

ADANI Petronet (Dahej)Port Pvt.Ltd.

(NSPC, ISPS, ISO 9001:2015, ISO 14001:2015, OHSAS 18001:2007 complied Port)

BERTHING POLICY & TARIFF STRUCTURE



Issue : 01: Revision No: 06 | w.e.f. 01st April 2019

Note:

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

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Record of Changes

Rev. no	Date	Changes
01	01.05.2017	Revised Pilotage charges.
01	01.05.2017	Clause amended in Berth allotment criteria.
01	01.05.2017	Clause amended for vessel <35,000GRT.
02	20.12.2017	COU Clause added.
03	01.04.2018	Cold Move Charges amended
03	01.04.2018	Wharfage Charges Revised
03	01.04.2018	Contact Details revised
04	15.04.2018	NOR Clarification amended
04	15.04.2018	Pilotage Charges revised
04	15.04.2018	Berth hire charges revised.
04	15.04.2018	Project Cargo Stevedoring rate revised
04	15.04.2018	Anchor Missing Clause Amended
05	01.04.2019	Port Dues Amended as per GMB Tariff
06	01.05.2019	Port Dues Amended as per GMB notification (due WPI)

THE TARIFF CHANGE PROCEDURE:-

The ports tariff will be reviewed every year in the month of Apr and Oct. 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 change also to be reviewed from the perspective of implementation using the invoicing software.

Irrespective of the initiator of the change, the new changes will be reviewed by all SBUs and approved by the COO and CEO. It will be sent to the agencies at least 1 month before implementation.

Approved by	
Mr. B G Gandhi(COO)	Mr. Pranav Chaudhary (CEO)

I. Introduction

Adani Petronet (Dahej) Port Private Limited

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

Berths:

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

Superstructure/Topside Facilities:

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

Storage:

- 1.6 Lac Sq. m open storage area within port for coal
- 0.3 Lac Sq. m open storage (PQC) area within port for clean goods
- 0.6 Lac Sq. m open storage area in S&S Yard for coal

Tugs:

- Two tugs of Japanese make (2004)
- Each having the capacity of 55 tons bollard pull with twin engine and twin propeller.

Road Connectivity:

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

Rail Connectivity:

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

II. Policies

Security Policy

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

Quality Health Safety and Environment Policy

Adani is committed to Quality, Occupational Health, Safety and Environment in port business. We consider QHSE responsibilities are integral part of our business. To meet this commitment, APDPPL 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.

III. Definitions

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

Beam: The width of the ship.

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

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

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

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

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

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

CB: Container Berth.

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

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

Deadweight Tonnage (DWT): Appropriate seasonal deadweight.

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

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

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

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.

GMB: Gujarat Maritime Board.

GT: Gross Tonnage.

- **International Ship and Port Facility Security Code (ISPS):** It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade."

IWPM / OWPM: Inward Pilot Memo / Outward Pilot Memo.

Idling: If a vessel is alongside the berth without carrying out any cargo operations.

Kg: Kilogram.

LOA: Length Overall.

m: 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 Operation Centre.

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.
- **TEU:** "Twenty feet Equivalent Unit." is an exact unit of cargo capacity often used to describe capacity of container ships.
- **Timings:** All timings will be based on Pilotage Certificate which is signed by the vessel's Master.

TPH: Tons per hour.

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

VCN: Vessel Call Number.

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

Warping: Physical shifting of the vessel ahead / astern on the same berth.

Types of Ships:

- **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
- **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll-on/roll-off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.
- **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.
- **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.
- **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
- **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
- **Roll-on/Roll-off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
- **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.

NSPC: Navigation Safety in Ports Committee.

IV. Berthing Policy

1. Berthing Objective

- 1.1 The objective of the Berthing Policy 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

- 2.1 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. In case more than one vessel requires the use of a particular berth, the following criteria will be adopted by the Port for determining the priority for berthing of vessels:

- 3.1 The vessel has duly submitted the required Declaration / Information / PANS (ISPS) prior vessel's arrival / statutory compliance of government directives as issued from time to time. Vessel agents are required to declare their vessels through IPOS. All vessels 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 IPOS, the vessel's application for berth will not be accepted.
- 3.2 Vessel owner / agent have paid in advance all the charges as per the PAA raised by the port.
- 3.3 Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports, which are required to provide notices accordingly.
- 3.4 Vessel which has physically arrived within the port limits or defined position and registered herself with Port Marine Control giving all the vessels particulars. Physical arrival means the time of arrival of vessel into Port Limits or 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, 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 export vessels, seniority will only be considered for vessels if "80% Let Export Orders" is available in the Port for loading.
- 3.8 Vessels which have been properly declared before 1000 hrs will only be considered for allocation of berth during the next 24 hrs. Vessels which have been declared later than 1000 hrs will be considered for berthing in the next Berth Planning Meeting or earlier if a suitable berth is available.

