

Adani Hazira Port Private Limited

BERTHING POLICY & TARIFF STRUCTURE



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Record of Changes

Rev. no	Date	Changes
1	04-Aug-12	Charges for LNGC introduced
2	08-Oct-12	Stevedoring charges and Launch hire charges introduced
3	07-Jan-13	New Stevedoring charges introduced
4	26-Mar-13	Updated AHPPL container tariff & additional charges for tugs removed Updated LNGC tariff. Contact details updated
5	01-May-13	Berth stay defined Bunker Handling charges introduced Availability /Notice for fork lift added Minimum Slab for Project cargo introduced Important note added for project cargo
6	12-08-13	Revised Port tariff in USD (w.e.f 12-09-13) Introduction of wharfage for crude Revised Project cargo stevedoring rate (w.e.f 01-10-13)
7	17-12-13	Introduction of marine tariff for tanker Revised wharfage for EDC Misc Charges for tanker introduced in section 11

(i) Introduction

Adani Hazira Port Private Limited

- Adani Hazira Port Private Ltd. (AHPPL) is being developed as the second largest private port in the country. It is located at Hazira, in the southern entrance of the Gulf of Khambhat, en-route major maritime routes making it one of the most convenient gateways for EXIM trade of the country. Hazira is around 270 KM north of Mumbai and 38 KM from Surat city. Its proximity to the western, north-western and northern hinterland gives it a strategic advantage to service the industry and trade of this landlocked region which contributes to about 70% of India's total international containerized cargo. Adani Hazira Port is connected by a 4-lane road to the National Highways which connect to the cargo catchment areas in South Gujarat.
- The salient features of Adani Hazira Port are as follows:
 - Mechanized Cargo Handling Systems with two Leibherr shore cranes per berth for faster turnaround of Cargo. In addition to this, large backup areas of covered godowns and Liquid Tank Farms (Proposed) are being developed.
 - **Phase-1:** 3 multipurpose berths and 2 dedicated container berths, that can handle Panamax size bulk vessels, tankers and large container vessels.
 - **Phase-2:** Propose to add 2 container berths and 5 more multipurpose berths (Total of 7 berths).
 - The Two dedicated container berths can berth mother vessels and are capable of handling more than 2 million TEU's per annum.
 - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.

(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 Policy

Adani Hazira Port Pvt. Ltd. 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, AHPPL 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 analyze 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

Abbreviations	Explanations
CB	Container Berth
CT	Container Terminal
ETA	Expected Time of Arrival
FCFS	First Come First Served
GMB	Gujarat Maritime Board
GRT	Gross Registered Tonnage
Kg	Kilogram
LOA	Length Over All
M	Meter
MPT	Multi Purpose Terminal
Mtrs	Meters
MW	Mega-Watt
PANS	Pre Arrival Notification of Security
NH	National Highway
P&I	Protection & Indemnity
POC	Port Operation Centre
SEZ	Special Economic Zone
TPH	Tonnes Per Hour
VCN	Vessel Call Number
Agent (Agt).	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 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.
CAF	Abbreviation for “ Currency Adjustment Factor. ” A charge, expressed as a percentage of a base rate that is applied to compensate ocean carriers of currency fluctuations.
Cargo	Freight loaded into a ship
Cargo Tonnage	Most ocean freight is billed on the basis of weight or measurement tons (W/M). Weight tons can be expressed in short tons of 2000 pounds, long tons

