



ADANI HAZIRA PORT PVT LTD (AHPPL)

PORT & TERMINAL INFORMATION BOOK

WELCOMES THE MASTER, OFFICERS & CREW OF

MV/ MT. _____

Ver 3.2 updated on 18-01-14



ISO 9001:2008
Certified by IRQS



MGMT. SYS.
RvA C 071



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APPPL

INTRODUCTION LETTER

Dear Captain,

We welcome you and crew to Adani Hazira Port Pvt. Ltd.

A. For your information and compliance, we enclose the following documents.

- a. Condition of Use Document
- b. Safety & Pollution Prevention Requirements.
- c. General Information

B. Please note that “CONDITION OF USE” letter is a legal document and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage. The following documents are to be completed and handed over to the Pilot.

- a. Inward Pilot Certificate (after berthing)
- b. Feedback Form (To be handed over to the Sailing Pilot)
- c. Outward Pilot certificate (To be handed over to the Sailing Pilot).

- 1 **RESPONSIBILITY:** While we have taken all reasonable care to ensure that the Port waters, berths, facilities as well as gear and equipment used (including gangway where provided) thereon, are safe and efficient, any vessel using them shall do so, and remain, at the sole risk of the vessel, its Master and Owners.
- 2 **SAFETY & POLLUTION PREVENTION:** You are required to take careful note of the contents of SAFETY AND POLLUTION PREVENTION REQUIREMENTS and ensure full compliance. Before commencement of operations, the Ship-Shore Safety Check-list will be completed by Port Representative/Pilot and a responsible ship’s officer and will be revalidated at regular intervals.
- 3 **NON- COMPLIANCE:** Any non-compliance or infringement of the Check-list or of SAFETY AND POLLUTION PREVENTION REQUIREMENTS, by the vessel may result in operations being halted and the vessel ousted from the berth. All time, charges, delays arising from such an event will be to the account of the vessel.
- 4 **CONTRABAND & LIQUOR:** Dealing in contraband and drugs and illicit goods is strictly forbidden under Indian Law, with heavy penalties and imprisonment for anyone indulging in such activities. You are advised to ensure that your crew is suitably instructed.

The use and possession of alcohol is forbidden in Gujarat State. Alcohol should not be taken ashore or offered to

Shore personnel during the vessels stay in port. All such contraventions of the Laws could also make the vessel liable to be arrested. So please ensure your fullest attention to these matters.

DEALING WITH THIRD PARTY VENDORS: Kindly note that request for any service required by your vessel should be routed through your Agent and you are advised to deal only with those third party vendors who are recommended by your agent and authorized by the port.

We hope you have a pleasant stay.

Yours truly,

Capt. Gourab Nandi,

Head-Marine Services,

Adani Hazira Port Pvt Ltd.

Contact No: 91-9979855911

Email: gourab.nandi@adani.com

ADANI HAZIRA PORT PVT LTD
STANDARD MESSAGE – INBOUND VESSEL

1. Please acknowledge receipt of this Standard Message.
2. Please advise your best **ETA in local time(UTC +5.5hrs) at 72,48,24,&12** hours before arrival at the pilot boarding point (Non LNG) in position **Lat: 21 02.0'N Long : 072 34.0' E.**
3. AHPPL Terminal may be contacted on the following:
 - i. Telephone: +919909957115; +91-261-2207755
 - ii. Facsimile :
 - iii. E-mail : Marine Control: ahppl.marinecontrol@adani.com,
Capt. Gourab Nandi: gourab.nandi@adani.com
 - iv. VHF Channel : 16 & 69 (about 3-4 hrs before arrival)
Call Sign: Hazira Port Control
4. Vessel should report to VTMS Khambhat as per ALRS VOL.6
5. Pilotage is compulsory. Pilot will board vessel **by tug** at Pilot Boarding Position as indicated above.
 - a. Kindly provide a good pilot ladder/combination ladder complying with SOLAS- Ch- V- Reg. 23 on your lee side about 4 meters above the water level with gangway about 7meters above water level.
 - b. Pilot boarding speed should be about 4-5 knots.
 - c. Please have a strong heaving line ready to hoist Harbour Pilot Equipment bags belonging to the pilot.
 - d. Do not use mechanical hoist or weighted heaving lines or forward facing accommodation ladders.
 - e. Tugs will be made fast using **heavy tugs' rope**. Please prepare **strong messenger rope** to pick up the tug rope.
 - f. Your agent, customs, port health authorities, surveyors, will board your vessel once the vessel is alongside and all made fast.
6. The use of Tugs is mandatory. The pilot will discuss tug arrangement.
7. Particular care needs to be taken while crossing the Magdalla Port limits. Vessel should keep well clear of the lighterage area. The latest corrected charts (Indian charts 2101 & 2034) need to be used.
8. Kindly complete the following documents and revert by e-mail **as soon as the vessel is declared** (if not already sent):
 - A) AHPPL Vessel & Cargo Particulars: MAR/F/011
 - B) COU (Condition of use of Port Facility): To be signed and stamped without remarks (Attached in Port Information Book).
 - C) PANS: Please send the PANS on the following email Ids as well: indsar@vsnl.net, opsdhq1@yahoo.co.in, vtskhambhat@aatash.com, pomagdalla@gmail.com, icgmrc_mumbai@mtnl.net.in, psc@dgshipping.com, wncmocmb-navy@inc.in
 - D) Ballast Water Reporting Form (Attached in Port Information Book) or standard IMO form may be used. (to be sent 24 Hrs prior arrival)

→ All the above formats will be provided by your agent on request.

→ **Non declaration of correct information & vessels deficiency in AHPPL Vessel & Cargo Particulars: MAR/F/011 or during VHF contact with the port will attract penalty as per Port Tariff.**

→ Vessel Cargo Particulars Form & Acceptance Checklist (MAR/F/011) and Port Information Booklet can be downloaded from our official website (www.adaniports.com) → Adani Hazira Port Pvt. Ltd. → Port Operations → Information to Vessel Master/ Agents)
9. Please send the scanned copies of the following certificates/ documents by e-mail (if not already sent):
 - A) Ship Registry Certificate
 - B) Tonnage Certificate
 - C) ISPS Certificate
 - D) International Load Line Certificate
 - E) Cargo Ship Safety Equipment Certificate
 - F) Cargo Ship Radio Certificate
 - G) Cargo Ship Safety Construction Certificate
 - H) International Oil Pollution Certificate.
 - I) Ship sanitation control exemption certificate.
 - J) Safety management certificate.
 - K) Valid Insurance Cover
 - L) Certificate of Entry and **highlight clause indicating wreck removal & oil pollution covers**

- M) Last Port Clearance and Outward Clearance
- N) Last 2 Port State Inspection Report
- O) Crew List
- P) Bill Of Lading of cargo to be discharged

10. **Current Security Level – 2** (Contact details for PFSO/ Dy. PFSO can be obtained from the Agent/ Port Information Booklet.
11. As per Directorate General of Shipping (DGS) Order No. 02 of 2012, *“The use of Thuraya, Iridium and other such Satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.”* and hence should not be in use and should be declared in the PANS.