4. Berth allotment criteria.

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

Note:

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

- The Port permits, priority berthing for vessels carrying government cargoes, (as maybe declared from time to time) for which 100% additional berth hire will be charged, and also for long term contractual partners as per Port's discretion.
If a condition arises when non-coal vessel (bulk and/or break bulk commodities) is waiting and North Berth is vacant, port may decide to berth non-coal vessel on North berth and next coal vessel will be berthed after completion of working vessel.

5. Priority berthing guidelines

In case of any priority berthing request, same will be accorded on sole discretion of the port to the vessels carrying Government/Commercial cargo.No vessel will be provided ousting priority at any point of time. In case of any dispute, the Port's decision will be final.

6. General guidelines for all Vessels.

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

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

- 6.2 Any vessel deficiency must be reported to **the port** prior berthing / un-berthing / shifting warping operations and non-reporting of such deficiency will attract additional charges as per BPTS vessel deficiency charges. If engines or steering is not available then these operations will be considered as cold move and charged as per the Port tariff.
- 6.3 A vessel refusing an allocated berth for any reason will lose her seniority by 120 hrs.
- 6.4 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.
- 6.5 A '03 hrs' notice will be given to vessels waiting at inner anchorage and '12 hrs.' for vessels waiting at outer port limit for reaching PBG (Pilot Boarding Ground).

- 6.6 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.
- 6.7 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.

7. Clarification regarding acceptance of Notice of Readiness time.

- 7.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 7.2 If vessel does not get Pilot on arrival and the vessel drops anchor
- Inside the Port Limit: the anchor dropped time will be considered as NOR time.
 - Outer Port limit: the anchor dropped time will be considered as 1st NOR & POB time will be considered as 2nd NOR.
- 7.3 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.

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

- 8.1 The Port holds Daily Berth Planning Meeting at 1000 hrs on all working days, to plan the allocation of berths for the next 24 hours commencing from 1100 hrs on that day. The vessels agent and concerned parties shall be notified about the Tentative Berth Plan by 1200 hrs of the same day via email through Marine Control. The decisions arrived in the Port Berth Planning Meeting will be final. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

9. Dry cargo breaks timings.

- 0800 to 0900 hrs Shift change.
- 1300 to 1400 hrs Lunch Break.
- 2000 to 2100 hrs Shift change.

10. Berth Parameters for easy reference.

The indicative designed berthing parameters are given in the following table:

BERTH	Max permissible LOA	BEAM	DISPLACEMENT	MAX. DRAFT
North Berth	260m	42m	1,06,667 MT	14.0m
South Berth	260m	42m	1,06,667 MT	14.0m

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

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

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

- 11.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.
- 11.1.2 Has invalid statutory certificate, including expired load test certificates of cargo gears.
- 11.1.3 Is blacklisted by Port State Control.
- 11.1.4 Is not manned as per Safe Manning Document.
- 11.1.5 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.
- 11.1.6 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.
- 11.1.7 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.
- 11.1.8 Vessels shall be allowed to 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.
- 11.1.9 Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability.
- 11.1.10 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.
- 11.1.11 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.
- 11.1.12 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

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

- 11.2.1 If the vessel is considered unsafe or hazardous for port safety.
- 11.2.2 If the vessel is equipped with poor and unsafe cargo gear.

- 11.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- 11.2.4 In case the weather deteriorates or is likely to deteriorate.
- 11.2.5 If the stowage of cargo is improper or incorrectly declared.
- 11.2.6 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.
- 11.2.7 Makes a request for early un-berthing.
- 11.2.8 Has made a wrong declaration.
- 11.3 Performance of the vessels which are alongside the berth would be continuously monitored up to 08:00 hrs and will be discussed in the Daily Berth Planning Meeting. If a vessel is underperforming, the vessel's agent will be advised in writing to improve the vessel's performance. If by next day 08:00 hrs, the vessel's performance is still found to be unsatisfactory, a notice may be served to the Master to un-berth the vessel. Work stoppages beyond the control of the vessel or the Port will be excluded while evaluating the performance. Reasons such as lack of cargo and documents, poor or uneven stowage, unusually slow and unproductive cargo handling gears will not be accepted as valid reasons for poor performance of the vessel.
- 11.4 Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.
- 11.5 For purposes of this policy:-
- 11.5.1 A shifting movement means:
- I. From berth to another berth
 - II. From berth to anchorage
 - III. From anchorage to berth.
- 11.5.2 A warping movement means: Physical shifting of the vessel ahead / astern on the same berth.
- 11.5.3 A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side.

