (without any transportation) & reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on re-stow quantity. Single Stevedoring Charges. III. In case of any cargo re-stow is required during cargo operation with storage at wharf &transportation for reloading, stevedoring as per port tariff (Applicable for unloading & reloading) will be applicable for respective commodity & in an addition to same, transportation charges/royalty will be applicable on case-to-case basis. -Twice Stevedoring charges + Terminal Handling Charges. IV. In case of movement like roll on roll off or direct offloading to another vessel, stevedoring charges will be applicable as per port tariff. **Crane Hire Charges applicable: USD 225 per hour, with minimum charges of 2 hrs and above that on hourly basis.**	
E.	**STEVEDORING CHARGES ON STEEL CARGO (COIL, PLATE, SLABS, ANGLES & BARS) (IMPORT / EXPORT).**	
1.	Steel Plates / Slab – Import (For > 32 MT, Rs. 20 / PMT additional).	Rs. 155/ MT.
2.	Steel Coils (HR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 144/ MT.
3.	Steel Coils (CR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 195 / MT.
4.	Steel Coils (HR) & Steel Plates – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 185 / MT.
5.	Steel Coils (CR/Other) – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 258 / MT.
6.	Steel Angles / Bars / Rods – Import.	Rs. 206/MT.
7.	Steel billets / Rebars (Import / Export)	Rs. 258/MT.
8.	Carbon Steel Plates (Import / Export)	Rs. 515/MT
9.	Rails (Import / Export) up to 12.5meters in length	Rs. 309/MT
10.	Rails (Import / Export) Above 12.5m upto 18meters in length	Rs. 515/MT
11.	Rails (Import / Export) Above 18meters up to 25meters in length	Rs. 950/MT
	** For stevedoring export of coils / plates / slab / angles / bars / rods, All Dunnage & lashing material used will be at actuals.	
F.	**STEVEDORING CHARGES ON STEEL CARGO - PIPES - IMPORT****	
1.	Steel pipes / Tubes equal & below 14 inches OD.	Rs. 464 / FRT.
2.	Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD.	Rs. 309 / FRT.
3.	Steel pipes equal & below 56 inches OD & above 24	Rs. 180 / FRT.
G.	**STEVEDORING CHARGES ON STEEL CARGO - PIPES - EXPORT****	
1.	Steel Pipes equals & below 18 inches OD	Rs. 309/ FRT.
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	Rs. 211/ FRT.
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD	Rs. 140/ FRT.
4.	Steel Pipes above 56 inches up to 72 inches. (Dunnage & Lashing material will be charged additional at actuals)	Rs. 165/ FRT.
5.	CWC / Cement coated Pipes / DI Pipes (Dunnage & Lashing material will be charged additional at actuals. Additional dunnage line charges not applicable)	Rs. 309/ FRT.

** Stevedoring rates are basis handling of Steel Pipes up to a maximum 72" OD for pipe length of Meter. For Pipes above 13.5 meter in length, please contact Port Marketing Team.

H. STEVEDORING SCOPE (Pipe export) will be as per following :-

1. Normal Dunnage Wood will be scope of stevedoring for Sr. No. 1 to 3 as per below table :

Pipe MT Range		Normal Wood Inclusive
0	2000	6 BM
2001	4000	12 CMB
4001	6000	20 CBM
6000	8000	32 CBM
8000	10000	44 CBM
10000	12000	56 CBM
12000	14000	68 CBM
14000	16000	78 CBM
16000	18000	88 CBM
18000	20000	98 CBM

2. Dunnage (4" x 4" approx.) on tank top load bearing strips maximum 06 nos [at a distance of 2mtrs] and for chocking/shoring and ship sides per pipe stake inside vessel holds. (Included for G.1-G.5 mentioned above)
3. 2 lines Lashing/securing with 16mm conventional wire ropes and compatible wire clips and turns buckle per pipe stake inside vessel hold. -refer Annexure 1. (.(Included for G.1-G.5 mentioned above)
4. Rubber strip protection on tank top and ship's sides.
5. Lifting gears/spreaders/slings/ conventional pipe lifting hooks.
6. Above schedule of rates are applicable only for loading/stowage /securing of steel pipes inside vessel holds. In case of any UPPERDECK/TWINDECK/ON DECK/HATCH TOP stowage/ securing, the same would be additional & ascertained on case to case basis as the situation demands. The rates/costs will be calculated on the basis of actual requirement indicated by Master/Chief officer/Port Captain where there are special requirements like fabrication/fitting of Stanchions, pad eyes, stoppers, heavy lashing/ securing materials, wooden wedges etc.
7. Port does not allow external vendors to provide any dunnage material for Steel Vessels. In case the same is onboard (from a foreign country) and the vessel wishes to use it, then approvals need to be taken from the marketing team at least 7 days before arrival of vessel.
8. Any additional Dunnage line with rubber padding required to create flat top line for balance between two different pipes in each stake will be on additional basis as separate charges for additional Dunnage line & rubber respectively.
9. Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actuals.
10. Port does not allow external vendors to provide any lashing material (Barring lashing for Project Cargo Vessels). Rates for the same as follows:

DUNNAGE / RUBBER / LASHING MATERIALS USED

Description	Units	Rates (Rs.)
Normal Jungle Wood	Line	7500

Normal Jungle Wood	CBM	17000 / CBM
Pine Wood	CBM	35000/CBM
Fumigation Charges	Per shipment per Customer	25000
Phytosanitary Certificate (If required)	Per shipment per Customer	15000
Rubber Line	Lines	700
Ratchet Belt - 30 M / 5 MT	Pcs	4800
Ratchet Belt - 25 M / 5 MT	Pcs	4100
Ratchet Belt - 15 M / 5 MT	Pcs	2500
Ratchet Belt- 13 M/ 10 MT	Pcs	4500
Ratchet Belt - 13 M / 5 MT	Pcs	2500
Ratchet Belt - 10 M / 5 MT	Pcs	2200
U Clamp	Pcs / Nos.	140
Bulldog clamp	Pcs / Nos.	140
Turn Buckles	Pcs / Nos.	500
D-shackle / D-Ring	Pcs / Nos.	at Actuals Subject to capacity
Lashing Wire	Per meter	250

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

I. STEEL CARGO HANDLING DIMENSIONS / WEIGHT

Sr.No	COMMODITY	SIZE				
		LENGTH	WIDTH	HEIGHT	THICKNESS	MAX WEIGHT IN MT
1.	STEEL COILS		1.8m	1.8m		32 MT
2.	STEEL PLATES / BUNDLE	12.5m	4m		25 MM	24 MT
3.	STEEL SLABS	7m	2m			32 MT
4.	STEEL BARS / STEEL ANGLES / STEEL RODS	12m	IN BUNDLES			10 MT

5.	PROJECT CARGO	15m	3.5m	3.5m		30 MT
6.	STEEL PIPES					
7.	2 OD- 12 OD (INCHES)	13.5m	IN BUNDLE (MORE THAN 2 PIPES)			2 MT – 10 MT
8.	ABOVE 12 OD – 70 OD	13.5m	SINGLE PIPES			10 MT

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

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

Idling of vessel on account of following:

- Miss-declaration of cargo as prescribed in clause 6.15: If vessels crane are unable to discharge the said cargo, Berth idling 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 berth idling 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.

IX. Contact details

		Primary Contact Points	
1	POC	Port Operations Center	9825000949 portopscenter@adani.com
2	Customer Service Center	Customer Cell	8980057000 customercell@adani.com
		Important Contact Points	
3	CEO	Mr. Sujal Shah	+91 6358015565
		(Mundra & Tuna Ports, Site Head)	sujal.shah@adani.com
4	COO	Mr. Manoj Katar	+91 9879614724
		(Mundra & Tuna Ports)	manoj.katar@adani.com
5	Marine Services	Capt. Ashish Singhal	+91 9879589770
		(Head-Marine services)	ashish.singhal@adani.com
		Capt Abhishek Kumar	+91 6358947695
		(HOS Marine Services)	abhishek.kumar10@adani.com
		Capt Aditya Malik	+91 9925245368
		(HOS Marine Services)	malik.aditya@adani.com
6	Container Terminal	Capt Sachin Garg	+91 7486903790
		(Terminal Head CT3)	sachin.garg2@adani.com
		Mr. Jignesh Bhatt	+91 7069083202
		(Terminal Head –AMCT)	jignesh.bhatt@adani.com
		Mr. Manish Dave	+91 9100066324
		(Terminal Head -CT4)	Manish.dave@adani.com
		Mr. Paulson Joseph	+91 9909927215
		(Terminal Head-T2)	paulson.joseph@adani.com
7	West Basin	Mr. Kashyap Pandya	+91 9925223632
		(Head West Basin)	Kashyap.pandya@adani.com
8	Dry Cargo	Mr. Indrajitsinh Vala	+91 9687695771
		(Head- Dry Cargo)	indrajeetsinh.vala@adani.com
9	Liquid/LPG Terminal	Mr. Abdul Rahman	+91 6359930007
		(Head Liquid)	abdul.rahman@adani.com
	Marketing	Mr. Mukul Dekhane	+91-9821898934
		(Head-Marketing Liquid cargo)	Mukul.Dekhane@adani.com
		Mr. Mohan Singh	+91 8980802913

		(Head-Marketing Dry cargo)	mohan.singh@adani.com
		Mr. Diptanshu Sharma	+91-9811865362
		(Dry cargo Agri, Steel and Project business)	Diptanshu.Sharma@adani.com
		Mr. Aman Saran	+91 9879203590
		(Dry cargo – Fertiliser business)	aman.saran@adani.com
10	Railway	Mr. Kandarp Pandya	+91 9637309716
		(Head- Railway services)	kandarp.pandya@adani.com
11	Safety	Mr. Baiju Abraham	+91 6359883093
		(Safety & Fire services)	Baiju.abraham@adani.com
12	Security	Col. Arvind Singh Bedi	+91 8003728111
		(Head-Security services)	arvindsingh.bedi@adani.com
13	Fire	Mr. Amar Rajmani Pandey	+91 9909011087
		(Head-Fire services)	Rakesh.Chaturvedi@adani.com

Port Office
Adani Ports and Special Economic Zone Ltd.
Adani House, Post Bag No. 1
Mundra
Kutch, Gujarat,
India 370421
Tel: +91– 2838-289248 / 448
Fax: +91– 2838-289200 / 440.

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