ADANI HAZIRA PORT PVT LTD

PORT AND TERMINAL INFORMATION

(1) **PORT:** HAZIRA (SURAT) PORT **COUNTRY:** INDIA **UN Port Facility Code:** IN HAZ

(2) **TERMINAL:** ADANI HAZIRA PORT PVT LTD (AHPPL)

- a. Multi Purpose Terminal (Including a Bulk Terminal & Liquid Terminal)
- b. Container Terminal

(3) **LOCATION:** LAT: 21° 06' North , LONG: 072° 37' East

(4) BERTH INFORMATION:

(4.1) Details of Berths

Name of Berth	Type of Berth (Jetty in single line)	Depth Alongside (4.3) In mtrs	Max LOA Design In mtrs	Max Beam Design In mtrs	Max LOA Limitation	Max LOA Limitation	Max draft (4.4)	Max Disp. MT	Products handled (4.6)
MP-1	Multipurpose	13.0	300	50	245	40	13	187200	Bulk, Steel, Liquid
MP-2	Multipurpose	13.0	300	50	245	40	13	187200	Bulk, Steel, Liquid
MP-3	Multipurpose	13.0	260	50	245	40	13	106700	Bulk, Steel, Liquid
CT-1	Container	13.0	315	50	294	40	13	153000	Container
CT-2	Container	13.0	315	50	294	40	13	153000	Container

- Height of Jetty = CD + 10.5 m
- Max height of Manifold above sea level : The terminal uses flexible hoses hence no restriction

(4.2) Additional requirements:

- Multipurpose Terminal (MPT) consists of a Bulk Terminal and a Liquid Terminal (LT). The MPT is constructed as a straight line Jetty having a total length of 966mtrs, with bollards (SW: 150MT) and fenders spaced by 20mtrs all along the jetty.
- Tankers are berthed with respect to the position of ship's manifold and the position of flexible hose on the jetty. Since the jetty is in a straight line, distance from Manifold to Bow, Stern, F&A parallel body is not of any significance.

(4.3) Depth alongside refers to:

- Chart datum (Zero Tide).
- Lowest Low Water (LAT) is 0.3mtr and most of the LW is about 0.8mtr..

(4.4) Draft limited by:

1. Maximum allowed draft of the vessel is 13m.
2. Water Depth in approach channel: 13m
3. Minimum UKC in the approach channel: 15% of maximum draft and 10% of maximum draft in the basin.
4. Minimum UKC alongside berth: 1m.
5. Other information
 - Type of bottom: Soft mud
 - Dock water density: 1020-1023

(4.5) Other limitations (including minimum) of any kind:

- Entry and Exit of vessels through the break water planned when the cross current is less than 2Knots at the break water.

(4.6) Environmental Criteria for Berthing Operations

(4.6.1) Berthing Speed

Once the ship is positioned in front of the jetty head, the pilot must ensure that vessel touches the berth fenders at speeds which are within the acceptable limits of fenders.

The Berthing speed limit for the AHPPL Terminal is 10 cm/sec.

(4.6.2) General Wind, Wave and Current Limitations

- Maximum current in the approach channel at one ship’s length outside the breakwaters is 2.0 knots. Cross – current in opposite direction in the channel are not acceptable
- Minimum UKC not below 15% of the deepest draft in the channel, not below 10% of the deepest draft in the turning circle and inner basin and not below 1.0 meter at the berth.
- The limiting wave height is $H_s = 1.5$ m in combination with a wind speed of 12 m/s (10 minutes average wind speed).

(4.7) Environmental Criteria for Suspending Operations and leave berth

	Suspend Cargo Operations	Disconnect cargo Hoses (Applicable for Tankers only)	Vessel depart Berth (if safe to do so)
Wind Speed	35 kts (Dry Cargo/ Container) 30 kts (Tanker)	35 kts	40 kts – depending on wind direction and strength of current
	Applicable only for Tankers		
Accumulation of gases in area	Still air conditions	N/A	N/A
Electrical Storm	Loading/discharging operations have to be suspended on the approach of electrical storms/ lightning; regardless of whether or not an IG (inert gas) and/or vapour control system is in use. All tank openings, tank-venting systems and manifold valves must be closed.		
Swell	If the swell conditions create vessel movements, which concerns the safe mooring loading and discharge operations has to be suspended and hoses/arms disconnected. Vessel departure should be considered. Normally, conditions of high swell will not occur in Hazira Port because it is situated within a break water.		

(4.8) Product handled:

Multi Purpose Terminal (MPT):

- Bulk & Dry Cargo: All types of bulk, agricultural products, project cargo and steel cargo can be handled.
Liquid Terminal (LT): Oil & Petro Chemicals (Planned to handle in the near future)
- Container Terminal:
Container Cargo and Project Cargo

(4.9) Mooring Arrangements:

Below sequence will be followed for mooring.

1. Spring Lines (2nos): One Line at a time to be passed by Heaving Line.
2. Head Lines & Stern Lines (4nos): One Line at a time to be passed by Heaving Line.
3. Final Mooring: 4 head-lines and 2 Spring Lines forward and aft (4+2 forward and aft).

(4.10) Hoses/Arms:

1. Flexible hoses will be connected to the manifolds of tankers for cargo operations. The vessel has to present 8 inches manifold / reducer for connection to the shore.
2. Ship's crane will be used to lift shore flexible hoses.
3. Since the port uses flexible hoses, maximum height of vessel's manifold is not of concern.
4. Number of Pipelines available on the Liquid Terminal (LT): 4 X 12" Carbon Steel Pipelines (Out of 4 pipelines 1 x 12" is Cold Insulated) and 1 X 10" Stainless Steel Pipeline (Hot Insulated).

Berth & Cargo Information:

Berth No.	Name	Connection No.	Hose / Hard Arm	Size (in) / ASA	Cargo/Grade (see list)	Load (L) / Discharge (D)	Rate Per Hour (TPH)	Vapour Return Line Yes / No	Note.
MP-1	Multi Purpose Berth No.1	5	Hose	8" (150)	All	Both	250-300	No.	
MP-2	Multi Purpose Berth No.2	5	Hose	8" (150)	All	Both	250-300	No.	
MP-3	Multi Purpose Berth No.3	5	Hose	8" (150)	All	Both	250-300	No.	

In addition please note that

- There are adequate facilities provided for disposal of hose draining.
- There are safety facilities available i.e. Water Hoses, Hazard warning signs & fire fighting facilities.

(4.11) Cargo Handling:

Multipurpose Terminal:

Cranes:

- Liebherr Cranes : 4 X SWL 75T
- Grabs : 4 X 46M3 Capacity
- MP-2: Mechanized Conveyor System : 6000MT/Hr Discharge Rate
- Hoppers (Rail Mounted) : 2 x 2000MT/Hr Discharge Rate
- Hoppers (Rubber Tyred) : 4 x 1000MT/Hr Discharge Rate

Container Terminal:

- Quay Cranes (Post Panamax) : 4 X 61T (under spreader)
- Outreach : 51m
- Rubber Tyre Gantries : 12Nos x 41MT

Liquid Terminal:

- Hose Size (ASA) : 8" dia. (150)
- Size of Reducer/Manifold Connection : 8 Inches.
- Number of Pipelines available : 4 X 12" Carbon Steel Pipelines (Out of 4 pipelines 1 x 12" is Cold Insulated) and 1 X 10" Stainless Steel Pipeline (Hot Insulated).
- Discharge Pressure (Maximum) : 7.1 Bars at the Ship's Manifold
- Discharge Rate on 12" Line (Maximum) : 500 M3 /Hr @ 7.1 Bar pressure
- Discharge Rate on 10" Line (Maximum) : 375 M3 /Hr @ 7.1 Bar pressure
- Tankers will be required to blow the pipelines and shore hoses upto the shore manifolds with Air/Nitrogen depending upon the product handled.