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

- 12.1 A vessel should be ready for commencement of cargo operation in all respect within 3 hours from the time she is all fast alongside the berth. In case the vessel cannot commence her cargo operation within 3 hours, Idling charges as per Port Tariff shall be applicable.

13. Lay up Berth Hire Charges, Idling Charges.

- 13.1 In case of berth idling, reason attributed to vessel, berth idling charges will become applicable.
- 13.2 If cargo stoppage is more than 2 hours reason attributed to vessel, berth idling charges will become applicable.

- 13.3 Port may provide Layup berth hire on sole discretion of port and layup charges will be applicable as per port tariff.
- 13.4 A vessel wanting to over stay beyond the allowed 3 hrs after cargo completion shall make a request for over stay at least 2 hrs prior vessel's sailing time. Such a request will be accepted on case to case basis. The Port's decision on such request would be final. In case, the Port refuses permission to over stay, the vessel will have to vacate the berth. The additional time beyond 3 hrs will be given on lay-up berth hire charges till the outward pilot request time.
- 13.5 In case, a vessel is on layup berth hire / Idling due to vessel equipment failure and another vessel arrives and requires the use of that berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 13.6 The port may turn down a vessel request for berth stay on layup berth hire / Idling if it will result in cascading impact on other arriving vessels.
- 13.7 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.
- 13.8 Port will not charge layup berth hire charges on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater. This will be subject to the following conditions:
- There are no vessels waiting for that berth.
 - The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
 - The request for additional berth stay should be made at least 3 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
 - The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

14. Non Vacating Berth Hire Charges.

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 at the rate 3 times the berth hire of mentioned in the port tariff (minimum berth hire charges will be applicable) in addition to normal berth hire, Pilot detention and cancellation charges where applicable will be as per Port Tariff.

15. Import / Export voyage in same VCN

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

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

16. Anchorage charges:

Anchorage charges will be applicable for all vessels anchoring within Port limits.

1. For berthing: From the time of vessel dropping anchor till the time pilot board.
2. For sailing: From the time of vessel dropping anchor till anchor away.

17. Documents require in prescribed Format through IPOS.

- 17.1 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.
- 17.2 Berth Application through IPOS/mail.
- 17.3 Vessel and Cargo Particulars Part A through IPOS/mail.
- 17.4 IWPM / OWPM / Shifting Pilot Memo filed in prescribed format with minimum 2 hrs notice.
- 17.5 Import General Manifest copy to be submitted at least 24 hours before vessel arrival;
- 17.6 Vessel Stowage Plan at least 24 hours before vessel arrival;
- 17.7 Packing List for project cargo receiver wise in excel sheet stating L x B x H (CBM) and weight.
- 17.8 Pre arrival "Pipe export stevedoring check list" duly completed.
- 17.9 Loading/Unloading Sequence.
- 17.10 Cargo gear declaration with respect to (1) No of cranes available (2) SWL of each crane (03) Outreach of crane.
- 17.11 Cargo declaration with respect to (1) Declaration of cargo above SWL of cranes (2) Requirement of shore crane (3) Requirement of Fork Lift.
- 17.12 Service Agreement and advance payment of assessed vessel related charges.
- 17.13 Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement.
- 17.14 Export General Manifest is to be submitted within 9 days of vessel sailing.
- 17.15 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. In absence of same, APDPPL will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Dahej roads. However the vessel will be considered for berthing seniority only after party wise packing list is received as required by the Port.
- 17.16 For all pipe export vessels, vessel is to be declared with duly filed "Pre Arrival Check list". In absence of same, the port will conditionally declare the vessel. A VCN will be provided to the vessel so as to permit her to anchor at the roads. However the vessel will be considered for berthing seniority only after the "Pre Arrival Checklist" has been received by the port.

- 17.17 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.

18. Cancellation and amendment for outward moves

- 18.1 Cancellation and amendment for outward moves can be accepted via VHF ch-73 request with a minimum 45 minute notice. Only one cancellation and revision of OWPM timing will be accepted. Thereafter a minimum of 2 hrs notice has to be given for OWPM. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.

19. 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 and agree to indemnify the Port against any claims whatsoever may arise there from.

20. Shifting of vessels

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

- 20.1 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".
- 20.2 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".
- 20.3 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".
- 20.4 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".
- 20.5 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"
- 20.6 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 20.7 Similarly shifting charges will also be applicable in the following cases of shifting:

- a. Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
- b. Vessels which are idling at berth without doing any cargo handling operations.