	of 2240 pounds or metric tons of 1000 kilos (2204.62 pounds). Measurement tons are usually expressed as cargo measurement of 40 cubic feet (1.12 meters) or cubic meters (35.3 cubic feet.)
CBM (CM)	Abbreviation for “ Cubic Meter. ” CBM measurement is L x B x H
FRT – Freight Tonnes	CBM or MT whichever is higher individually calculated for the packing list.
CFS	Abbreviation for “ Container Freight Station. ” A shipping dock where cargo is loaded (“stuffed”) into or unloaded (“stripped”) from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.
Deadweight Tonnage (DWT)	The number of tons of 2,240 pounds that a vessel can transport of cargo, stores and bunker fuel. It is the difference between the number of tons of water a vessel displaces “light” and the number of tons it displaces when submerged to the “load line.” An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.
Detention for Cargo on equipment	A penalty charge against shippers or consignees for delaying carrier’s equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
Dunnage	Any material or objects utilized to protect cargo. Examples of Dunnage are blocks, boards, burlap and paper.
Draft	Vertical distance between the vessel’s waterline and the lowest part of its hull.
Export	Shipment of goods to a foreign country
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.”
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.”
AHPPL	Adani Hazira Port Private Limited.
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.
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.
Calendar Day	A Calendar day time period is considered from midnight to midnight (i.e. 00:01 to 23:59).

Per Day	24 hrs calculated from commencement of the mentioned activity. Any period part thereof will be considered as full day and charged accordingly.
Ships	<u>Bulk Carriers</u> : All vessels designed to carry bulk homogeneous cargo without mark and count such as grain, fertilizers, ore, and oil.
	<u>Combination Passenger and Cargo Vessels</u> : Ships with a capacity for 13 or more passengers.
	<u>Freighters</u> : 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.
	<u>Barge Carriers</u> : Ships designed to carry barges; some are fitted to act as full container. Ships can carry a varying number of barges and containers at the same time. At present this class includes two types of vessels LASH and Sea-Bee.
	<u>General Cargo Carriers</u> : Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.
	<u>Full Containerships</u> : Ships equipped with permanent container cells, with little or no space for other types of cargo.
	<u>Partial Containerships</u> : Multipurpose containerships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
	<u>Roll-on/Roll-off vessels</u> : Ships specially designed to carry wheeled containers or trailers using interior ramps.
	<u>Tankers</u> : 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.
TEU	“ Twenty foot Equivalent Unit ” is an exact unit of cargo capacity often used to describe a capacity of container ships.
Transshipment Port	Place where cargo is transferred to another carrier
Warehouse	A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
Monsoon Period	Monsoon period in Adani Hazira Port will be from 15th May to 30th of September each year.

1. Berthing Objective

The objective of the Berthing Policy at AHPPL 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. Berthing Rationale

It is our strategic aim to implement the Berthing Policy which will enable us to maintain systematic berthing and achieve quick vessel dispatch and to be fair with all port users.

3. Berthing Scheme (First Come First Served (FCFS))

AHPPL, as a general rule, adopts the policy of berthing on First Come First Served (FCFS) basis. In the event of the arrival of more than one vessel at a time requiring a particular berth, the following criteria will be adopted by Port for determining the priority of berthing of vessels:

- 3.1** Vessel has duly submitted declaration/Information/PANS (ISPS) before vessel's arrival. [Vessel owners / agents are required to declare their vessels in the prescribed format giving full details]. In the event any information is incomplete or missing, the particular vessel's application for berth will not be accepted.
- 3.2** Vessel owner / agent have paid assessed vessel related charges in advance.
- 3.3** Vessel has given at least 5/3/2/1 days notices of Expected time of Arrival (ETA).
- 3.4** Vessel which has physically crossed the Latitude of 20deg 54 min North & registered herself with the Port giving all the vessels particulars. Physical arrival means the time of arrival of vessel into Adani Hazira Port Limits or such position given by the Port.
- 3.5** Seniority of a vessel will be counted from the time of acceptance of registration or filing of IWPM or cargo readiness, whichever is later.