(4.12) Ballast & Slop Handling:

No facility is available. Vessel is permitted to pump out clean ballast only.

(4.13) Other:

Gangway:

- Shore Gangway can be provided for Bulk Carriers on request. The vessel to provide the safety net for the gangway, even if the gangway is provided by shore.
- Tankers moored at Adani Hazira Port Pvt. Ltd. are required to provide a suitable gangway to enable safe access between ship and shore, complete with suitable safety net and lifebuoy.

(5) WEATHER:

Period	Season	Characteristics
Mid Jun-Sept	SW monsoon	Winds mod-strong SW, Occasional cyclones
Oct-Nov	Interim period	Winds lighter, Occasional cyclones
Dec-Feb	NE monsoon	Winds light NE, effectively no cyclones
March-Mid June	Hot season	Winds mod-strong SW, May/June frequent mostly distant cyclones

Wind conditions:

The wind velocities presented below are based on statistical information. The prevailing wind direction is 250o. The following table summarizes the distribution of wind speed. [10 minute means at 10 m above Mean Water Level]

Wind speed [knots]	December- March [NE monsoon] [%]	April-May [%]	June- September [SW monsoon] [%]	October- November [%]
< 6	95.5	83.1	86	97.3
7-16	4.2	16.2	13.4	2.2
> 16	0.3	2.7	0.6	0.5
Total	100.0	100.0	100.0	100.0

Cyclones:

Between 1877 and 1982 [105 years] 8 cyclones hit the region, out of which 6 cyclones were of a severe nature, with wind speeds exceeding 24.2 m/s. This results in an average of one cyclone every 13 to 17 years [only the severe storms are counted].

Air temperature: Information regarding air temperature has been obtained from the nearby Surat airport. A summary of results are provided in the following table:

Month	Daily max [oC]	Daily min[oC]	Highest in the month [oC]	Lowest in the month [oC]
Nov, Dec, Jan, Feb	32	16	36	10
March, April, May	36	24	42	20
June, July, August	32	26	35	24
Sept, October	35	24	38	19

(6) NAVIGATION AND OCEANOGRAPHIC INFORMATION:

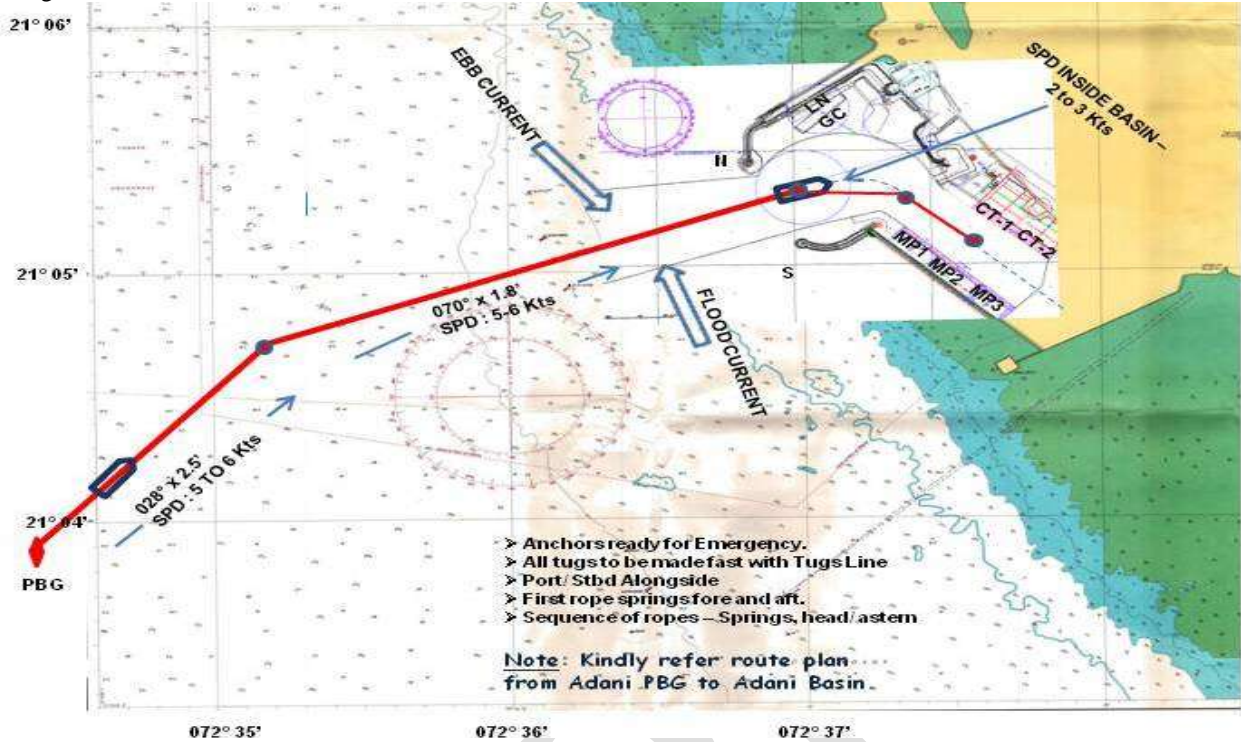
Pilotage within port limits is compulsory. No movements are to be undertaken without a licensed pilot on board and without express instructions from the Port Control Office (VHF Ch: 69).

(6.1) Charts and sailing directions:

Vessels visiting the Port must have on board a sufficient range of current Hydrographic Charts relevant to the Area. These charts must be kept up to date with regards to Notices to Mariners and other Notices issued for the area.

Indian Chart 2101 – APPROACHES TO HAZIRA is available through the usual sources or on request through the agent. A larger scale chart (Indian Chart 2034) for the Hazira (Surat) Port (1:10000) has been published by the Indian Hydrographic Office on 31.01.2013

Sailing Directions:



ROUTE WPT COORDINATES (FROM AHPPL PILOT BOARDING GROUND TO AHPPL BASIN)

Waypoint	Latitude	Longitude	Course	Distance (NM)	Speed
(LNG PBG)	20° 54.000' N	072° 35.000' E	353.7	8.6	
AHPPL PBG	21° 02.000' N	072° 34.000' E	028	2.5	5 to 6 Kts
WPT02	21° 04.702' N	072° 35.232' E	069	1.8	5 to 6 Kts
WPT03	21° 05.342' N	072° 37.020' E	090	0.3	2 to 3 Kts
WPT04	21° 05.344' N	072° 37.360' E	132	0.4	2 to 3 Kts
WPT05	21° 05.053' N	072° 37.707' E			

Charts: Indian Hydrographic Organization has published the following charts for the area:

Chart No. 2101: Approaches to Hazira

Chart No.: 2034: Hazira Port

Pilot Boarding Ground for Adani Hazira Port: Lat: 21° 02.0' N, Long: 072° 34.0E

Fishing net information: Fishing nets have been reported in the past inside Hazira-Magdalla Port Limits. So you are advised to follow the Route above and Navigate with caution.