21. Immobilization Permission:

Not Permitted for APDPPL

22. Tug requirement for various berths:

For LOA less than 100m all tugs used for berthing/unberthing will be on chargeable basis.

For vessels of LOA between 100m to 260m two tugs will be provided per activity on not chargeable basis.

23. Berthing / Un-berthing restriction for vessels.

1. Berthing will be suspended when average wind speed exceeds 30 knots or wind is gusting above 35 knots.
2. Un-berthing will be suspended when average wind speed exceeds 35 knots or wind is gusting above 40knots.
3. Berthing and Un-berthing will also be suspended if the wave height is more than 02 meters.
4. Minimum UKC not below 10% of the deepest draft in the approaches and not below 0.5 meters of the deepest draft at the berth.
5. The actual decision depends on many factors, which can only be assessed by the pilot and the Master. The above parameters may not therefore be strictly observed by the Pilot, if in his professional judgment and in consultation with the Master, more or less restrictive parameters should apply to ensure the safe manoeuvring of the vessel.

24. Documents required for vessel registration.

24.1

- 24.1.1 Berthing application
- 24.1.2 Vessel & cargo particulars part A.
- 24.1.3 Vessel acceptance navigational checklist.
- 24.1.4 International Tonnage certificate.
- 24.1.5 Ship particulars.
- 24.1.6 P&I certificate.
- 24.1.7 Certificate of class
- 24.1.8 Certificate of registry.
- 24.1.9 Certificate of appointment from operator

24.2 In addition to above following additional documents required for Bulk & break bulk :

- 24.2.1 Last port draft survey report for fertiliser vessel.
- 24.2.2 Fertiliser checklist
- 24.2.3 Pipe check list for (for pipes).
- 24.2.4 Packing list in excel sheet (for all break bulk vessels).
- 24.2.5 Stowage Plan.
- 24.2.6 Discharge or loading sequence.

24.3 In addition to above following additional documents required for Liquid vessel: N.A

25. Standard time for cargo commencement and completion.

Sr.no.	Types	Case	Cargo commencement	Cargo completion
25.1	Bulk	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
25.2	Break Bulk / Project Cargo	IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.
		EXPORT	Commencement of dunnage Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment.

V. Marine Tariff**A. PORT DUES:**

Port Dues are applicable per call & the maximum validity is 30 days.

USD 0.268 Per GRT of Vessel

Minimum Charges USD 1200 per vessel applicable.

B. PILOTAGE CHARGES PER GT OF VESSEL :

Includes one Berthing and Un-berthing Only

Pilotage Charges (Coal and Project Cargo)	USD 1.52 per GRT	Minimum USD 900
Pilotage Charges (all other cargo vessels)	USD 0.90 per GRT	Minimum USD 600

C. PILOT ATTENDANCE CHARGES :

Pilot Attendance Charges

\$ 100 per hr

When a pilot is required to stay on board the vessel on request of the Master or

		when the port decides to post a pilot for Safety of the vessel / port.
D. : Pilot Exemption Charges-		
Pilot Exemption Charges	\$ 900 / Exemption Certificate (Maximum validity 30 days)	
E. Berth hire Charges		
Berth hire charges (Coal and Project Cargo)	USD 0.01888 per GRT per hour	Minimum Charges 800 USD per Day.
Berth hire charges (all other cargo vessels)	USD 0.00858 per GRT per hour	Minimum Charges 600 USD per Day.
F. LAY UP BERTH HIRE / IDLING CHARGES :		
Layup / Idling charges : 2 times the berth hire in port tariff (Chargeable per hr slab) Minimum charges applicable for those vessels which call Port purely for lay-up berth hire / Idling berth stay.	1.1 If vessel unable to commence cargo within 3 hrs of all fast and unable to book OWPM for sailing within 3 hrs of completion time then Idling Charges become applicable. 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 berth hire then the vessels will be shifted out at her own cost. Lay-up berth hire / Idling is 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.	
G. NON BERTH VACATING CHARGES :		
Non berth Vacating charges : 3 times the berth hire (Chargeable per hr slab)	Whenever for any reason Port requires to 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.	
H. PRIORITY BERTHING CHARGES		
2 Times the rate of berth hire charges (per GT per Hour)	Minimum charges applicable for per day.	
I. ANCHORAGE CHARGES		
Anchorage Charges: \$0.00125 per GT per hour.	Anchorage charges will be applicable for all vessels anchoring within Port limits 1. For berthing: From the time of vessel dropping anchor till the time the pilot board 2. For sailing: From the time of vessel dropping anchor till anchor away.	
J. BERTHING PROCESS CHARGES :		
Pilotage Cancellation Charges	\$ 500	If cancelled between 1.00 hrs till pilot Boarding.
	\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	First 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	Per 30 minutes slab and applicable when delay is more than 30 minutes.
K. UN-BERTHING PROCESS CHARGES :		