- 3.6** Contractual agreement in place. Companies which operate long term contracts with the port will berth as per their contractual terms & conditions. Port will not be liable for any damage /claim/detention/demurrage etc in case another vessel is delayed due to berthing of the vessel which is berthed under contractual agreement.
- 3.7** For Export Vessels, seniority will only be considered for vessels "*80% Let Export Permission of each type/size/ diameter of pipe must be in port for loading*". If found less than the above norms vessel will not be considered/discussed in port meeting for berthing & seniority of such vessels will be considered only upon achievement of aforementioned norms.
- 3.8** Vessels which have been properly declared before the Daily Berth Planning Meeting will be considered for allocation of berth during next 24 hrs berthing or till next Berth Planning Meeting.
- 3.9** Berth allotment criteria:
- 3.9.1.** Berth no.MP 1, 2, 3 will be allotted to bulk/liquid vessels.
- 3.9.2.** CT 1 & CT 2 will be allotted to container vessels.
- 3.9.3.** Non container vessels may be allocated berth at the container terminal when the container berth is expected to remain vacant for a period of more than 24 hours and subject to certain conditions.
- 3.9.4.** Non container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum 6 hours of notice for shifting will be given to the vessel.
- 3.9.5.** 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.
- 3.10** Whenever the ship's engine or steering fails to respond during berthing / un-berthing /shifting, the movement will be treated as cold move and charged as per tariff. All tugs mobilized for above purpose will be chargeable as per port tariff.
- Note- If vessel's engine fails during outward Pilotage and cold move charges become applicable to such vessel, the vessel may be required to wait at anchorage until confirmation for payment of cold move charges is received from the vessel owners.*
- 3.11** Any vessel deficiency must be reported to Adani Hazira Port prior berthing / un-berthing /shifting / warping operations. If engines or steering is not available for these operations, such movements will be considered as cold move and charged as per the tariff.

- 3.12** A vessel refusing an allocated berth for any reason will lose her seniority by 120 hrs.
- 3.13** As a general rule, ousting priority is not available. However if the port under certain special circumstances is forced to grant ousting to any vessel for any reason whatsoever, all related charges including but not limited to viz. shifting, time lost, equipment idling etc will be payable by the vessel requesting ousting priority.
- 3.14** Reduced GRT is applicable only for oil tankers and will be applied only on *Port Dues* charges. This concession is not applicable for chemical tankers.
- 3.15** Notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice is to inform Port Control well in advance through her agent or by VHF.
- 3.16** If for any operational reasons/port convenience, a junior vessel is berthed by superseding the seniority of other vessels, then junior vessel will revert back to her original seniority when she is shifted out to anchorage.

Daily Port Berth Planning Meeting (Port Operation Centre)

The Port holds the Daily Berth Planning Meeting at 1100 am on all working days, to plan the allocation of vessels for the next 24 hours commencing 1200 hrs on the present day till 1200 hrs on the following day. The vessels agents and concerned parties shall be notified in advance about the berthing plan by 1300 hrs the same day through Port Operation Centre. 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.

Dry cargo Break timings:-

- (1) 0900 to 1000 Shift change.
- (2) 1300 to 1400 hrs Lunch Break.
- (3) 2100 to 2200 Shift change.

After completion of the breaks the work should start at the strike of the clock

4. Berth Parameters for Easy Reference

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

Berth			Vessel		Cargo Type	Remarks
No	L	B	LOA	Displacement		
MP1	351	42	300	187200 T	Bulk / Liquid	
MP2	351	42	300	187200 T	Bulk / Liquid	
MP3	260	42	225	106667 T	Bulk / Liquid	
CT1	318		340	153000 T	Container	Total quay length 637m
CT2	318		340	153000 T	Container	Total quay length 637m

5. Notes

5.1 The depths in the channel and at the berths are surveyed periodically. The maximum permissible draft/LOA at each berth will be promulgated on a monthly basis and issued to Trade.

5.2 Layout of MPT 1, 2&3 is in a straight line with a clear length of 963 mtrs. Hence more than three ships can be berthed depending on the total LOA of vessels, subject to a minimum of 40 mtrs clearance between each vessel.

5.3 Total Quay length of berth CB1 & CB2 is 637 mtrs in a straight line and hence more than two ships can be berthed in each quay depending on the total LOA, subject to a minimum of 40 mtrs clearance between each vessel.