Approaches to Hazira through Magdalla Port waters:

Vessels bound for Hazira Port (Surat) approach through the Magdalla port waters. Ships bound for Hazira will have to report to Magdalla Port Control two miles south of the Magdalla Port Limits. The whole route from pilot station to Hazira Port dredged approach channel is 3-4 NM long. Strong tidal currents are present in the channel in North and South directions. There are no cross-currents. The Malacca banks act as a natural breakwater for waves and swells during low water but at high water waves and swell pass unrestricted over these banks. During strong SW monsoon conditions and at high water the waves in the Hazira approach can be as high as 2 meters coming from a 250 degree- direction.

An AIS and long range RADAR has been installed in the Hazira (Surat) Port Control building with a direct link to Magdalla Port Control through which the Magdalla Port control has full knowledge of all traffic in Magdalla Port waters and the locations of ships engaged in lightering and/or transit.

The co-ordinates of the General Lighterage Area are:

- A) 21° 02.0'N, 072° 34.5'E; B) 20° 59.0'N, 072°34.5'E;
 C) 20° 59.0'N, 072° 36.5'E; D) 21° 02.0'N, 072° 36.5'E

Ships engaged in lighterage operations are instructed to anchor only in this area.

Important Information regarding Hazira LNG Terminal:

The Hazira (Surat) Port Pilot will board the LNG carrier bound for the Hazira Port LNG terminal well south of General Lighterage Area as a precautionary measure to pass vessels at anchor in the General Lighterage Area with pilot on board.

The one-mile wide corridor between the General Lighterage Area and the Malacca Banks will be used for the safe passage of the LNG Carrier bound for Hazira (Surat) Port as well as for tankers proceeding to and from the Reliance SPM. Only one tanker at a time is allowed in this corridor. Magdalla Port Control should be informed by Shell LNG Tankers and Reliance Tankers and latest traffic position should be taken before proceeding to North of General Lighterage Anchorage.

All vessels following LNG tankers shall keep behind, such LNG Tankers at a safe distance of not less than 1 NM. Similarly, LNG tankers following another vessel ahead of her shall keep a safe distance of at least 1 NM, behind such vessel.

A 54 ton bollard pull Tug will escort the LNG Carrier when passing the General Lighterage Area advising other traffic to keep clear or to assist the LNG carrier to turn in case of an emergency.

A tanker anchorage area has been designated for the tankers waiting for berthing at the Reliance SPM, north of the approach channel. The coordinates are:

- (A) 21* 06.0' N 072* 35 0' E (B) 21* 06.0' N 072* 33.5' E
 (C) 21* 05.0' N 072* 33.5' E (D) 21* 05.0' N 072* 35.0' E

(6.2) Tidal Information:

Hazira Water levels -Astronomical Tide

Hazira Water levels -	Astronomical Tide
Highest Astronomical Tide [HAT]	CD + 8.68 m
Mean Higher High Water [MHHW]	CD + 6.96 m
Mean Lower High Water [MLHW]	CD + 5.84 m
Mean Sea Level [MSL]	CD + 4.19 m
Mean Higher Low Water [MHLW]	CD + 2.11 m
Mean Lower Low Water [MLLW]	CD + 1.37 m
Lowest Astronomical Tide [LAT]	CD – 0.32 m

Storm Surge:

Cyclones were combined with a mean spring tide, which resulted in a maximum Still Water Level of CD +9.05 m.

Currents:

The general pattern of the tidal currents in the approach channel of the Hazira port is as follows;

NEAP CURRENTS

Location	Flood	Current	Ebb	Current
	Maximum current [knots]	Direction [deg North]	Maximum current [knots]	Direction [deg North]
Channel entry	3.6	360	3.0	180

SPRING CURRENTS

Location	Flood	Current	Ebb	Current
	Maximum current [knots]	Direction [deg North]	Maximum current [knots]	Direction [deg North]
Channel entry	4.8	360	3.6	180

(6.3) Anchorage(s):

The recommended anchorage is in a location approximately 11 miles SW of the harbour, outside the Magdalla Port Limits, where the sea bottom is sand and is of good holding ground. Anchoring is prohibited within Port Limits, unless it is used temporarily to support vessel manoeuvring or in case of an emergency. Vessels are advised to take anchoring position from VTS Khambhat at Ch. 16/69.

(6.4) Approach and Departure Channel:

An entrance channel connects the port with the deep water of the Sutherland Channel. The approach channel to the port is presently dredged to a depth of 13m below chart datum. The maximum allowed draft of the vessel is 13m. The straight approach channel has a clear width of 700m at the seaside tapering off to a width of 470 meters between the breakwaters to allow unobstructed easy entrance/departure of ships. The orientation of the approach channel is heading 070 - 250 degrees north.

(6.5) Turning Basin:

The port contains a turning basin with a radius of 300 meter for maneuvering vessels during berthing and un-berthing. The turning basin is presently dredged to a depth of 13m. The planning of vessels is done in such a way that they are able to leave the berth at any point of tide

AHPPL Channel: Channel leading into the Multipurpose Port is being widened and deepened. The present minimum width of the channel is 300 meters and is marked by buoys. As per the Port's UKC (Under Keel Clearance) Policy, the maximum draft permitted is 13.0m.

(6.6) Fog Signals: Not Applicable**(7) PILOTAGE**

Pilotage is compulsory at Hazira Port. Pilot Boarding Ground for Adani Hazira Port (AHPPL) is at Lat: 21° 02.0' N, Long: 072° 34.0E. A tug will be used for boarding Pilot on to the vessel. Port Control shall advise the vessel regarding boarding speed and boarding arrangement required. A good lee will be required to be created to ensure safe boarding of pilot. A good heaving line will be required to be kept standby at the Pilot Embarkation area to pick up PPU (Portable Pilot Unit) equipment safely from the tug which will be used for navigation of the ship through the channel till the berth.

Pilot Ladder: Pilot Ladder/combination ladder shall comply with the requirements as per SOLAS. Non compliance shall result in delays/cancellation of the movement and penalty on the vessel.

Main Engines, Navigational and Mooring equipments : Vessel's main engines, navigational equipments viz. radars, tachometers, telegraph, gyro compass and repeaters etc shall be in good working order and tested before arrival at Pilot Station and. Any deficiency shall be reported to the Port Control. Windlasses, anchors and mooring winches shall also be in good working condition. Non-reporting of deficiency of critical equipments may attract fines to the vessel.

(8) TOWAGE

The port is equipped with 4 ASD tugs (2X70T and 2X54T of bollard pull).

Tug Name	Bollard Pull Capacity	Fire Fighting Capacity
Dolphin No.20	2 x 54 T	Full FIFI
Dolphin No. 21	2 x 54 T	Full FIFI
Dolphin No.22	2 x 70 T	Half FIFI
Dolphin No.23	2 x 70 T	Half FIFI

The Tugs will use their own heavy towing lines and therefore the ships' winch will be required to pick up the towing lines using good heaving/messenger lines. A minimum of two tugs are required for any vessel movement. Third/Fourth tug will be used, depending on the dimensions of the vessel or as decided by the pilot. The number and position of tugs will be decided by the Pilot.

(9) IGS AND COW: COW is not permitted. Vessels without IGS are not permitted to operate cargo.

(10) COMMUNICATIONS:

Please note that Vessels calling at Hazira port has to keep strict watch on VHF Channel as mentioned below.

