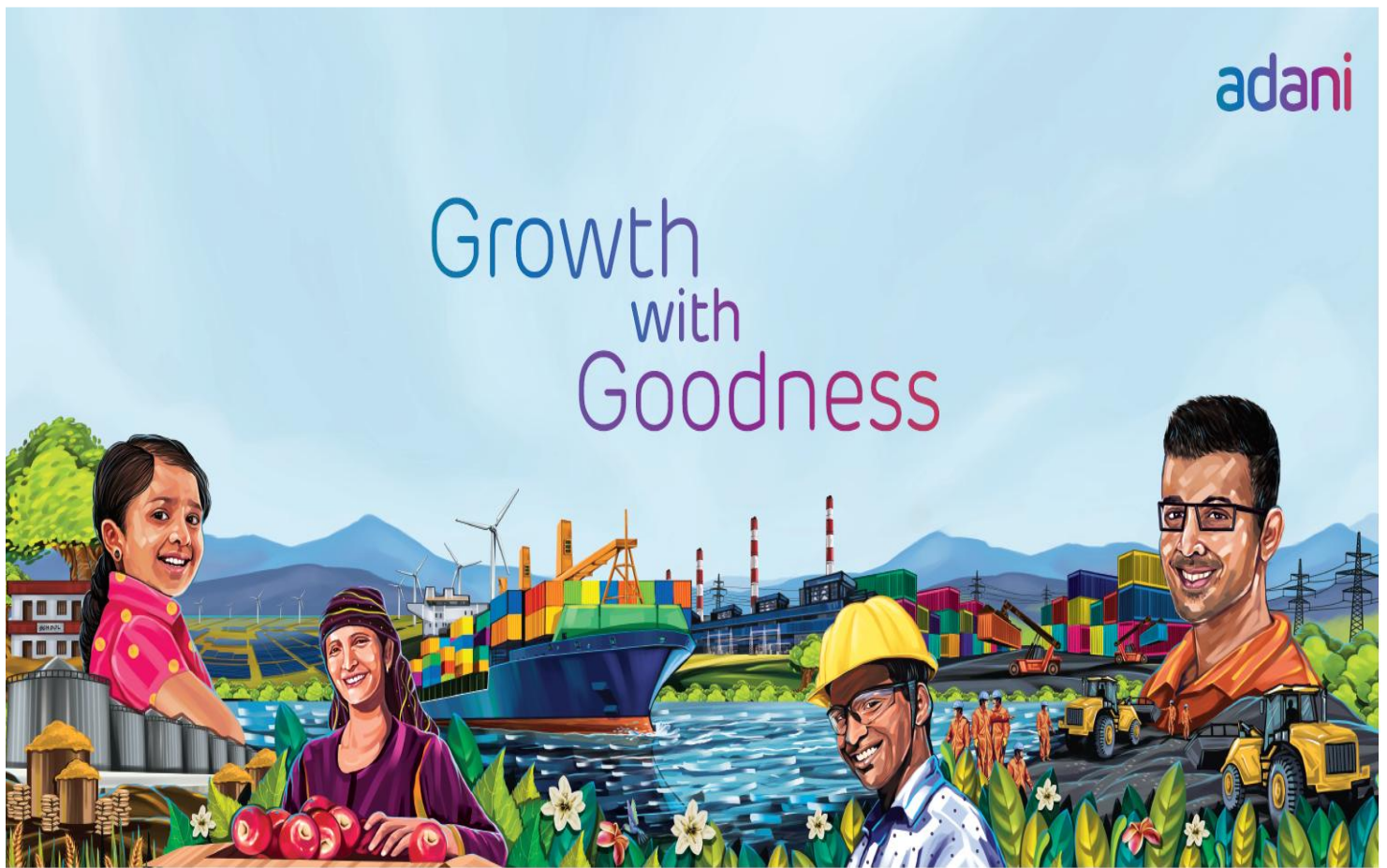


Adani Krishnapatnam Port Limited

SPSR Nellore, Andhra Pradesh.



Issue: BPTS/AKPL/w. e. f. (ATA)-01st Apl- 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.
3. Change of issues refers to tariff changes and Revision nos. refers to policy matter change.

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Records of Changes

Srl No	Date (W.E.F)	Changes
1	06-12-2025	Trade circular- AKPL/Marine/09/25-26-Ancillary revenue tariff
2	01-04-2026	Wharfage Charges

THE TARIFF CHANGE PROCEDURE: -

The Berthing Policy and tariff Structure will be reviewed and updated BPTS will be 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 are also 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 Business Head.

All the trade notices will be uploaded on website www.adaniports.com

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 is to be read in conjunction with trade circulars issued subsequently by the port from time to time which would also be uploaded on to the website.

Approved by:

Shri. Jagdish Patel (CEO)

Adani Krishnapatnam Port Ltd, Nellore.

Introduction

Adani Krishnapatnam Port Limited

- Adani Krishnapatnam Port Limited (AKPL) is a geographically well-positioned customer-centric, multi-cargo port that prides itself on flexibility and service excellence. It is the gateway for expanding markets and is not only linked with the rest of the world, but it also has direct transport links into the heart of the East Asian Countries. The Port has a container terminal with state-of-the-art infrastructure and poised to become future Transshipment Hub on the East Coast of India. It rates high on all the parameters of operations, including optimum cost, reliability, time and the best available service to customers.

- Adani Krishnapatnam Port Limited (AKPL) has been operational since 2009. The Port's passion for converting opportunity into reality has led to being conferred with the following awards.
 - Golden Peacock Award 2015
 - Private Port of the Year Samudra Manthan Awards 2018
 - Container Terminal of the Year Gateway Awards 2018
 - Container Handling Terminal of the Year 10th Southeast CEO Conclave & Awards 2018
 - Bulk Port of the Year Gateway Awards 2018
 - IEBF Global Excellence Award House of Lords, United Kingdom
 - Indian Subcontinent Maritime Award Sea trade Maritime Awards Middle East,
 - Indian Subcontinent & Africa 2018
 - EnMs certificate from Indian Register Quality system (Nov-22)
 - 5S certificate from National Productivity Council (Oct-22)
 - Greentech International EHS Best Practices Award-2023

- **Some of the salient features of AKPL are as follows.**
 - AKPL has a diverse cargo base including dry, bulk, break bulk, liquid, project cargo 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.
 - AKPL has one of the deepest drafts amongst all ports in India.
 - **13 operational berths** which can accept biggest and deepest draft vessels as per draft declare in monthly draft declaration for handling dry bulk, break bulk, containers, and liquid cargoes. **Five berths are designed to accommodate loaded Cape size vessels, highest in all Indian Ports.**
 - AKPL has 1 container terminal with a capacity of 2 million TEUs.
 - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.

- All Weather Port With 365 Days of Operations.
 - Round-The-Clock Navigation Without Any Restrictions.
 - Single Window Clearance:
 - Port Provides End-To-End Services from Stevedoring to Custom Documentation.
 - No Inconvenience of Multiple Interfaces (CHA, Stevedores, Customs, Port).
 - Huge Area Of 6,800 Acres.
 - Excellent Connectivity by Both Rail and Road to All Parts of India.
 - Quick Response Customer Service Cell to Provide Round-The-Clock Support.
 - Customized Solutions Based on The Requirements of The Customers.
 - Two-Way Traffic for Both Onshore & Offshore Logistics Leading to Overall Cost Competitiveness.
 - With Bulk Cargo Handled by Mechanized Handling Systems at Dedicated Storage Areas, Port Provides Clean and Contamination Free Handling Facilities For Break-Bulk Cargo.
 - Aesthetic environment covering 194.5 Ha of greenery.
- **Logistical advantage due to network of unparalleled Road, Rail, Sea, and Air Connectivity.**
 - Dedicated 26 km six-lane road connecting the port to National Highway No. 16 (Chennai-Kolkata Highway). Have no obstruction for free passage of project cargo.
 - The Port is located 180 Km North of The Chennai International Airport, 120 Km from the Domestic Airport at Tirupati and has Port Owned Helipads Inside the Port Area.
 - The port has easy access to the hinterland by road, rail and air. It is strategically located in close proximity to the primary hinterland covering Andhra Pradesh, Telangana, Karnataka and north Tamil Nadu.
 - **Rail Connectivity:**

Krishnapatnam Rail Company Limited (KRCL) a Special Purpose Vehicle is incorporated comprising of the Government of Andhra Pradesh, Adani Krishnapatnam Port Limited and Rail Vikas Nigam Limited, to provide rail connectivity to the port.