Pilotage Cancellation Charges	\$ 500	If cancelled between 45 minutes till Pilot boarding.
	\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	\$ 475	First 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	For subsequent delays on a slab of 30 minutes.
L. SHIFTING CHARGES		
Shifting charges	Same as pilotage	Minimum Pilotage charges are applicable as per point B.
M. WARPING PER GT OF VESSEL :		
Warping / Turnaround charges	50 % of pilotage	
N. DUMB BARGE :		
\$ 1975 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 70m and beam more than 25m, then acceptance will be on case by case basis. 5. All barges must have a minimum of 6 mooring lines of adequate length i.e minimum length of 40m with eye at one end. The agent must also arrange for 6 personnel to be placed on the barge for mooring operations. 	
O. VESSEL DEFICIENCIES :		
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	\$ 440	In case of unsafe pilot boarding / Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters.
Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per Movement for use of electronic navigational equipment (Harbour Pilot).	\$ 270 per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, will only be berthed using ports Harbour Pilot equipment.
Charges for Failure to report critical equipment Deficiency in advance.	\$ 200 per Movement	Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.
Failure of mooring winches, windlass or capstan during berthing / un-berthing operations.	\$ 265 per failure	Pilot detention charges will be in addition to this charge if applicable.
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	\$ 880 per declaration	If case the wrong declaration of arrival / departure draft.
<ol style="list-style-type: none"> 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. 	\$ 250	For each incident.

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

Charges of USD 20,000/- 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.

Charges for repair/ procurement of damaged port property as assessed by the Port.

Charges for damaged cargo and its recovery from the water and its disposal if the cargo has fallen in to the water.

Charges for the complete treatment of the injured / affected personnel and compensation for the injury or disability as decided by the Port.

In case of fatality due to such incidents, the vessel will be detained and will be subject to the provisions of the State and National Rules, Regulations and Laws. All cost, charges, compensation and consequence arising due to such an accident will be on vessel account.

Alongside Berth: Anchor missing/Mooring Winch not working	An Additional standby Tug and/or shore winch lines will be provided on chargeable basis on sole discretion of Port
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P. TUG / BOAT HIRE CHARGES :

Tug hire for transportation (per hour per tug).	\$ 600	If the same tug is used by two different parties for different vessels then each party to pay the said charges. (Not more than 10 persons at a time) Applicable for carrying personnel and / or stores (max 5 MT space and safety permitting))
Service boat (per hour).		N.A

Q. COLD MOVE CHARGES :

1.1	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.
Cold Move - PLANNED (per GT)	Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges (minimum clauses apply)
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 port account), the same will be treated as a cold move & 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.
Cold Move - UNPLANNED (per GT)	Cold move charge as at the rate of 1.5 times the pilotage charges (minimum clauses apply)

R. PIPE LINE CHARGES FOR LIQUID TANKERS : N.A FOR APDPPL

N.A	N.A
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S. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :N.A For APDPPL

N.A	N.A.
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T. ADDITIONAL TUG HIRE CHARGES :			
\$ 800 Per Hour per Tug	Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer.		
U. POLLUTION CONTAINEMENT CHARGES :			
\$ 35100 Per Day	Includes Mob/Demob charges of oil spill containment resources and collection. Storage and Disposal charges as per actual (case to case basis).		
V. TARIFF FOR BOLLARD PULL TEST :			
Bollard Pull Test	a. \$ 2700 for tugs up to 100 tons. b. \$ 5400 for tugs above 100 to 150 tons. This is inclusive of Port Dues, berth hire, pilotage and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).		
W. TARIFF FOR DIVING OPERATIONS : N.A FOR APDPPL			
N.A			
X. MISC SERVICE CHARGES:			
1.	Vessel declaration on behalf of agents	\$ 100	Per declaration
2.	Service request on behalf of agents	\$ 50	Per case
3.	Security.	\$ 55	Per 8 hrs shift /per Guard.
4.	Security Vehicle (with driver).	\$ 105	Per 8 hrs shift
	(i) Shift time: 0700 hrs to 1500 hrs, (ii) 1500 hrs to 2300 hrs , (iii) 2300 hrs to 0700 hrs.		
5.	Oil rags removal & Disposal	\$450	Per CBM
	Garbage collection at berth (Quantity not to exceed 3 m ³ /per trip)	\$ 150	Per collection / Trip (Not to exceed 3-Cubic Meter)
	Garbage collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	N.A	N.A
	a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources. b. Garbage collection will be done only during day light hours (0900-1700). c. Garbage collection at anchorage will be done subject to availability of tug. d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.		
6.	Gangway (Request to be made prior berthing).	\$ 100	Per calendar day.
7.	Gangway Extension ladder	N.A	N.A
8.	Hydra	\$ 150	Per 4 hour slab (minimum).
9.	Fresh water at berth	\$ 5	Per MT
	Fresh water at anchorage [Only in case of urgent requirement] [total tug hrs should not exceed 6 hrs and include charges of fresh water]	N.A	N.A
	(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)		
10.	Permission for tank cleaning of HFO Tank/Cargo Hold /Cargo tank / Deck space through authorized vendors. The charges are per tank basis.	a. N.A	