VHF channels on which watch has to be maintained

Hazira Port Control : 16 & 69

Magdalla Port Control : 16 & 09

VTS Khambhat : 09

AHPPL Port Control may be contacted on the following:
 Telephone: +919909957115;
 Facsimile : +91-261-2207755
 E-mail : ahppl.marinecontrol@adani.com
 VHF Channel: 16 & 69 (about 3-4 hrs before arrival)
 Call Sign: Hazira Port Control

INFORMATION REGARDING GULF OF KHAMBAT VTMS

VTMS Khambhat Master Control Station, Near Marine Police Station, Hazira, Surat, Gujarat, India
 Location : Lat 21°08.345' N Lon 072°44.085' E
 Tel : +91-261-6586788, +91-99099 03748
 Email : vtskhambhat@aatash.com
 Website : http://www.aatash.com

Mandatory Reporting: All Vessels in the VTS area or intending to enter VTS area.

Service Provided : Information Service [INS] ,
 Navigational assistance Service[NAS]
 Traffic Organization [TOS]

Note: For detailed Reporting Procedure, please refer to Admiralty List of Radio Signals (ALRS) Vol-5.

OTHERS IMPORTANT NUMBER OF PORT OFFICIALS

PIC (Pilotage/Marine Operations) Capt. Gourab Nandi: Email id gourab.nandi@adani.com , Contact No. +91 9979855911.	PIC (Container operations) : Capt. Ramnath C. Vaidyanathan Email id, cv.ramnath@adani.com , Contact no. +91 9979855989
PIC (Dry Cargo operations) : Capt. Anurag Bhagauliwal, Email id Anurag.Bhagauliwal@adani.com, Contact no. +91 9879203581.	PIC (Liquid Operations) : Mr.Anand Marathe (Operations), Email id: anand.marathe@adani.com, Contact no +91 90990 05225

(11) EMERGENCY PROCEDURES:

(11.1) Port Emergency Alarms & Siren

Sr. no.	Location of the Siren	Type of the Siren	The Alarm (Signal) is heard (Seen)	Type of Emergency	Duration of Sounding
1	Berth - MP / CT	Double mounding, motor driven	___0___0___0___0___0 (five times)	Fire	15 s
			__0__0__0__0__0__0__0__0__0__0 (ten times)	Liquid spillage / Gas leakage	15 s
			_____	All clear	1 min
2	Vessel		Alarms as defined in the vessels emergency response	Any Emergency	

- 1 On receiving any emergency alarms , You are requested to stop cargo operation immediately & await till further instruction from the port
- 2 Every vessel must have on board, at all times, sufficient number of responsible officers and crew to deal with emergency situations.
- 3 All of the vessel's Safety, Fire - Fighting as well as Pollution Prevention and Control Equipment, appliances and devices must be in a state of efficient readiness at all times and be readily available and accessible.
- 4 Safe access to the vessel must be made available at all times.
- 5 As a secondary means of evacuating the vessel in emergency, kindly keep the seaside life boat in readiness for launching.
- 6 Tankers are required to rig fire wires on the sea side.

(11.2) Emergency Communications

At Adani Hazira Port Pvt. Ltd. the primary method of communication will be via the VHF – Ch 69 / Mobile No. +91 9909957115
Secondary means of communication will be verbal with jetty operator or boarding officer.

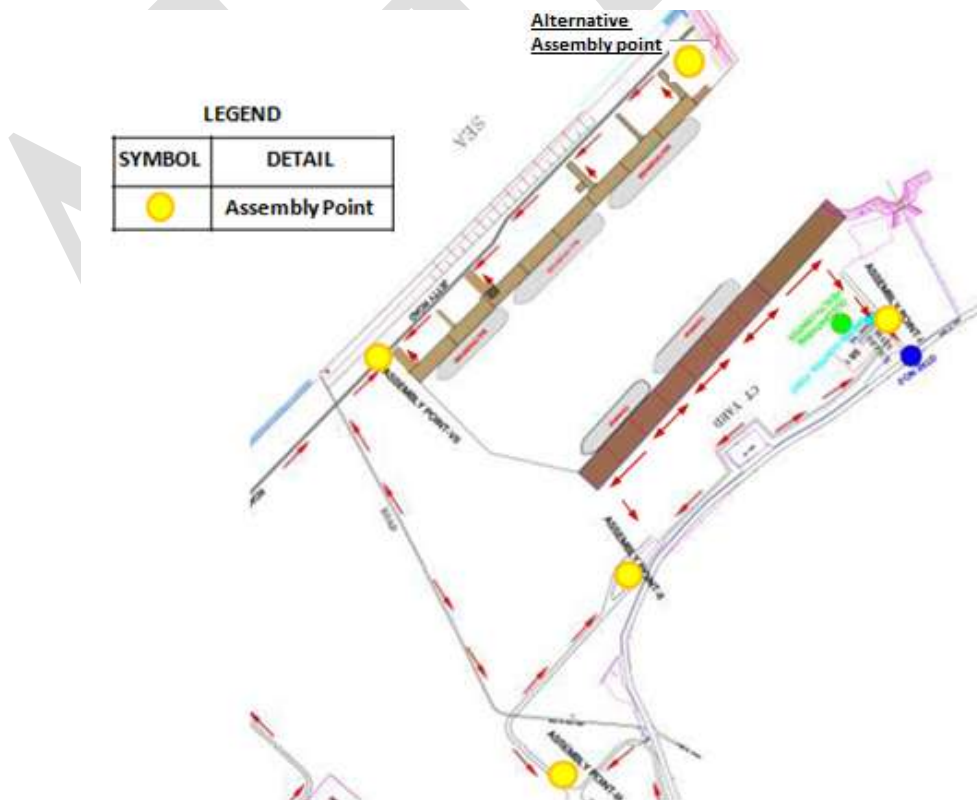
(11.3) Emergency Actions

The following table summarises action to be taken in the event of an emergency at Adani Hazira Port Pvt. Ltd.:

ACTION-SHIP	ACTION-BERTH
Emergency on your ship	Emergency on a ship
1 Raise the alarm Cease all cargo/ballast operations and close all valves if discharging. If loading only close valve after terminal advise it is safe to do so, after stopping their pumps. 2 Inform Terminal Representative on Ch 69 3 In case of fire, fight fire and prevent from spreading* 4 Stand by to disconnect hoses 5 Bring engines to standby	1 Raise the alarm 2 Contact ship 3 Cease all cargo operations and close all valves 4 Stand by to disconnect hoses or loading arms 5 If necessary, stand by to assist fire fighting 6 Inform all ships in the vicinity 7 Implement Terminal emergency plan
Emergency on another ship	Emergency ashore
1 Raise the Alarm 2 Stand by, and when instructed: 3 Cease all cargo/ballast operations and close all valves 4 Disconnect hoses 5 Bring engines and crew to standby, ready to unberth	1 Raise alarm 2 Cease all cargo operations and close all valves 3 In case of fire, fight fire and prevent it from spreading 4 If required, stand by to disconnect hoses 5 Implement Terminal emergency plan

- * In case water for fire fighting is required from shore: **International shore coupling** is available on the jetty . The same will be provided at the closest hydrant to the vessel on request on the jetty by the stand by fire personnel or request to port control over the VHF.