Phase I (Completed): A dedicated 19 km double railway line connecting the port to the Chennai-Kolkata main line.

Phase II (Completed): A 91 km new broad-gauge line between Venkatachalam and Obulavaripalle. This rail line reduced the distance between the port and the regions of south-eastern Karnataka and south-western Andhra Pradesh by 70 km, thereby saving substantial freight cost. Inside port siding: Cargo-wise dedicated rail sidings fully operational.

M/s. Adani Krishnapatnam with 20 loading lines comprising, 52 Kms of equated track length and 35Kms of Over Head Electrification is owning 7 diesel locomotives to handle rake operations of import, Export, and coastal volumes. With 2 in-motion weighbridges and 2 wagon loading system integrated with FOIS caters the hinter land with the following network.

Under PPP model a company called Krishnapatnam Rail company Ltd (KRCL) was incorporated as "SPV" comprising of RVNL, KPCL, GOAP, NMDC, & Bramhani industries to provide connectivity to Indian Railway Network.

Port is connected to both Chennai, Kolkata and Mumbai directions on the Chennai-Howrah and Chennai-Mumbai line Main line.

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 as 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, (6) [Vessel Agents](#).
- **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.
- **Bill of lading:** shall mean a document that establishes the terms of contract between a shipper and a transportation company.
- **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.
- **Calendar day:** A Calendar daytime period is considered from midnight to midnight (i.e. 0000 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):** Appropriate seasonal deadweight.
- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
- **Draft (or Draught):** Vertical distance between the vessel's water line and the lowest part of its hull.
- **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 sea based.
- **Double Banking operation:** Two vessels are banked together for cargo operation.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.
- **ETA:** Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **FCFS:** First Come First Served.
- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as "Ocean Intermediaries".
- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.
- **Foreign:** Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- **GT:** Gross Tonnage. 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.
- **Idling:** If a vessel is alongside the berth without carrying out any cargo operations.
- **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.
- **Kg:** Kilogram.
- **LB:** Liquid Berth
- **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'
- **Monsoon Period for Krishnapatnam port:** Monsoon period at Krishnapatnam Port, Nellore is from October to January each year.
- **Moor:** shall mean holding a ship to the shore by mooring ropes.
- **Mtrs:** Meters
- **MW:** Megawatt.
- **NH:** National Highway.
- **O.D.C:** Over Dimension Cargo.
- **On Board:** A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
- **P&I:** Protection & Indemnity.
- **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 Operations Centre.
- **Port of Refuge :** A "place of refuge" means a port, the part of a port or another protective berth or anchorage or any other sheltered area identified by a Member State for accommodating ships in distress.
- **Priority Berthing:**
 - **Ousting Priority:** If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.

- **Priority:** If a vessel having a priority for a given berth arrives, then she will berthed 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, safety of Port and environment – 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.
- **Trim:** For Berthing / unberthing max allowable trim by stern is 1.5 % of LOA .
- **TMT:** Thousand metric tones
- **VCN:** Vessel Call Number.
- **Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
- **Warping:** Physical shifting of the vessel maximum 100 mtrs ahead / astern on the same berth.
- **WB:** West Berth.
- **Types of Ships:**
 - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
 - **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll-on/roll-off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.
 - **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.

- **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.
- **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
- **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
- **Roll-on/Roll-off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
- **STS:** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products.
- **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.
- **Free pratique:** means permission for Ship/vessel to enter into the port limits, embark or disembark, discharge or load cargo or stores. Free Pratique is granted by Public health officer (PHO).
- **Quarantine:** Quarantine means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner so as to prevent the possible spread of infection or contamination.

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 Container Terminal. For all cargo vessels, the following criteria will be used by the Port for determining the berthing priority:

- 3.1 The vessel has duly submitted the required Declaration / Information / PANS (ISPS), 96 hrs for foreign run & 24 hrs for coastal run prior to 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. All vessel's related details are to be updated in vessel definition and vessel registration. The details should be entered as per the vessel's particular. In case any information is incomplete or missing in ITUP, the vessel's application for berth will not be accepted.

- 3.2 Vessel's agents must pay in advance all the charges as per the PAA (Pre-Assessment Advice) raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6 digits after decimal (upward round off) will be considered in USD rate for invoicing of Marine charges.
- 3.3 Vessel must give 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 vessel's 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.
- 3.8 All the Edible Oil Tanker vessels intending to call the Port are deemed to have agreed for unloading of Edible Oil Cargoes while staying double banked with other vessels alongside berth.
- 3.9 If the vessel refuses to berth on double banking or does not permit other vessel to berth along her side, as and when port required, the port reserve right to collect the productivity loss of \$ 2,000 from the vessel. Additionally, the vessel will lose her seniority and Junior vessel will be given opportunity to berth at Double banking.

4. General guidelines for all Vessels

- 4.1 All vessels calling Krishnapatnam Port has to send nomination to obtain vessel acceptance from the Port prior to arrival. Vessels 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, the cold move charges become applicable to such vessels, the vessel may be required to wait at anchorage until payment confirmation for cold move charges is received from the vessel owners.

- 4.3 Any vessel deficiency must be reported to the port well in advance through email to Port Operations centre akpl.poc@adani.com or through VHF on **Channel 12/16** to Krishnapatnam Port Control prior arriving in to limits/ berthing / un-berthing / shifting warping operations. Non reporting of such deficiency will be charge 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.
- 4.6 Priority berthing is also granted to long term contractual partners. As a general rule, ousting priority is not available. How-ever 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 to her original position in the seniority list if she is shifted out to anchorage.
- 4.9 By making an application for, an accepting, the berth or other services and facilities in the port, the Vessel and the agent agrees to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.
- 4.10 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.
- 4.11 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. For all pipe export vessels, vessel is to be declared with duly filed "Pre- Arrival Check list". In absence of same, AKPL will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Krishnapatnam Port waters. 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.
- 4.12 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.

4.13 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.

4.14 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 has 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-12/16**.

6. Daily Port Berth Planning Meeting

The Port holds Daily Berth Planning Meeting at 1100 hrs on all working days, to plan the allocation of berths for the next 24 hours commencing from 1200 hrs on that day. The vessels agent and concerned parties shall be notified through auto Tentative Berth Plan by 1200 hrs and 1800 hrs through Port Operation centre. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

7. Dry cargo breaks timings.

- 7.1 0745 to 0800hrs Shift Change.
- 7.2 1300 to 1400 hrs Lunch Break.
- 7.3 1945 to 2000 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. **(Not Applicable at Krishnapatnam Port).**
- 8.1.9 Bulk and Break-Bulk Vessels will be berthed only after submission of discharging permission by Agent.
- 8.1.10 Vessels shall be un-berthed only after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues, no marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
- 8.1.11 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final.
- 8.1.12 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting.

Decision of the port on berth planning and allocation will be final and binding on all concerned.