	[Only Port authorized agencies can carry out cleaning activities as per trade notice 08/2014 Dt 11.12.2014]		
11.	Magnetic Compass adjustment through port including compass adjuster fees.		a. N.A
12.	Hot work permission	\$ 20	Per 4 hour slab (minimum)
<p>Note 2: A vessel will not undertake any activity which requires prior permission & payment of charges to the Port. Violation of the above will affect additional charges which will be thrice the charges which are applicable for that service.</p>			
13.	Invoice revision.	\$ 100	Per cancellation of Invoice.
14.	VCN Cancellation.	\$ 9	Per VCN.
15.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
16.	Bunker Handling Charges	\$ 15	Per KL
17.	100 MT crane capacity crane on barge Hire Charges	N.A	N.A
18.	Mooring Ropes	\$ 90	Per rope/Calendar Day
<p>Gate entry permission charges for on-board work shop/repairing/Ship Chandelling.</p>			
a. Ship chandelling Charges/on-board work shop/repairing		\$100/- per Shipping Bill/Activity	
19.	<p>Note 1:</p> <p>a. Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website.</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>		
20.	Shore Mooring Winch Charges(01-Fwd & 01-AFT)	Per day	\$ 2000
Compulsory for 24 hours for the vessels having LOA>200m and / or draft > 12.0m. (Timings as per Port discretion)			
21.	Shore Crane Charges	Per 2 hour Slab or Part Thereof(Shore crane will be provided as per availability)	\$ 620
22.	Shore Supply charges	Per Unit	INR 50/-
23.	Port Facility Charges	Per Activity	INR 25000/-
<p>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. Service tax will be charged on above all services as applicable.</p>			

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.	Use of foam tender or water tender for fire call, spraying water and supplying water.	Per one hour.	\$ 130
3.	Foam tender or water tender standby with crew.	Eight hour shift.	\$ 215
4.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	\$ 165
5.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 215
6.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 60
7.	Fire operator standby.	Eight hour shift.	\$ 25
8.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 6
9.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	\$ 6
10.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 14
11.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	\$ 25
12.	Providing Smoke exhauster unit.	Per hour.	\$ 25
13.	Providing SCBA set.	One time use per Set.	\$ 25
14.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110

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, APDPPL, Dahej provides this facility to vessels calling at this port through the private firms registered with Central Pollution Control Board and having valid approval to operate from State Pollution Control Board. These private registered firms make the necessary arrangement for discharge / reception of the ship generated waste from the vessel. **All the vendor details for sludge, slop, scrap and garbage are hoisted in Port website.**

VI. Waterfront Royalty charges

No.	Commodity	Unit per	Rate (INR)
A	CHEMICALS		
I	Solids		
1	Salt	M. Ton	25/-
2	Gypsum	M. Ton	44/-
3	Soda ash, Caustic Soda	M. Ton	44/-
4	All other solid chemicals other than petroleum derivatives	M. Ton	65/-
II	Fertilizer and fertilizer raw materials	M. Ton	70/-
B	AGRI PRODUCTS	M. Ton	
1	Food grains and pulses	M. Ton	54/-
2	Seeds	M. Ton	54/-
3	Fruits, Betel nuts, Vegetables	50 kgs.	25/-
4	Molasses, Sugar, Onions, Guar Gum, Coconuts, others	M. Ton	44/-
C	IRON, STEEL, MACHINERY		
1	Scrap - shredded - steel, metal, iron	M. Ton	76/-
2	Scrap - HMS, others	M. Ton	103/-
3	Sponge iron, HB iron, HR/CR coils, pig iron, iron slabs	M. Ton	96/-
4	Steel pipes, plates, sheets, cement coated pipes	M. Ton	96/-
5	Machinery and parts	M. Ton /CBM	96/-
D	MINERALS AND ORES		
1	Bauxite, Bentonite	M. Ton	48 /-, 41/-
2	Calcinated Bauxite, Coal, Coke, Charcoal, Firewood	M. Ton	63/-
3	Lignite, Lime stone	M. Ton	43/-
4	Fluorspar	M. Ton	70/-
E	OTHER COMMODITIES		
1	Cement, Clinker	M. Ton	54/-
2	Wood and Timber including logs	M. Ton/CBM	65/-
3	All non-hazardous solid cargo not listed in above categories	M. Ton	74/-
4	Project Cargo	CBM / FRT	96/-