(11.4) Evacuation Plan



(12) SAFETY PROCEDURES:

- 1 Vessels alongside must moor with at least 4 head / stern lines and 2 back springs fore and aft. Vessels larger than 30,000 dwt should pass an additional head and stern line. Do not use wire and fiber ropes in the same direction.
- 2 Please ensure that all moorings are tended to and remain taut at all times. The vessel's side must rest fully alongside all fenders within the parallel body length. Non-compliance may result in stoppage of cargo operations and all time lost and incidental expenses being to vessels account.
- 3 **No repairs or maintenance is to be carried out on the main engine or other machinery which may be required should it be necessary to vacate the berth at short notice.**
- 4 **Hot work is normally not permitted at berth. If permission is granted, the work will be carried out under attendance of the port's Fire & Safety unit and subject to payment of specified charges.**
- 5 **Smoking is strictly prohibited in the berth area and on board ships alongside Adani Hazira Port Pvt. Ltd.** except in those spaces on board that are specifically designated by the Master and Terminal Representative as "Smoking Areas."
Smoking is also prohibited in any place within the Terminal and berth areas, except designated areas as directed..
- 6 An efficient deck watch under a responsible officer must be maintained at all times when at berths.
- 7 **Personal Protective Equipment (PPE) :** The following minimum dress code shall be adhered to by ship's personnel while on duty alongside Adani Hazira Port Pvt. Ltd.:
 - Boiler suit or trousers and long-sleeved shirt.
 - Suitable shoes, preferably safety shoes or boots with steel toe caps.
 - Life jacket or buoyancy aid when working in such risk identified areas.
 - Helmets

(12.1) Addition Safety Procedures for Tankers

1. All working areas, decks and access points as well as liquid cargo manifold and gangway must be properly illuminated during the hours of darkness.
2. Radio transmissions, under-water activity or small craft alongside the vessel are strictly prohibited.
3. Tankers are required to keep the tanks in inert condition and during cargo operations.
4. All tanker operations are comply with standard operations as laid down in ISGOTT.
5. Under no circumstances are members of the ship's crew allowed to carry matches, lighters, inflammable liquid or any other similar sources of ignition while within Adani Hazira Port Pvt. Ltd. area.
Visitors to ships at Adani Hazira Port Pvt. Ltd. are required to leave matches and lighters at the jetty gate.
6. Only approved intrinsically safe or EX rated electrical equipment may be used on Adani Hazira Port Pvt. Ltd. or within the hazardous zone of the ship.
7. Portable electrical equipment, including computers, mobile phones, pagers and cameras, if not certified intrinsically safe, must be switched off and may only be used within:
 - 8. Permanent buildings as designated by the Terminal Manager.
 - 9. Areas on the ship designated by the Master.
10. **Closed Operations:** The loading, discharging and/or ballasting of ship's cargo tanks must be conducted under closed conditions. The use of manual gauging/sampling of cargo tanks via sighting, ullage ports or similar openings is not permitted
11. **Inert Gas:** Tanks should be inerted during the operations. In the event that a ship's inert gas system is not functioning, or not functioning as required, cargo operations must cease immediately and may not resume until the system is repaired or written permission is given from the ship's owners and the terminal.
12. **Cargo tank high level alarms** Every vessel involved in cargo operations alongside the terminal should have operational cargo tank high level alarms fitted that are independent from the main gauging system. Alarms should be tested prior to operation and be operational both during loading and discharging operations
13. **Enclosed space entry:** No entry into any enclosed space as per ISGOTT definition is allowed on the ship when alongside the terminal.
14. The main engines and other essential machinery of all ships alongside must be maintained in a state of readiness for vacating the berth at short notice.
15. **Tank cleaning, gas freeing or purging operations** are not permitted on board any ships while alongside

(13) COMPLIANCE WITH REGULATIONS / SAFETY GUIDELINES:-

All Vessels/Masters/Owners are urged to comply with all the relevant International and Indian Rules and Regulations with respect to Safety of Navigation, Pollution Prevention and any other applicable rules and requirements. Masters are required to present various records like Oil Record Book, Cargo/Ballast Records etc.. for inspection by Pilots/Port Officials.

The following restrictions are applicable to vessels while they are berthed alongside:

- **No Hot-work to be carried out without prior port permission**
- **Main Engines shall not be immobilized without permission from Port.**

- Life Boats shall not be lowered without permission from Port. On receiving confirmation from the port life boat may be lowered, unhooked in water but not permitted to maneuver in the water.

SECURITY

- 1 Current Security Level of AHPPL Port “Security Level-2”
- 2 PFSO & DY.PFSO details of AHPPL

CAPT. Sunil Kakar PFSO (Hazira (Surat) Port) PHONE : 91-0261-3051301 (O) MOBILE : 91-9824704954 (AOH) FAX : 91- 0261-3051158 E-MAIL-:sunil.kakar@shell.com	
Capt. Gourab Nandi HOD – AHPPL Marine Service. Dy. PFSO : AHPPL PHONE : 91- 0261-2207755 (O) MOBILE : 91-9979855911 (AOH) E-MAIL-:gourab.nandi@adani.com	Mr. Narendra Singh Sirola HOD – AHPPL Security DY.PFSO ; AHPPL PHONE : 91-0261-2207626 (O) MOBILE : 91- 9099005511 (AOH) E-MAIL-:Narendra.sirola@adani.com

Non LNGC Vessels calling Hazira Port , may contact the AHPPL Marine Control or the above for any security related information.

- 3 PANS (Pre arrival Information)

Please send PANS report to below mentioned email ids , Report to be send 96 hrs prior to arrival .

If any vessel carrying ARM guard / Security Personnel then additional information to be send as mention below along with PANS.

- 1.1. Flag state authority letter for carrying arms guard onboard said vessel.
- 1.2. Arm Guard supply company Name and contact No with email address
- 1.3. Weapon details
- 1.4. Passport copy of Arm guards.

Please forward following details on following email ids:

indsar@vsnl.net , opsdhq1@yahoo.co.in, vtskhambhat@aatash.com , pomagdalla@gmail.com , icgmrc@mumbai@mtnl.net.in, psc@dgshipping.com , wncmocmb-navy@inc.in

(14) POLLUTION

✓ BEFORE ARRIVAL TO HAZIRA, OVERBOARD VALVE CONNECTED TO BUNKER OR OIL/ CHEMICAL TO BE SEALED AND SEAL NO. TO BE RECORDED IN VESSEL'S LOG BOOK

- 1 It is an offence to discharge or allow escape, will fully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Hazira Port limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew.
- 2 **Replenishment of bunkers, whether from sea or shore, will be permitted only on special application, monitored by the port's Marine/ Safety personnel and shall be carried out in day light hours only.**
- 3 Inter - tank transfers of oil or ballast water, de-ballasting or discharge over board of wash water etc. Should not be carried out without permission of the Port.
- 4 Emission of dense smoke is prohibited from vessels within Port limits. Violations of stipulations under current Indian laws will incur heavy penalties.
- 5 It is an offence to throw or dump galley refuse, garbage, and rubbish, hold sweepings etc. into the water or on the berths. Offending vessel is liable to large fines. No chipping or painting to be carried out alongside berth.

(15) ADDITIONAL INFORMATION'S:

The following additional services can be provided on request. Details of service are as follows & the charges will be applicable as per the port tariff.