6. General Conditions for Berthing of Vessels

6.1 A vessel will be considered for berthing if she complies with all statutory rules & regulations by International Regulatory Authorities and submits all the relevant documents as per Vessel & Cargo Particulars Form & Acceptance Checklist.

6.2 A Vessel may not be considered for berthing if she:

- 6.2.1 Is in poor state of condition & requiring repairs;
- 6.2.2 Has invalid certificates;
- 6.2.3 Is blacklisted by port state control;
- 6.2.4 Manning is unsafe; or
- 6.2.5 Does not produce proper proof to show that she is suitably insured under recognized P&I club to cover the risk of damage to any port installations (fixed & floating), wreck removal, oil, water & air pollution and consequent civil liability and any other risks applicable. Any restrictions on the age of the vessels imposed by the State and Central Government of India, from time to time, will be strictly adhered to.

6.3 A vessel may be removed from berth if the vessel:

- 6.3.1 Is considered unsafe or hazardous to port safety.
- 6.3.2 Is equipped with poor & unsafe cargo gears.
- 6.3.3 Does not correct deficiencies pertaining to safety brought to her notice.
- 6.3.4 The prevalent or oncoming weather warrants it to be removed from her berth
- 6.3.5 Stowage of cargo is improper and/or improperly declared.
- 6.3.6 Is under-performing as per port norms. In such a case vessel will be un-berthed and shifting charges applicable will be borne by the said vessel;
- 6.3.7 Requests for premature un-berthing;
- 6.3.8 Has made a wrong declaration.

6.4 The progress of the performance of a vessel alongside up to 0800 hrs will be monitored and discussed in the Daily Berth Planning Meeting. If vessel is under-performing, the vessel's agent will be advised in writing to improve performance. By next day 0800 hrs, if the vessel's performance is still found unsatisfactory, a notice may be served to the Master to un-berth the vessel. Work stoppages beyond the control of the Master of the vessel or the Port will be excluded while evaluating performance. Reasons such as lack of cargo, documents, poor stowage, uneven stowage and poor, slow, unproductive and unsafe cargo gears will not be accepted as valid grounds for poor performance to avoid un-berthing of vessel.

- 6.5** Vessels failing to meet the minimum required norms as per Annexure 1 for loading and discharging as per Port Regulations will be un-berthed solely at the discretion of the Port.
- 6.6** For purposes of this policy:-
- 6.6.1** Shifting movement means: - from one berth to another berth, from one berth to anchorage and from anchorage to berth (after first call).
- 6.6.2** Warping movement means: Physically shifting the vessel ahead / astern within the same berth.
- 6.7** Vessel should be ready for commencement of cargo operation in all respects within 2 hours from the time she is all fast. In case the vessel cannot commence operation within this given time, penal berth hire charges as per Port Tariff shall be charged. In case of export of liquid cargo, terminal's pumping commencement time is to be considered as operation start time for sake of penal berth time calculation and not the cargo start loading into vessel as the initial slow line filling/bleeding/downgrading etc. is a part of export activity.
- 6.8** A vessel should be ready for sailing in all respects within 2 hours after completion of her cargo work. A vessel which is not ready to sail after 2 hours of completion of cargo work for reasons attributable to the vessel or vessel's agent will be deemed to have over stayed and is liable to pay penal Berth Hire charges as per Port Tariff.
- 6.9** If any vessel with liquid cargoes is not in a position to utilize all shore-lines provided by the terminal, then, vessel will be charged additional berth hire for the period that exceeded her normal berth stay as if all lines were utilized. The additional berth hire charges for the excess berth stay will be:
- | | |
|---|---|
| ➤ Up to first 24 hrs – USD
0.011 / GRT / Hr. | ➤ 24 hrs and above USD 0.016
GRT / Hr. |
|---|---|
- 6.10** Penal berth hire as per port tariff will be applicable for all vessels if stoppage is more than 2 hours due to failure of vessel equipments, idling at berth or for any other reasons attributable to the vessel.
- 6.11** 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, Port reserves the right to charge Penal Berth Hire up to 5 times the Normal Berth Hire in addition to pilot and tug detention charges as per the Port Tariff.