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

8.1.14 Tank cleaning, Purging, Gas Freeing or inserting 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 06:00 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 06:00 hrs, the vessel's performance is still found to be unsatisfactory, a notice may be served to the Master to un-berth the vessel. Work stoppages beyond the control of the vessel or the Port will be excluded while evaluating the performance. Reasons such as lack of cargo and documents, poor or uneven stowage, unusually slow and unproductive cargo handling gears will not be accepted as valid reasons for poor performance of the vessel.

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

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

- A shifting movement means:

- Physical shifting of the vessel more than 100 mtrs ahead / astern using tugs.
- 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 100 mtrs ahead / astern on the same berth.
- A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side. Shifting 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. In case the vessel cannot commence her cargo operation within 3 hours, layup berth hire as per Port Tariff shall be applicable.
- 9.2 A vessel wanting to overstay beyond the allowed 2 hrs after cargo completion shall make a request for overstay at least 3 hrs prior to cargo completion. Such a request will be accepted on case-to-case basis provided there is no vessel waiting for the use of the berth and the Port has not planned any maintenance activity on the berth. The Port's decision on such request would be final. In case, the Port refuses permission to overstay, the vessel will have to vacate the berth. The additional time beyond 2 hrs will be given on lay-up berth hire till the outward pilot request time.
- 9.3 If cargo stoppage is more than 2 hours due to failure of vessel equipment's or gear, idling at berth or for any other reasons. Lay-up berth hire as per Port Tariff shall be applicable as per conditions laid below.
- 9.4 Total cargo stoppages should not exceed 2 hours during the entire port stay of the vessel or else lay-up berth hire will become applicable.
- 9.5 Whenever a vessel is given due notice by the Port to vacate the berth on account of either under performance or for safety reasons and the Master of the vessel refuses to vacate the berth after 2 hours of due notice by the Port, the Port will charge "Non-Vacating of berth" charges as mentioned in the port tariff. Pilot detention and cancellation charges where applicable will be as per Port Tariff.
- 9.6 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, layup berth hire as per Port Tariff shall be applicable.
- 9.7 Coal cargo vessels which is accommodate at N6, N7 and N8, vessels should be ready for cargo discharge operation within one hour from the time of gangway down and vessel should be ready for sailing within one hour from the time of cargo completion without fail. Failing which layup berth hire charges will be applicable. (Pls refer trade circular AKPL/Marine/23/22-23)

10. Lay-up berth hire

- 10.1 In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment, layup berth hire will become applicable for such stoppages provided there are no vessels waiting for berth. The vessel will revert to normal berth hire when the vessel's machinery & equipment are operational, or shore equipment deployed for operation on vessel request.
- 10.2 In case, a vessel is on layup berth hire, vessel is idling due to equipment failure and another vessel arrives and requires the use of same berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 10.3 Additional stay at berth after cargo completion may be permitted if there is no vessel waiting for the berth. The request for additional berth stay at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel has to vacate the berth within 2 hours of receiving notice if the berth is required by Port or else "Non vacating of berth" charges as applicable will be applied on the vessel.
- 10.4 Layup berth hire charges will not be applicable to Country crafts, MICT, SPM, HMEL, LNG (Not Applicable for Krishnapatnam Port) and STS vessels.
- 10.5 For container Vessel's lay-up berth hire will be charged as per port discretion.
- 10.6 Layup berth hire will not be applicable on Tug which has towed the dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Layup charges in case of additional stay on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.
- 10.7 Layup berth hire will not be applicable if there are cargo stoppages due to bad weather condition/rains unless the cargo was already stopped prior start of bad weather/rains period. The timings will be taken from respective SBU.

10 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 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.

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

12.3 SPM vessels which will continue to be charged as per their contracts or the full anchorage rates. (Not Applicable at Krishnapatnam Port)

13 Documents require in prescribed format through ITUP/IPOS/MAIL.

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

13.1. Vessel definition: Documents (to be uploaded in ITUP)

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

13.2. VCN Generation: Documents (to be uploaded in ITUP)

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

20 years.

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

- a. Vessel certificate checklist MAR-F-011 (to be uploaded in ITUP)
- b. PHO: Prior to berthing of vessel
- c. PANS (ISPS & Crew list): Require the PANS to be sent at the following email address

96 hours prior to arrival of vessel else vessel will not allow entering in port limit.

(Refer NT Branch Circular no. NT/ISPS/SHIP/02/2009 dated 2nd February 2009)

mrcc-east@indiancoastguard.nic.in isareast@dataone.in icgmrcc_chennai@dataone.in
wncmocmb-navy@nic.in ennoicap-navy@nic.in akpl.poc@adani.com

- d. Advance Notification Form (ANF): Require submission on Swachh Sagar Portal
- e. If Dumb barge arrives for cargo operation: Towing certificate issued by class.
- f. MMD clearance for Grain cargo: Loading or part cargo discharge.
- g. IGM (required to be sent to the concern department on the below ids)
- i. Liquid - akpl.liquidops@adani.com akpl.poc@adani.com
- ii. DCO- jetty.operations@adani.com jetty.control@adani.com akpl.poc@adani.com

13.4 Documents required for berthing:

- a. Berthing application
- b. IWPM

13.5 OWPM/NDC: Documents required before sailing

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

13.6 STATUTORY DOCUMENTS-

- A. International Tonnage certificate (ITC)
- B. International Air Pollution Prevention certificate (IAPP)
- C. Certificate of Class (COC) (<https://iaacs.org.uk>)
- D. Certificate of Registry (COR)
- E. P&I for hull and machinery
P&I for pollution liability and removal of Wrecks
Note: P&I should be as per IG or Non-IG approved by DG shipping
IG group website : <https://www.igpandi.org/group-clubs/>
Non IG Group website : <https://www.dgshipping.gov.in/Content/InsuranceBranch.aspx>
- F. Safety Equipment Certificate (SEC)
- G. Safety Radio Certificate (SRC)
- H. Safety Construction Certificate (SCC)
- I. International Load line Certificate (ILC)
- J. International Ship Security Certificate (ISSC)
- K. International Oil Pollution Prevention Certificate (IOPPC)
- L. Maritime Labour Certificate (MLC)
- M. Minimum Safe Manning Certificate (MSM)
- N. ISM Safety Management Certificate (SMC)
- O. Document of Compliance (DOC)
- P. International Sewage Pollution Prevention Certificate (ISPPC)
- Q. Certificate of Fitness (COF)
- R. International Air Pollution Prevention Certificate (IAPPC)
- S. International Oil Pollution Prevention Certificate (IOPP)
- T. Ship Sanitation Control (SSCC)/Ship Sanitation Control Exemption (SSCE)
- U. Last SIRE inspection report for vessel carrying LNG/LPG cargo (To be sent by mail)
- V. As per DG shipping guidelines Port entry rule 2012, all vessels calling Krishnapatnam Port to follow national / International Port rules and regulations

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

13.7 In addition to general docs following additional documents required for Liquid vessel:

- a. Q-88 (All trading certificates should be valid).
- b. Stowage Plan.
- c. IGM to be submitted 24 hrs prior arrival of vessel.
- d. Cargo declaration with client details.

- e. Temperature report for heated cargo. (The heated cargo temperature as per FOSFA Heating Regulations must be re-declared by master through the agent while arriving at the port limits)
- f. Pre-arrival exchange information checklist.
- g. MSDS for all cargoes (loading/discharging and transit cargoes).
- h. Export General Manifest is to be submitted within 9 days of vessel sailing.

13.8 In addition to the general docs following additional documents are required for LPG vessel

- a. Q-88 (All trading certificates should be valid).
- b. Two valid SIRE certificates.
- c. IGM to be submitted 24 hrs prior arrival of vessel.
- d. MSDS for all cargoes (loading/discharging and transit cargoes).