Note: Waterfront Royalty charges applicable for cargo shipped through RO-RO Jetty would be 0.24% ad-valorem charges or Rs. 96/-FRT whichever is higher. Waterfront Royalty charges leviable on ad-valorem basis will be levied on the CIF value of goods in the case of imports and FOB value of goods in the case of exports and on value specified in the bill of coastal goods in the case of coastal.

VII. PIDC Charges – NA for APDPPL

VIII. Stevedoring Tariff

PROJECT CARGO STEVEDORING RATES

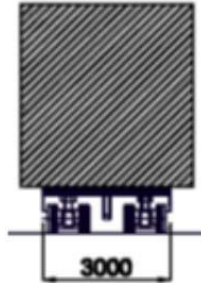
1.	Up to 2500 Freight Tons parcel size per vessel Rs. 350 Per FRT
2.	Above 2500 Freight Tons parcel size per vessel Rs. 650 per FRT
3.	Wind Mill or Wind Mould or its part (As specified in BL/Relevant custom document) Rs. 250 per FRT.

In case of export movement, Dunnage, Choking and lashing material cost shall be charged extra at actual if required.

(A)	In case of any cargo restow is required during cargo operations; the stevedoring charges will be applicable as per port tariff, for applicable commodity on restow qty only If same carried out onboard without using transport /storage facility on wharf.
(B)	In case of any cargo restow is required during cargo operation with storage at wharf (without any transportation) & reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on restow qty. - Single Stevedoring Charges.
(C)	In case of any cargo restow is required during cargo operation with storage at wharf & transportation for reloading , stevedoring as per port tariff (Applicable for unloading & reloading) will be applicable for respective commodity & in an addition to same, transportation charges/royalty will be applicable on case to case basis.-Twice Stevedoring Charges + Terminal Handling Charges.

(E)	<p>IMPORTANT NOTE :</p> <p>1. No. of axles deployed for the heavylift after taking confirmation of the submitted drawing for even load distribution of the heavylifts since the same shall have to be moved thru the jetty.</p> <p>2. No of axles shall be arranged in such a manner that total load (including self-weight of trailer) should not exceed 13.5 MT in cross section, with complying all above safety and operational requirements. No. of axles deployed for moving the cargo thru the jetty should be as per satisfaction of the port.</p> <p>– Route survey of the trailer with cargo (considering its maximum height, width and turning) to be carried out by operation team.</p>
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- Axle line spacing should not be less than 1.55m.
- Trailer configuration (i.e. nos of wheels and axles in cross section) shall be as per attached figure. Two axles and 8 wheels are required per axle lines. Base width of trailer in a section shall be approx.3mtrs. Typical trailer arrangement is shown in below figure.



4. Each axle shall have practically equal load and loading shall be uniformly distributed to all the axles.
5. Maximum speed of trailer on approach = 5 kmph
6. Weight of the cargo shall be verified before marching of trailer from approach.
7. Trailer shall stand/march beyond 4.0m from the berthing/extreme face the jetty, outreach of vessel cranes to be checked accordingly.

STEVEDORING CHARGES ON STEEL CARGO (COIL, PLATE, SLABS, ANGLES & BARS) (IMPORT/EXPORT)

1.	Steel Plates / Slab – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 160/ MT
2.	Steel Coils (HR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130/ MT
3.	Steel Coils (CR) – Import (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130 / MT
4.	Steel Coils (HR) & Steel Plates - Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130 / MT
5.	Steel Coils (CR/Other) – Export (For > 32 MT, Rs. 20 / PMT additional)	Rs. 130 / MT.
6.	Steel Angles / Bars / Rebars / Rods – Import	Rs. 100/MT
7.	Steel billets (Import / Export)	Rs. 260 / MT

8.	Carbon Steel Plates (Import / Export)	Rs. 510 / MT
9.	Rails (Import / Export) up to 12.5meters in length	Rs. 310 / MT
10.	Rails (Import / Export) Above 12.5meters but below 18meters in length	Rs. 510 / MT
11.	Rails (Import / Export) Above 18meters up to 25meters in length	Rs. 900 / MT

** For stevedoring export of coils / plates / slab / angles / bars / rods, All Dunnage & lashing material will be at actual.