Additional Security	Garbage Collection	Gangway	Hydra
Fresh Water Supply	Bollard Pull Test	Launch Boat Service	Additional Tug Hire Service
Hot-work			

Documents generally request by agent on arrival:

Customs Authority

1. Original Last Port Clearance
2. Maritime Declaration Of Health- 3 Copies
3. Vaccination List- 3 Copies
4. Voyage Memo (Ports called in last 30 days or last 10 ports of call) with arrival and departure dates and security levels)- 3copies
5. Bills of Lading, Cargo Manifest and Transit Cargo if any - 1 Copy
6. List of Ships Stores Including Bonded Stores and Deck Store- 3 copies
7. Personal Effects Declaration with Crew Currency- 3 Copies
8. Ships Currency Declaration- 3 Copies
9. Nil List (If there are no Passengers, Stowaways, Animals, Arms, Ammunitions)- 3 copies
10. List of Narcotic Medicines- 3 Copies
11. Crew List (Name, Rank, nationality, Passport Number, Seamen book number, Date of and Place, Place of Embarkation)- 7 Copies
12. Following Statutory Certificates- 2 Copies Each
13. Ship Registry Certificate,
14. ISPS Certificate
15. International Load Line Certificate
16. Cargo Ship Safety Equipment Certificate
17. Cargo Ship Radio Certificate
18. Cargo Ship Safety Construction Certificate
19. International Oil Pollution Certificate
20. Ship Sanitation Control Exemption Certificate

Quarantine Authority

At Hazira Port, the customs-boarding officer usually gives quarantine (Free Pratique) clearance. However if the vessel is coming from Yellow Fever area, Port Health Officer from Kandla Port will board the vessel.

Following set of documents is required:

1. Crew List- 1 Copy
2. Maritime Declaration of Health- 1 Copy
3. Vaccination List- 1 Copy
4. Ship Sanitation Control Exemption Certificate - 1 Copy

Immigration Authority:

Custom Authorities clear the vessel on behalf of Immigration Authority. For Sign on and Sign off of Foreign Nationals 48 hours notice with confirmed air ticket is required. Ship's Agent will have to get landing permission from the local police. For Indian National above requirement is not applicable.

Documents required in case of Crew Change (Foreign or Indian national):-

1. Crew List – 1 Copy
2. Personal Effects Declaration- 1 Copy
3. Sign/Sign off crew passport- 1 Copy

Shore Leave:-

Vessel crew are permitted to land ashore after seeking clearance from immigration .They are require to carry their passport along with them. Surat city is around 30 Km from the port.

APPENDIX

Important Telephone numbers.Hospitals/Clinic.

Name	Contact Numbers
BAPS Pramukh Swami Hospital, Near Adajan Circle, Surat. Dr. Pandya Neha	+91 261 2781000, 2787000 +919879644144
Seventh Day Adventist, Ring road	+91 261 2669615, +91 261 2667344 +91 261 2668401
Mahavira General Hospital (Dr. Arun John)	+91 261 2332828, +91 261 2347199 Fax: +91 261 2330051, +91 261 2331080
Mahavira Cardiac Hospital (RTO Office)	+91 261 2462116, +91 261 2471770 Fax: +91 261 2462113
New Civil hospital-Surat	+91 261 2233 322
Civil Hospital-Surat (Board)	+91 261 2244456-59
Surat General Hospital, CMO	+91 261 2422040, +91 261 2422041
HPPL Terminal site Clinic (24 hrs)	+91 98247 04981, +91 261 3051100
HLPL/HPPL Doctor (Dr. Gemawat)	+91 98243 75077, +91 261 3051233
HLPL/HPPL Ambulance	+91 98247 04981, +91 261 3051233
HLPL/HPPL Shift Nurse	+91 98247 04981, +91 261 3051233

Surat District Administration & Police.

Name	Contact number	Residence number	E-mail address
District Collector, Surat	+91 261 2472471 (PA to Collector) +91 261 2471121 +91 261 2472050	+91 261 2669080 +91 261 2669580 Fax:+91 261 2472419	
Commissioner of police	+91 261 2463939 +91 261 2463940	+91-261-2667322 2668373	
Police Control Room-Surat	100 +91 261 2462100		
Police station-Icchapore	+91 261 2860197 +91 98241 15498	9925143737	
Bomb Disposal / Sniffer dog squad Officer Incharge	+91 261 2462100		
Mutual aid- District Disaster Management Centre	+91 261 2220229 +91 261 2226106 +91 261 2220053 +91 261 2474860	2465118	
Fire Station – Main City Fire Control room	101 +91 261 2414139 +91 261 2414195, 196 +91 261 2423751, 324 +91 261 2423450	Mr. G.M.Kotwal Chief Fire Officer 0261-2423750 9376844825	
Chief Fire officer	+91 261 2436636	+91 261 7451724	
Surat Municipal commissioner	+91-261-2423751 to 57/ 2422244		
Flood control- Surat	2471121		

MAGDALLA GROUP OF PORTS:

Makaipul, Nanpura, SURAT – 395 001
Phone: (0261)2470533(G), 2463781 (D) Fax: 0261- 2475645

Gram: PORTAL, MAGDALLA

E-Mail: gmbpomin_adl@sancharnet.in

VTMS Khambhat (East): VHF 16 and 69.

Reliance Port Terminal Marine Operations : VHF CH 67

Essar Port Marine Operations: VHF CH 71



CONDITION OF USE DOCUMENT

**The Business Head,
Adani Hazira Port Private Ltd (AHPPL) ,
Hazira, Gujarat (India)**

Subject: Condition of use of facilities at Adani Hazira Port.

Dear Sir,

I, Capt.Master of MV /MT.....

Registered in (Country) and owned / operated by..... (Owner / Operator of the Vessel), having arrived within the limits of Hazira Port, INDIA on at Hrs, do hereby agree that:

All facilities and assistance of any kind whatsoever provided by the Company or the Company Representatives to vessels visiting the Port for any purpose whatsoever are subject to the following conditions of use ("Conditions"). These Conditions are applicable regardless of whether or not any or all charges / costs are paid or are actually or impliedly due from or on account of any visiting vessels, whether of Indian or foreign flag. Without prejudice to the generality of the foregoing, the following shall be deemed to have been specifically accepted by any vessel visiting the Port regardless of whether such acceptance is specific, in writing or otherwise.

For the purpose of these Conditions the following definitions shall apply:

"Affiliate" means either or both of Hazira LNG Private Limited and Hazira Gas Private Limited, which are companies incorporated under the Companies Act, 1956 having their registered office at 101-103, "Abhijeet-II", Mithakhali Circle, Ahmedabad 380 006, Gujarat, India.

"Company" means either or both of Hazira Port Private Limited a company incorporated under the Companies Act, 1956 having its registered office at 101-103, "Abhijeet-II", Mithakhali Circle, Ahmedabad 380 006, Gujarat, India and Adani Hazira Port Private Limited a company incorporated under the Companies Act, 1956 having its registered office at Adani House, Navrangpura, Ahmedabad 380 009, Gujarat, India.

"Company Representative" means (collectively and severally) the Affiliate or any of its or its Affiliates employees, contractors, servants, consultants, advisors, agents or representatives in whatever capacity they may be acting or Company's employees or authorized persons.

"Government Authority" shall include (as the context may require) any relevant department of the Government of Gujarat or mean (a) any court with the relevant jurisdiction or, (b) any local, national or supra-national agency, authority, council, department, inspectorate, ministry, municipality, official or public or statutory person or any other executive, legislative or administrative entity of, or under the control of, the Government of Gujarat or the Government of India.