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

(Dry, Liquid and Containers)	
Inward Pilot request	Minimum notice 2 hrs from Pilot request time
Outward Pilot request	Minimum notice 1 hr from Pilot request time
<p>Pilot Cancellation and amendment can be accepted through email to akpl.poc@adani.com or through VHF on Channel 12/16 to Krishnapatnam Port Marine Control with minimum 1 hr notice for IWPM and 45 minutes notice for OWPM. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.</p>	

15 Swapping of Seniority

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

16 Shifting of vessels

- 16.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience "is defined to mean the following:
- 16.2 If a working cargo vessel at berth or at mooring point is shifted for port to undertake hydrographic survey work, dredging, repair and maintenance of berth, or such other similar activities whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE".

- 16.3 If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".
- 16.4 Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.5 Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.6 Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.7 Whenever a vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 16.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 16.9 Similarly shifting charges will also be applicable in the following cases of shifting:
- 16.9.1 Non-cargo vessel which in any case must vacate the berth when cargo vessels arrive.
 - 16.9.2 Vessels which are idling at berth without doing any cargo handling operations.
 - 16.9.3 Vessels which are under performing due to reasons attributable to either the vessel or her principals.
 - 16.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the shifting 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-12/16 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 layup berth hire 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 Krishnapatnam 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 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 unlashng 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. *maximum time for lashing/choking for various Break bulk/Project Cargo: Granite : 4 hours Windmill blades : 6 hours All Steel material : 4 hours Project Cargo : Port Discretion.

				Fumigation (Agri cargo)- 4 hours *lashing/choking time stretches beyond above stipulated, Lay Up charges shall levied as per tariff.
18.4	Liquid	IMPORT	When cargo passes the ships manifold into the shoreline.	Air blow completion time and when receiver gives the go ahead for hose disconnection.
		EXPORT	Commencement time of Cargo pumping from Terminal.	When the vessel is informed to close the manifold valve.

SECTION B

19 Berth Parameters are given in the following table.

S. NO.	BERTH NO.	BERTH LENGTH (m)	LOA (MAX)	DISPLACEMENT (MAX)
1	N 1	300	300	2,00,000
2	N 2	300	300	2,00,000
3	N 3	300	300	2,00,000
4	N 4	300	300	2,00,000
5	N 5	300	300	2,00,000
6	N 6	300	300	2,00,000
7	N 7	300	300	2,00,000
8	N 8	300	300	2,00,000
9	NW 1	200	200	2,00,000
10	NW 2	200	200	2,00,000
11	NW 3	200	200	2,00,000
12	S 4	450	300	2,00,000
13	LB	285	319	1,80,000

Notes:

- 19.1 The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on quarterly or as and when any changes, 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 25 meters will be maintained in between vessels.
- 19.4 A Minimum safe clearance of 75 meters is required during berthing of PCC (Car Carriers) While minimum safe clearance of 65 meters is required during un-berthing of PCC (Car carriers). (Not Applicable for Krishnapatnam Port).

20 Berth allotment criteria

BERTHING POLICY	
Berth- N1, N2	Priority for container vessels as per their berthing windows.
Berth- N3	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- N4	Priority for fertiliser cargo vessels
Berth- N5	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- N6	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- N7, N8	Priority for vessels delivering to North/South Power Plants.
Berth- NW1	Priority for M/s Penna cements Limited's cement export vessel.
Berth- NW2, NW3	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- S4	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
LB	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.

Notes:

- 20.1** If a Container vessel Arrives within the agreed Berthing Window and is ready in all aspects as per the prevailing Berthing Policy, then the vessel will be provided berth on arrival. However, priority will be given to tidal vessel movements.
- 20.2** If a Container vessel arrives ahead of the agreed Berthing Window ETA, then the vessel will be provided berth on arrival subject to availability of the berth and Quay cranes and Gate cut-off should be preponed accordingly.
- 20.3** If a Container vessel arrives or is due to arrive more than two (2) hours later than its agreed Berth Window, then that Vessel shall lose its priority. Basis the actual arrival and readiness of the vessel, Container Terminal will identify the next available berthing window, based on the agreed Vessel Exchange Parameters, on a 'First Come First Served' basis and allocate the berth accordingly. If berth is available, then the non-window vessel will be berthed subject to Clause 20.4 below.

- 20.4** If 'out of window'/'non-window' vessel is allocated a berth and if the non-window vessel is unable to complete her container operations before the arrival of the next window vessel, then the Port/Container Terminal reserves the right to shift the 'out of window'/'non-window' vessel to any other alternative berth (if available) or to the anchorage and re-berth in the next available window, at the cost and time of the non-window vessel or its agent.
- 20.5** The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 20.6** Any vessel that has priority as per its contractual agreement shall override the above berth allotment criteria.
- 20.7** The port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

21 Priority berthing guidelines for liquid tankers (Not Applicable for Krishnapatnam Port)

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.

- 21.7 Priority berthing will be allowed for up to 2 vessels at a time on FCFS basis.
- 21.8 Priority berthing only applicable for dedicated Liquid cargo berths.
- 21.9 Any vessel requesting priority berthing is required to give at least 24 hrs notice basis ETA at Krishnapatnam Port limit. No request for priority berthing will be accepted, if the notice is less than 24Hours.
- 21.10 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.
- 21.11 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.
- 21.12 If a vessel berths without superseding any other vessel, priority berth charges will not be applicable to the vessel.
- 21.13 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.
- 21.14 The next vessel seeking priority will be accorded the same 26hrs after un-berthing of 2ndpriority vessel.
- 21.15 The vessel which avails priority berthing will be required to pay 100% 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:
- 21.15.1 Vessel's berth stay cannot exceed 26 hours as given above.

- 21.15.2 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.
- 21.15.3 The vessel, berthed on priority, after shifting out will re-berth as per her new seniority as per BPTS.
- 21.15.4 In case a vessel which is berthed on 'priority terms' is unable to complete the cargo operations and sail out within 26 hours, then Layup berth hire 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.

22 Berthing / Un-berthing guidelines for vessels.

Berthing:	
N1, N2	S/S A/S, POB on Arrival, LOA > 300m – Three Tugs.
N4	S/S A/S, Draft up to 14.5m Two Tugs (no tidal restriction).
N3 , N5, N6,	S/S A/S, POB for draft less than 14.5m two tugs (no tidal restriction), 14.5m to 17.00m Three Tugs (no tidal restriction), 17m to 17.7m three tugs (POB LW to HW-1H)
N7, N8	P/S A/S, POB for draft less than 14.5m two tugs (no tidal restriction), 14.5m to 17.00m Three Tugs (no tidal restriction), 17m to 17.7m three tugs (POB LW to HW-1H)
NW1	P/S A/S, POB as planned, Two Tugs.
NW2, NW3	S/S A/S, POB as planned, Two Tugs,
S4a	P/S A/S, POB as planned, Two tugs -Up to 13 m.
S4	P/S A/S, POB as planned, Two Tugs - Up to 15 m.
LB	P/S A/S, POB as planned, Two Tugs - Up to 15 m.
Un-berthing:	
N1, N2	TURN AROUND IN TC, LOA > 300m – TWO TUGS
N3, N4	TURN AROUND IN TC, DRAFT > 13.0m - TWO TUGS
N5, N6, N7, & N8	TURN AROUND IN TC, LOA > 300m OR DRAFT: - 13.0m To 13.5m - TWO TUGS
S4a	TURN AROUND IN TC, TWO TUGS.
S4	TURN AROUND IN TC, TWO TUGS.