STEVEDORING CHARGES ON STEEL CARGO - PIPES - IMPORT**

1.	Steel pipes / Tubes equal & below 14 inches OD	Rs. 460 / FRT
2.	Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD	Rs. 310 / FRT
3.	Steel pipes equal & below 56 inches OD & above 24 inches OD	Rs. 185 / FRT

STEVEDORING CHARGES ON STEEL CARGO - PIPES - EXPORT**

1.	Steel Pipes equals & below 18 inches OD	Rs. 310 / FRT
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	Rs. 210 / FRT
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD.	Rs. 140/ FRT
4.	Steel Pipes above 56 inches up to 70 inches. (All dunnage & lashing material at actual additionally)	Rs. 170/ FRT
5.	CWC / Cement coated Pipes / DI Pipes	Rs. 310 / FRT

** Stevedoring rates are basis handling of Steel Pipes up to a maximum 70" OD for pipe length of 13.5 Meter. For Pipes above 13.5 meter in length, please contact Port Marketing Team.

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

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

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

STEVEDORING SCOPE (Pipe export)

(a)	Dunnage (4" x 4") on tank top load bearing strips maximum 06 nos [at a distance of 2mtrs] and for chocking/shoring and ship sides per pipe stake inside vessel hold.
(b)	2 lines Lashing/securing with 16mm conventional wire ropes and compatible wire clips and turns buckle per pipe stake inside vessel hold. -refer Annexure 1
(c)	Rubber strip protection on tank top and ship's sides.
(d)	Lifting gears/spreaders/slings/ conventional pipe lifting hooks.
(e)	Above schedule of rates are applicable only for loading/stowage /securing of steel pipes inside vessel holds. In case of any ON DECK/HATCH TOP stowage/ securing, the same would be additional & ascertained on case to case basis as the situation demands. The rates/costs will be calculated on the basis of actual requirement indicated by Master/Chief officer/Port Captain where there are special requirements like fabrication/fitting of Stanchions, pad eyes, stoppers, heavy lashing/ securing materials, wooden wedges etc.
(f)	Any additional Dunnage line with rubber padding required to create flat top line for balance between two different pipes in each stake will be on additional basis as separate charges for additional Dunnage line & rubber respectively.
(g)	Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actual.
(h)	All taxes as applicable will be extra and subject to change from time to time as per Govt. circular / guidelines

<p>Schedule charges for Additional Services for extra consumption :</p> <ul style="list-style-type: none"> -> Pine Wood : Rs. 23,500 / CBM -> Dunnage Wood : Rs. 13,500 / CBM ->Additional Dunnage Line : Rs. 7500 / Line (Normal)-refer Annexure 1 -> Additional Rubber Line : Rs. 700 / Line -> Additional Lashing wire : Rs. 250 / Meter -> Fumigation charges: Rs. 25,000 per shipment per customer a notice of 72 hours (3 working days) required. -> Phytosanitary Certificate : Rs. 15000 per shipment per customer 						
STEEL CARGO HANDLING DIMENSIONS / WEIGHT						
S. NO	COMMODITY	SIZE	SIZE	SIZE	SIZE	MAX. WEIGHT IN MT
		LENGTH	WIDTH	HEIGHT	THICKNESS	
1	STEEL COILS		1.8m	1.8m		32 MT
2	STEEL PLATES / BUNDLE	12.5m	4m		25.00 MM	24 MT
3	STEEL SLABS	7.0m	2.0 MTR			32 MT
4	STEEL BARS / STEEL ANGLES / STEEL RODS	12m	IN BUNDLES			10 MT
5	PROJECT CARGO	15m	3.5 MTR	3.5 MTR		30 MT
6	STEEL PIPES					
	2 OD - 12 OD (Inches)	13.5m	IN BUNDLES (More than 2 pipes)			2Mt -10 MT
	Above 12 OD - 70 OD (Inches)	13.5m	Single pipe			10 MT
NOTE	APDPPL will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by APDPPL, same is to be discussed with port marketing team on case to case basis. Other than above mentioned standard dimension for steel cargo, rates can be obtained from marketing desk.					
Mis-declaration of vessels gear/capacity as prescribed in port information and tariff booklet: Escalated berth hire charge will be applicable till the time, vessels request for the shore crane.						

Annexure - I

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



VIII. Contact details

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