"Master" mean the master of the vessel.

"Owners" mean the owners of the vessel.

"Port" means the Hazira (Surat) Port notified as a minor port under the Indian Ports Act, 1908.

"Port Facilities" means all the infrastructure, equipment and installation at the Port which includes, but is not limited to, tugs, channels, channel markings, buoys, jetties, berths lines, gangways and bunkering facilities or the unloading facilities at (i) the regasification terminal of Hazira LNG Private Limited and (ii) the bulk/general cargo terminal of Adani Hazira Port Private Limited.

"Port Services" means any service rendered by the Company or Company Representative which includes, but is not limited to, mooring or unmooring or raising or lowering of the loading lines or loading or discharging or otherwise, including towage services.

- 1 The Master of a vessel shall under all circumstances remain responsible on behalf of the Owners for the safety and proper navigation of the vessel at the Port and shall at all times comply with all applicable law, applicable port regulations and directions and instructions issued by the Company and Company Representatives from time to time to the Master. The vessel shall abide by all rules, regulations, guidelines and recommendations with reference to prevention of pollution, including pollution due to bilges, ballast water, ship waste, garbage and the like.
- 2 Whilst the Company has undertaken all reasonable care, skill and diligence to ensure that Port Services are safe, the Company does not represent or warrant that the Port Services are safe or suitable for any vessel. Any vessel using Port Services at the Port shall do so at its sole and exclusive risk. The Company or Company Representative shall not be responsible for any loss or damage to the vessel, actual or consequential, which is in any manner related to the use of the Port Services regardless of any act, omission, fault or neglect of the Company or the Company Representative, including pilot's neglect, error or mistake. This clause 2 (two) shall apply irrespective of whether or not the vessel is within the notified limits of the Port. Whilst the Company has undertaken all reasonable care and diligence to ensure that the Port and Port Facilities are safe, the Company or the Company Representative does not represent or warrant that the Port or the Port Facilities are safe or suitable for any vessel. Any vessel using the Port or the Port Facilities shall use the Port and the Port Facilities at its sole and exclusive risk. The Company or the Company Representative shall not be responsible for any loss or damage to the vessel, actual or consequential, which is in any manner related to the use of the Port and the Port Facilities regardless of any act, omission, fault, neglect, error or mistake of the Company or the Company Representatives. The Port, its officials or contractors shall not be responsible for delay in pilotage, berthing, ingress or egress, for any reasons whatsoever. The Port endeavors that the berths, its facilities, equipments, tugs and crafts are deployed and operated safely, but does not guarantee any such safety and shall not be responsible for any loss, damage or delay sustained by the vessel for any such reasons.
- 3 All vessels visiting the Port must themselves ensure whether or not they are capable of operating within the physical limitations of the Port's dimensions, unloading arm envelopes and mooring equipment.

- 4 Neither the Company nor the Company Representatives shall be responsible for any loss, damage, injury or delay from whatsoever cause arising out of any assistance, advice or instruction whatsoever given / tendered, in writing or otherwise, in respect of any vessel. In all circumstances the Master and/or the Owners shall remain solely responsible for the safety and proper navigation of such vessel.
- 5 Neither the Company nor the Company Representatives shall in any event be responsible for the acts or defaults of any of their employees or servants or agents or of any Government Authority for any loss, damage, injury or delay howsoever caused or arising that may occur to the vessel or her cargo or equipment or personal injury to the Master or any member of her crew whether on board or otherwise whilst visiting the Port.
- 6 Neither the Company nor the Company Representatives shall in any event be responsible or liable for the consequences of war, riots, civil commotions, acts of terrorism or sabotage, strikes, lockouts, disputes, stoppages or labour disturbances (whether the Company or the Company Representatives or their employees are a party thereto or not) or anything done in contemplation or furtherance thereof or delays of any description, howsoever caused or arising, including by the negligence of the Company or the Company Representatives.
- 7 The vessel and Owners shall, jointly and severally, in all circumstances hold harmless and indemnify the Company against all losses, claims, damages, costs and expenses the Company may incur or has incurred arising from:
- (a) any loss suffered by the Company arising out of any damage to the Port or Port Facilities which involves the fault, wholly or partially of the Master or the crew of the vessel, including negligent navigation;
 - (b) any loss suffered by the Company arising out of death or injury to the personnel which involves the fault, wholly or partially of the Master or the crew of the vessel, including negligent navigation;
 - (c) any loss suffered by third parties, including by Company Representatives, arising out of damage to their property which involves the fault, wholly or partially of the Master or the crew of the vessel, including negligent navigation;
 - (d) any loss suffered by third parties, including by Company Representatives, arising out of death or injury to their personnel which involves the fault, wholly or partially of the Master or the crew of the vessel, including negligent navigation;
 - (e) any loss suffered by the vessel while at the Port, including any consequential losses and damages, regardless of any act, omission, fault or neglect on part of the Company or Company Representatives.
 - (f) any loss suffered due to death or personal injury to the Master, officers or crew of the vessel while at the Port, including any consequential losses and damages, regardless of any act, omission, fault or neglect on part of the Company or Company Representatives.
- The vessel will be held responsible for any loss or damage caused to the Port's or Port Facilities' or Port Services' or Company's property and all such cost, charges and/or expenses in that behalf shall be paid on a demand being made, without any demur. Company shall have the right to directly raise demand of all such cost, charges and/or expenses to the vessel Master and/or Owners. Demand can be also made to the vessel Master and/or Owners.
- 8 If the vessel is or is likely to become an obstruction threat or danger to navigation, operations, safety, health, environment or security of the Port ("a hazard") the Master and the Owners shall, if required by the Company take immediate action to clear, remove or rectify the hazard in such a manner as the Company may direct. Alternatively, the Company may take such steps itself, as it deems fit and proper in its sole discretion, and the Owner shall be responsible for and indemnify the Company against all costs and expenses associated therewith.
- 9 The aggregate liability of the vessel, Master and Owners to the Company under these Conditions in respect of all claims arising from any one accident or occurrence shall be limited to US\$ 150,000,000 and, to the fullest extent permissible by law, the Owners and their insurers hereby waive any rights they may otherwise have under applicable law or any applicable Convention to limit their liability at any lower limit.
- 10 Nothing contained in these conditions shall limit, prejudice or preclude in any way any legal rights, which the Company or the Company Representative may have against the Owner or Master of the vessel. The Owner or Master of the vessel, to the fullest extent permissible by law, undertake not to take or cause to be taken any proceedings against the Company or the Company Representative or their personnel, in respect of any negligence or breach of duty or other wrongful act on their part, but for this present provision, it would be competent for the Owner or the Master so to do.
- 11 The Master of the vessel represents that he is authorized to sign these Conditions and makes this agreement for and on behalf of the Owners of the vessel.
- 12 These Conditions shall be construed in accordance with the laws of India and if so required by the Company, the vessel, her Master and her Owners shall submit to the jurisdiction of the Indian Courts.

I, the undersigned, being the Master of M.T/ S.S. _____

Flag _____, Built at _____

Owned / Operated by _____

I do hereby on behalf of the Owners, operators and charterers accept these "Conditions of Use" of installations and services at Hazira (Surat) Port" detailed above.

Master's Name _____

Master's Signature _____

Place: _____

Date: _____