NW1, NW2, NW3.	TURN AROUND IN ITC, TWO TUGS.
LB	TURN AROUND IN TC, TWO TUGS.
Note	Turning of loaded vessel in turning circle will require deployment of additional tug on chargeable basis.

IV. Marine Tariff

A. PORT DUES:

Container vessels, Windmill – Foreign/Coastal	\$ 0.01126 Per GT
Non-Container vessels - Coastal	\$ 0.01575 Per GT
Non-Container vessels - Foreign	\$ 0.04301 Per GT

Note:- Minimum Port Dues \$ 500 – for all type of vessels

Port Dues is payable per VCN and is valid for a maximum of 15 days.

Except in case of Container, PCC, PCTC and Project Cargo Vessels, 2 no's port calls will be counted for the purpose of levying Port Dues in case of a vessel loading another cargo after completion of unloading of previous cargo or vice-versa.

Note: -

1- Foreign Run vessels are submitting her conversion from foreign run to costal run or vice versa would be treated under foreign run.

B. PILOTAGE CHARGES PER ALL VESSEL TYPES:

Vessels Up to 35,000 GT	\$ 1.72110 Per GT
Vessels with 35,001 to 45,000 GT	\$ 1.83550 Per GT
Vessels above 45,000 GT	\$ 2.00716 Per GT

Includes one Berthing and one Un-berthing. All tugs inclusive except in case of cold move.

Note: For Mediterranean Mooring, all the tugs used for berthing / Unberthing vessel will be charged as per actuals in addition to the pilotage charges.

Except in case of Container, PCC, PCTC and Project Cargo Vessels, 2 no's pilotage acts will be counted for the purpose of levying pilotage dues in case of a vessel loading another cargo after completion of unloading of previous cargo or vice-versa.

B.1. FUEL SURCHARGE:	
Fuel Surcharge on Pilotage \$ 0.1 per GT (Base rate)	<p>" 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 "</p> <p>Fuel surcharge will be additional for every movement i.e Shifting/Warping/Turnaround and any other towage operations.</p>
B.2. PILOT ATTENDANCE CHARGES:	
Pilot Attendance Charges	<p>\$ 400per hr</p> <p>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.</p>
B.3. PILOT EXEMPTION CHARGES	
Pilot Exemption Charges	\$ 950 / Exemption Certificate (Maximum validity 30 days)
<p>Note:- Pilot exemption charges are not applicable for Indian Navy and Indian Coast Guard Ships</p>	
C. BERTH HIRE CHARGES (First Line Ashore to All cast-off)	
Vessel Type	Tariff
Container, Windmill, PCC, PCTC – Foreign/Coastal	\$ 0.00541 Per GT/Hour
All Other vessel types	\$ 0.01082 Per GT/Hour
<p>Note:</p> <ol style="list-style-type: none"> 1. Minimum charges of \$ 500 per day is applicable. 2.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. 	

D. LAY UP BERTH HIRE:

Layup (First line ashore to All cast off) 2 times the berth hire and applicable in addition to the berth hire.

Minimum berth hire charges are applicable for those vessels which call Krishnapatnam Port purely for lay-up berth hire.

- 1.1 If vessel unable to commence cargo within 3 hrs of all fast and unable to book OWPM for sailing within 2 hrs of completion time then lay-up berth hire becomes applicable from 3 hours after all fast till cargo commencement and 2 hours after cargo completion till outward request time respectively.
- 1.2 Lay Up berth hire can be granted on sole discretion of port subject to availability of berth.
- 1.3 If vessel exceeds granted lay-up time, then the vessels will be shifted out at her own cost. Lay-up berth hire charged in addition to normal berth hire for the duration that the vessel requires the use of the berth but is not carrying out cargo operations.
- 1.4 The vessel is allowed to stay on the berth on payment of Layup berth hire provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.
- 1.5 In case cargo stoppage during entire operation. Lay-up berth hire applicable till resume the cargo operation.
- 1.6 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 lay-up berth hire becomes applicable.
- 1.7 For vessels calling at Krishnapatnam Port only for miscellaneous services like bunkers, repairs, crew change and other documents formalities and not for cargo operations, and vessel requiring to berth.
- 1.8 For vessels calling Krishnapatnam Port for Port of Refuge- Minimum charges \$ 3500 per day applicable.

E. NON-BERTH VACATING CHARGES:

Non berth Vacating charges: 3 times the berth hire as mentioned in the port tariff (minimum berth hire charges will be applicable). This charge

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.

is in addition to berth hire charges.

F. Port Security Charges- \$25 Per VCN

G. PRIORITY BERTHING CHARGES

All vessel types	\$ 0.009821 Per GT/Per Hour
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H. ANCHORAGE CHARGES

<p>Anchorage Charges: \$ 0.00120 per GT per hour.</p>	<p>Anchorage charges will be applicable, from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below:</p> <ol style="list-style-type: none"> 1.1 Those vessels which are governed by individual long-term Marine Services Contracts. 1.2 Drifting within the port limit is generally not permitted. Drifting on case-to-case basis may be permitted by Krishnapatnam 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.
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I. BERTHING PROCESS CHARGES:

Pilotage cancellation charges	\$ 900	<p>If cancelled within 01:00 hrs from nominated pilot Boarding.</p> <p>In addition to Pilot cancellation charges, Tug cancellation charges also will be applicable as per actual usage, if tugs are mobilized as per clause number S.</p>
	\$ 1250	<p>If cancelled after pilot boarding.</p> <p>In addition to Pilot cancellation charges, Tug cancellation charges also will be applicable as per actual usage, if tugs are mobilized as per clause number S.</p>

Pilotage Detention charges	NIL	Up to 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	For subsequent delays on a slab of 30 minutes.

J. UN-BERTHING PROCESS CHARGES:

Pilotage cancellation charges	\$ 900	If cancelled within 45 minutes from nominated Pilot boarding. In addition to Pilot cancellation charges, Tug cancellation charges also will be applicable as per actual usage if tugs are mobilized as per clause number S.
	\$ 1250	If cancelled after pilot boarding. In addition to Pilot cancellation charges, Tug cancellation charges also will be applicable as per actual usage if tugs are mobilized as per clause number S.
Pilotage Detention Charges	NIL	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 berthing/sailing/shifting/warping at the nominated Pilot boarding time. In exceptional cases, a maximum delay up to 30 minutes after nominated pilot boarding time will be allowed, if the pilot commenced work is delayed beyond 30 minutes after POB timing during the berthing/sailing/shifting/warping due to non-readiness of the vessel, pilot detention charges will become applicable for the entire duration of delay including first 30 minutes."

3. In case movement is cancelled after Pilot boarding in berthing / unberthing / Shifting / Warping, then detention charges will not be applicable. However, tugs mobilization and Pilot cancellation after boarding will be applicable.

4. If Inward vessel movement is cancelled due to cancellation of outward/shifting vessel, then all the Pilot and tug cancellation/Pilot and tug detention charges including inward vessel will be charged on outward/shifting vessel.

K. SHIFTING / TURNAROUND CHARGES

Shifting & Turnaround Charges	Same as pilotage charges
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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.

L. WARPING CHARGES PER GT OF VESSEL:

Warping charges	50 % of Pilotage charges
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M. CARGO LIGHTENING CHARGES:

Cargo Lightening Charges	\$ 3 per MT for the full B/L Qty (Cape Size Vessels only).
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N. DUMB BARGE:

\$ 2000 per Activity	<ol style="list-style-type: none"> 1. Port dues and pilotage charges will be additional. 2. Activity includes berthing and un-berthing. 3. Pilotage will start only when the barge is secured as a hip tow to the towing tug. 4. If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case-by-case basis. 5. All barges must have a minimum of 6 mooring lines of adequate length i.e. minimum length of 40 mtrs with eye at one end. The agent must also arrange for 6 personnel to be placed on the barge for mooring operations.
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O. 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.)/Unsafe accommodation ladders.	\$ 550 Per occurrence	In case of unsafe pilot boarding / Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters. Additionally, \$ 2000 if same defect of pilot ladder is observed on during inward and outward movement.
Non-functional/Defective critical navigation Equipment which affects safe Berthing / Un-berthing/Shifting. (Charges per Movement for use of electronic navigational equipment). Navigational Chart (BA/Indian chart) not updated or new edition not onboard.	\$ 500 per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Bridge wing repeaters (Gyro and RPM and rudder angle indicator), Radar(X-band and S-Band), Echo sounder, Ships horn will only be berthed / Unberthed using ports electronic navigational equipment. Non-availability telegraph control from bridge control.
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. Wrong declaration of cargo temperature levels for liquid cargo	\$ 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	For each 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.

Note: If a vessel has a COC or deficiency of any equipment affecting the safety of navigation, the deficiency charges will be applicable even if vessel had Condition of Class. If required Port may deploy additional Tug also.

P. TUG / BOAT HIRE CHARGES:

Tug hire for transportation (per trip).	\$ 4,500 Minimum charges for 3 hrs.	Minimum charges \$ 4,500 for 3 hours will be applicable and \$ 1,500 for every subsequent hour thereafter. If the same tug is used by two different parties for different vessels, then each party to pay the said charges. (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 in addition to ship's store supply
Service boat	\$ 250 per hour	Allowed at alongside berth only during fair weather.

Note: If tug is hired for medical purpose (passenger/crew injury) same will be borne by the vessel agent.

The availability of tugs for transportation of passenger is not guaranteed as vessel movements have priority over such request. The Port shall not be responsible to the hirer for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire. The hirer shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from the use of the tugs during the period of the supply on hire to any property belonging to the port including the tugs or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life or property may have arisen due to any act or default of any employee of the Port.

Q. 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. Cold move charge is in addition to the normal Pilotage charge.
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 times the pilotage charges.

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

R. PIPELINE CHARGES FOR LIQUID TANKERS (Not Applicable at Krishnapatnam Port);

S. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT:

\$ 300 for
the first 6
hrs

Immobilization permission will be granted at port's discretion. An immobilization charge for the first 6 hrs is payable, and thereafter at the rate of \$ 150 per 6 hours slab.

Failure to take prior approval will result in additional charges which will be thrice the normal charges.

Note:

1. Immobilization charges will be applicable if same is carried out at anchorage also.

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

T. ADDITIONAL TUG HIRE / TUG DETENTION / TUG CANCELLATION CHARGES:

<p>\$ 1500 Per Hour</p>	<p>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.</p> <p>If a vessel requests a preferred side for berthing at Berth i.e Port or Starboard and if this requires turning a loaded vessel inside TC during berthing or Departure, additional Tug to support the turnaround of Loaded vessel will be provided on chargeable basis.</p>
<p>\$ 2000 per hour per tug</p>	<p>For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval</p>
<p>\$ 5000 per hour per tug</p>	<p>For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval</p>

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

U. CHARGES FOR OIL SPILL POLLUTION RESPONSE.

<p>\$ 35100</p>	<p>Spillage above 500 Ltrs. USD \$35100 + charges as per actuals based on resources mobilised.</p>
<p>\$ 5000</p>	<p>Spillage 100 Ltrs to 500 Ltrs. Content clean up within Krishnapatnam port harbour + charges as per actuals based on resources mobilized.</p>
<p>\$ 2000</p>	<p>Spillage less than 100 Ltrs. Content clean up within ship's length + charges as per actuals based on resources mobilized.</p>

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.

V. TARIFF FOR BOLLARD PULL TEST:

Bollard Pull Test	A. \$3,000 UPTO to 100 tons. B. \$5,500 for tugs from 101 to 150 tons. (Each test not exceeding 3 hours).
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W. TARIFF FOR DIVING OPERATIONS:

1.1	Diving charges	\$ 4,400 for 4 hrs. Thereafter 1,500 for subsequent hours. Additionally, Tug will be charges \$ 1,500 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 \$ 1000 per vessel per day. b) If videography done by external agency, then \$ 750 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 it will be charged \$ 1500/hr.

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

X. MISC SERVICE CHARGES:

1	Creation of IPOS request number behalf of agent for vessel declaration	\$ 100	Per request [exception for agent's first five vessels]
2	Late declaration of vessel/None 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: 0600 hrs to 1400 hrs, (ii) 1400 hrs to 2200 hrs, (iii) 2200 hrs to 0600 hrs.			
5	Applying NDC for wrong VCN	\$ 100 per VCN - Not Applicable	
	Oil rags removal & Disposal	\$ 450	Per CBM

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6	Garbage collection at berth	\$ 250	Per collection / Trip (Max 3 CBM per Trip).
	Bio Medical waste	Not Available	
	Sewage collection	-	charges case to case basis
	Noxious liquid subs tons	-	charges case to case basis
	Garbage collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	\$ 2350	Including tug assistance for maximum 3 hours and \$ 800 for every subsequent hour. Subject to availability of service
<p>A. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources.</p> <p>B. Garbage collection will be done only during day light hours (0900-1700).</p> <p>C. Garbage collection at anchorage will be done subject to availability of tug.</p> <p>D. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.</p> <p>E. E. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour.</p>			
7	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway with safety net)	\$ 150	Per calendar day.
8	Hydra	\$ 300	Per 4 hours and \$75/- for every subsequent hour.
9	Crawler Crane (Berth 7 & 8, West Berths, South Berths & crossing LC-mobilization/de mobilization charges i.e., INR 1,30000/- applicable.	INR 24000(80T) INR 34000(150T)	Per 4-hour slab.
	Berth no 1 to Berth no 6 mobilization/de mobilization charges will not be applicable.) Duration counts from the starting time of crane and its reporting back time.	INR 48000(80T) INR 68000(150T)	Per day (8-hour slab basis)
10	Mineral Water Supply	\$ 15 Per MT, Minimum 20 MT Quantity will be supplied- Subject to availability of service	
	Fresh water at berth	Supplied by Port authorized vendor only.	
	Fresh water at anchorage	\$ 3040 per trip.	
	[Only in case of urgent requirement] [Charges for maximum 4 hours and \$ 800 for every subsequent hour	Quantity that can be supplied at AKPL anchorage is about 20 MT per trip depending on tugs pumping capability. Port will	

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	thereafter including freshwater charges]	endeavour to supply FW as close as possible to 20 MT. If in case quantity supplied in excess of 20 MT then additional quantity will be charged as \$ 7 per MT- Subject to availability of service.	
	(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	Spillage on Hatch / Hold cleaning/Tank Squeezing through authorised vendors (Non-hazardous cargo)		\$ 500 including labour entry
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	INR 30,000	Per Calendar Day
16	Ambulance Charges	\$ 50 (Till Port Hospital) \$ 200 (Up to Nellore city Hospital)	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
<p>Note : A vessel will not undertake any activity which requires prior permission & payment of charges to the Port. Violation of the above will affect additional charges which will be thrice the charges which are applicable for that service.</p>			
17	Invoice revision.	\$ 100	Per cancellation of Invoice.
18	Separate / Spilt Invoice charges	\$ 60	Per invoice
19	VCN Cancellation.	\$ 70	Per VCN.
20	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
21	Permission for vessel name change / draft mark change on ship's hull within port limit.	\$ 500	Note – painting done by external vendor, Gate entry charges will be applicable in addition to USD 500

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22	Photography Videography through the recognised port vendor	\$ 1000 per 4 hours	Subject to approval port discretion
<p>Note- The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Adani contract staff.</p>			
23	Cherry Picker	INR 2,500/-	Per hour for equipment.
		INR 4,000/-	Per Shifting
24	Bunker Handling Charges (through Vendor)	Collect by AKPL from Port authorized vendor only.	
25	100 MT crane capacity crane on barge Hire Charges	Not Applicable	
26	Mooring Ropes	Not Applicable	
<p>Gate entry permission\Port Usage charges for on-board workshop, repairing and other activities.</p>			
<p>Gate In/Out permission for Landing gears / equipment from ship. Transshipment permission for supply of goods like spares / ships equipment / medicines. Provision supply to vessels per shipping bill gate entry. General cleaning on board the vessel non-hazardous.</p>			INR 12,500 per transaction
<p>For repairing of on-board ship's equipment and critical navigational and bridge equipment (Only for Port authorized vendors)</p>			
27	<p>Note 1:</p>		
	<p>a. Only Port authorized ship chandlers will be permitted for supply onboard.</p>		
	<p>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.</p>		
	<p>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.</p>		
	<p>d. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg.</p>		
<p>e. All ship chandlers / shipping agent must follow Port safety/security rules during the supply activity. In case of non-compliance of Port safety/security rules, Port may cancel the ship chandelling licence immediately.</p>			

28	<p>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.</p> <ol style="list-style-type: none"> Undertaking letter as per format of the port from the shipping line. Approval letter from Department of Defence Production, Ministry of Defence. Permission from Atomic Energy Regulatory Board (AERB) for class 7. 	<p>USD 2000 per day (Including Fire tender and security standby arrangement) Time will be consider as per FL-berthing to LL-unberthing)</p>
29	Crew change Facilitation charges	USD 35 Per Crew Change
30	Annual Agency Registration charges.	<p>Rs. 50,000 for new registration Rs. 1,00,000 fast service registration (within 4 working days) Rs. 20,000 per FY for renewal. Rs. 10,000 per FY Late payment charges for renewal registration.</p>
31	Ship chandlers Registration fee	<p>Rs. 16,000 per FY for new registration. Rs. 10,000 per FY for renewal Rs. 5,000 per FY Late payment charges for renewal registration.</p>
30	<p>Permission for usage of Open loop scrubber within Port limit</p> <p>Note: 1. Declaration by the agency on type of scrubber fitted and mode being used in Port.</p> <p>2. For hybrid scrubber if used in open loop, charges would be applicable.</p> <p>3. Declaration by the agency on type of fuel used in Port limit. Send all the above point with declaration of vessels.</p> <p>4. In case any mis-declaration found, vessel will be fine with 3 times of normal permission charges.</p>	<p>Not Chargeable as per trade circular AKPL/MARINE/19/22-23</p>
31	Permission for cargo hold washing and retention onboard within Port limit.	USD 500 per permission
32	Permission for Lifeboat Lowering within Port Limit	USD 150 per activity

33	Port Facility charges	Case to case basis depends on the complexity of operations- Subject to availability of service.
34	Anchor Retrieval charges	Actual cost of resources involved including Diving, Tug, Survey, etc or \$ 30000 whichever is more- Subject to availability of service
35	Port Doctor Consultation	\$ 50 per visit- Subject to availability of service
36	Hatch cover / Pontoon landing (For Dry cargo vessel)	RS 150 Per Mt
37	Mooring winches charges	Not Applicable
38	Laser Range finder	\$ 100 per VCN- Subject to availability of service
39	Sludge / slop removal charges	Collect by AKPL from Port authorized vendor only.
40	Sanitization of vessel gangway	Not Applicable
41	Tug boat sanitization charges	\$ 200 per trip- Subject to availability of service
42	Vaccination charges for use of port facility	Not Applicable
43	Failure to report stowaway incident to port	\$ 1000 per Incident
44	Stowaway Onboard	\$ 1000 per Stowaway (No disembarkation allowed of stowaway as per Govt. regulations)
45	Fine for violation of Port Security/Safety Rules	\$ 50 per act (Subsequently person will be blacklisted by the Security)
46	Wrong declaration of Gross Tonnage of Vessel	\$ 1000
47	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
48	Vessel / Vessel agency Engaged in illegal Activities reported by Govt Authorities / Vessel master	\$ 500 per Incident. And subsequently cancelation of agency licence from Port

49	Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission)	\$ 1000 per incident.
50	Transit Voyage Vessels called for miscellaneous services like bunkers, repairs, crew change and other documents formalities and not for cargo operations.	50% Discount on anchorage 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 sailing and during office hours so that the service can be organized. GST will be charged on above all services as applicable. In case any services / permission request receives from vessel/ vessel agent apart from mentioned in BPTS, Port will provide service subject to availability of resources and charges will be provided based on complexity of services.

Y. FIRE FIGHTING ASSISTANCE TARIFF:

S.NO	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	\$ 4500
2.	Fire Fighting at alongside the berth on vessel or at on shore through port tug in case of emergency.	Per tug per hour.	\$ 2000
3.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges USD 7 pre-MT will be applicable in addition to Water tender charges)	Per one hour.	\$ 165
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.	\$ 232.5
7.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 80
8.	Fire operator standby.	Per 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.	\$ 30
13.	Providing Smoke exhauster unit.	Per hour.	\$ 30
14.	Providing SCBA set.	One time use per Set.	\$ 40
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 4-hour shift.	\$ 300

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

Z. Facility for Discharge of Ship generated waste

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

AA. SPM TERMINAL:(Not Applicable for Krishnapatnam Port)

Port dues	NA	NA
Pilotage charges	NA	NA
Berth hire	NA	NA
Pull back tug charges	NA	NA
Line boat	NA	NA
Additional Tug charges.	NA	NA

Tug hires charges.	NA	NA
Ship Store / Spares supply charges at SPM anchorage /SPM	NA	NA
Pilot standby charges.	NA	NA
Anchorage charges.	NA	NA
Shifting Charges.	NA	NA

Note : 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 in to consideration the safety of port /vessel/crew, weather forecast etc.

Cold Move- Planned	Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges as per SPM tariff.
Cold Move- Unplanned	Cold move charge as at the rate of 1.5 times the pilotage charges as per SPM tariff.

Note:

- a. For any other activity not covered above, charges will be applicable as per general Port tariff.
- b. For IOCL chartered vessels following are not chargeable.
(i) Pull back tug charges. (ii) Pilot standby charges.
- c. Notice for Pilot – [Ref page no-21 of BPTS.](#)

AB. TARIFF FOR LNG TERMINAL: (Not Applicable for Krishnapatnam Port)

1	Port dues	NA
2	Pilotage	NA
3	Berth hire	NA
4	Anchorage	NA

Note : Additional services will be charged as per normal Port tariff.

AC. LIGHTERAGE OPERATION CHARGES AT ANCHORAGE FOR DRY CARGO VESSEL

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

Double banking pilotage charges with tug assistance (If requested)

As per BPTS pilotage charges will be applicable

Note :

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

AD. TARIFF FOR COUNTRY CRAFT: (Not Applicable for Krishnapatnam Port)

1	Port Dues for Country Craft	NA
2	Pilot Exemption Certificate for Country Craft	NA
3	Berth Hire for Country Craft	NA
4	Anchorage Charges	NA
5	Mooring charges	NA
6	Port Environment safety protection Charges	NA

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

Note: The following charges have to be paid directly to "SHANTI SAGAR INTERNATIONAL DREDGING LTD"

- Pilotage/ 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.

AE. Wharfage Charges

S No	Commodity	Unit Per	Rate in INR
1	Coal	M.Ton	50/-
2	Iron ore	M. Ton	55/-
3	Minerals	M.Ton	45/-
4	Granite & Stone	M.Ton	70/-
5	Fertilizers (Loose bulk)	M. Ton	55/-
6	Food Grains (Maize, Wheat, Rice/Bagged Cargo)	M. Ton	70/-
7	Sugar	M. Ton	55/-
8	Steel	M. Ton	70/-
9	Salt	M. Ton	45/-
10	Cement/Clinker	M. Ton	55/-
11	Break Bulk /Pontoon (in any Container form)	M. Ton	100/-
12	Edible Oil	KL	123/-
13	Cars, Buses, Dumpers, Lorries, Tractors, Trucks and Trawlers by RORO System	0.36% of Ad valorem	
14	Project Cargo (Exports/Imports) 0.36% on FOB/CIF value	0.36% on FOB/CIF value	
15	LPG (LPG/LNG/Ethane)	Rs 135 per MT.	
16	Wood Chips	Rs 150 per MT.	

V. PIDC Charges

Description	Tariff	Remarks
20 FT Container	N.A.	
40 FT Container	N.A.	
45 FT Container	N.A.	

Other Services	
Railway Haulage Charges	BOXN/BOBRN- INR. 70 Per Mt BCN/BCNHL- INR. 30 Per Mt
Fire Tender Charges	INR 7,250 per 4 hours slab or part thereof.

VI. Tariff for Salvage Operation

Charges Vessel in Emergency and/or under Salvage operations (Applicable w.e.f 10-10-2023)	
\$ 2000 per tug per hour	Tug hire charges for the Salvage operations assistance within the Port limits
\$ 2000 per tug per hour	For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval
\$ 5000 per tug per hour	For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval
As per actual	Business loss or claim from third party
1. \$2000 per hour with 100 tons crane. 2. \$3000 per hour with 200 tons Crane. 3. \$4000 per hour with 300 tons Crane. 4. \$ 5000 per hour with 400 tons Crane. 5. \$ 6000 per hour with any crane more than 400 tons.	Jack up Barge (JUB) With Crane mounted designed capacity.
\$ 1000 per hours per pilot	Pilot Service attended charges for salvage and any emergency handling
\$ 250 per hours	Service Boat charges (Small wooden boat)
\$ 500 per hours	Flat Rack Barge hire charge
1. \$ 1000 per hours for Grab dredger 2. \$ 2000 per hour for Cutter suction Dredger (CSD)	Dredging Assistance hire charges for salvage operations or Wreck removal

3. \$ 3000 per hour for Trailer Head suction Dredger (THSD)	
\$ 2000 per hour per location (Tug hire / Boat hire charges will be extra in addition to Diving operations charges)	Diving operation charges for Salvage operations
\$ 7500 per day (Only for one channel / Basin / berth pocket)	Bathymetric Survey during, on or after the salvage operations
\$ 1000 per day	Manpower cost per day for Involved in Salvage operation (Max 10 persons)
\$ 500 per day	Administration charges
\$ 100 per day per vehicle	Vehicle hire charges used for Salvage operations
1. \$ 1000 per Teus 2. \$ 200 per Pkgs / Bags / Pcs / Units	Penalty for Cargo falling overboard
\$ 1 per GRT per day	Vessel grounding applicable charges within the 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
Cargo handling under Salvage operation	5 times of handling charges as per contractual agreements
Layup berth Hire	Five times berth hire charges are applicable (This is inclusive of normal berth hire). Minimum charges \$6000 per day applicable
<p>Note:</p> <p>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.</p> <p>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.</p>	

VII Stevedoring Tariff

TARRIFF FOR EQUIPMENT / GEAR HIRING		
1.	Crane hire without Grab for Part Shipment:	\$ 2000 per 4 hours or part thereof [Shore crane will be provided as per availability].
	Crane hire without Grab for the Shipment: Granite & Windmill Equipment	\$ 500 per hour or part thereof [Shore crane will be provided as per availability].
2.	Crane hire with Grab for Part Shipment:	\$ 3500 per 4 hours or part thereof [Shore crane will be provided as per availability].
3.	Crane hire with Grab for Entire Shipment:	\$ 1.500000 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability].
4.	Crane hire without Grab for Entire Shipment:	\$ 1.200000 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability] – For Loading of Granite Blocks Only.
5.	12 CBM CLAMP SHELL CELCTRO Hydraulic Grab	INR 30 per MT [For Grabs hired for cargo operations for entire nominated quantity if ship]. In case the grab is deployed on individual basis, INR 75,000/- per Grab per Day or part thereof shall be levied.
6.	12 CBM Radio Remote Grab (Reduced size 6 CBM)	INR 40 per MT [For Grabs hired for cargo operations for entire nominated quantity if ship]. In case the grab is deployed on individual basis, INR 75,000/- per Grab per Day or part thereof shall be levied.
7.	Shore Crane charges for other than cargo operations.	\$ 2000 per 4 hours or part thereof [Shore crane will be provided as per availability].
8.	Grab Transportation charges	INR 15000 per grab
9.	Shore Power Supply	INR 50/- per unit
10.	Front End Loader	INR 4000 per hour or part thereof
11.	Excavator Ex- 200/210	INR 4000 per hour or part thereof
12.	Equipment for Cargo Sampling	INR 5000 per hour (maximum 1 hour)
13.	Delivery Order Registration Charges	INR 10000 per DO
14.	Cargo Shifting Charges (Yard to Yard)	INR 100 per MT
15.	Weighment Charges (During Shifting)	INR 25 per MT

16.	Port Special Approach Road Usage Charges	INR 1000 per CBM or per freight ton whichever is higher. For the movement of Project Cargo and Machineries to various construction sites near port through Port approach road and not shipped at Port.
17.	Wrong declaration of Packing list submitted by the agent	INR 10000/- per change request
<p>Note: Above equipment 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.</p>		

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. If vessels crane are unable to discharge the said cargo, Lay-up berth hire will be applicable from the time of idling due to said package till the time, vessels request for the shore crane.
- Miss-declaration of vessel's gear/capacity: If in case of wrong declaration of vessel' gear/capacity Lay-up berth hire will be applicable till the time; vessels request for the shore crane.

- I. Total idling of vessel's cranes exceeding 10% of total available crane hours / day will attract crane idling charges. However, vessel / vessel agent can request for shore crane. In case of unavailability of shore crane, the crane idling charges would not be applicable.
- II. This intermediate crane idling charges will be \$ 225/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 \$ 225 = \$ 1350 + 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 \$ 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.

VIII. Contact details.

Primary Contact points

1	POC	Port Operations centre	+ 91 9701702027 akpl.poc@adani.com
2	Customer Service centre	Customer Cell	+91 8008153789 customer.service@adani.com

Important Contact Points

1	CEO	Shri. Jagdish Patel	+91 9979855979 jagdish.patel@adani.com
2	COO	Shri. Rajan Babu	+91 9001999681 rajan.babu@adani.com
3	Marine Services	Capt. Rajat Garg (Head-Marine services)	+91 6357160037 rajat.garg@adani.com
4	Container Terminal	Mr. Vijay Pratap Singh Rathore (Head-Operations)	+91 9687660361
5	Operations		vijay.rathore@adani.com
6	Marketing	Mr. Sidharth kumar Sarangi (Head-Marketing)	+91 9704374449 sidharthakumar.sarangi@adani.com
7	Safety	Mr. Kaushal Singh (Head - Safety)	+91 9099002568 kaushal.singh@adani.com
8	Security & Fire	Col. Chandar Dev Sambyal (Head - Security & Fire)	+91 6358937372 chandardev.sambyal@adani.com

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Marine HoD is the Nodal officer for addressing issues pertaining to Geopolitical disturbance in the Middle east.