- 6.12** Volume of deck cargo shall be declared by the Master/Agents in cubic feet. For a vessel having dual tonnage, the higher tonnage will be reckoned for calculation of vessel related charges.
- 6.13** If any vessel declares wrong quantity of cargo to be handled at the time of berthing application, the vessel /agent may lose seniority at subsequent calls.
- 6.14** As a general rule after completion of discharge operations, a vessel has to vacate the berth for other vessels, if any, waiting at the anchorage. If the same vessel is fixed for loading, her arrival time for loading operation will be considered from the time she has completed her previous cargo operations and is ready to load cargo in all respects.
- 6.14.1** 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.
- 6.14.2** If the same VCN is used for imp & exp, one shifting charge will be levied to the vessel.
- 6.15 Anchorage charges shall be applicable on the following conditions:**
- 6.15.1** If the vessel has called Adani Hazira Port for bunkers/freshwater/ stores/survey works/ repairs etc.
- 6.15.2** If a vessel arrives at Adani Hazira Port and in spite of an availability of a berth, the Master does not choose to berth the vessel for any reason (i.e. Option of owner/master/charter/agent/shipper/Receiver), then anchorage charges as per Port Tariff is applicable.”
- 6.15.3** If a vessel is detained for want of port clearance and waiting at anchorage.
- 6.15.4** If a vessel is anchored at anchorage on owners/agent option.
- 6.16 Vessels Agent should submit following documents in prescribed formats prior to physical arrival of the vessel for her to be considered for berth allocation as per the Port Berthing Policy.**
- 6.16.1** Berth Application (Completely filled);
- 6.16.2** Inward Pilot Memo filed in prescribed format with minimum 2 Hrs notice for POB.
- 6.16.3** Import General Manifest copy to be submitted at least 24 hours before vessel's arrival
- 6.16.4** Vessel's Stowage and Discharge/ Loading Plan at least 24 hours before vessel's arrival
- 6.16.5** Packing List for project cargo receiver-wise in excel sheet stating L x B x H (CBM) & weight.
- 6.16.6** Pre arrival “Pipe export stevedoring check list” duly completed.
- 6.16.7** Discharge / Loading Sequence.

- 6.16.8** Cargo & Vessel Particulars Form & Vessel Acceptance Checklist.
- 6.16.9** Cargo declaration with respect to (1) Declaration of cargo above SWL of cranes (2) Requirement of shore crane (3) Requirement of Fork Lift.
- 6.16.10** Pre arrival notices of 5/3/2/1 days, PANS as per ISPS code requirement.
- 6.16.11** For all import steel & project vessels, vessel has to be declared with party-wise packing list including receiver's details in an excel sheet. In absence of same, AHPPL will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Hazira roads.
- 6.16.12** However the vessel will be considered for berthing seniority only after party wise packing list is received as required by the port.
- 6.17** Export General Manifest is to be submitted within 9 days of vessel sailing.
- 6.18** Swapping of berthing-seniority between vessels may be permitted by the Port at its sole discretion when the agents of the two vessels and /or the respective cargo interests jointly request the port for exchange of seniority in prescribed application form and agree to indemnify the port against any claims, however and whatsoever arise there from. The agency which intends to swap the seniority of its vessels must take into confidence other agents whose vessel will be adversely affected due to swapping of seniority. LOA / Productivity of vessel being swapped will be considered before accepting the swapping request.
- 6.19** NAVAL vessels, Indian Coast Guard and other Govt. vessels will be accorded preferential berthing subject to berth availability.
- 6.20** Vessels shall be un-berthed after the payment of all port charges, completion of all formalities and the issuance of the No Dues Certificate by the Port Authorities.
- 6.21** No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:
- 6.21.1** 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 shall also be considered as "SHIFTING FOR PORT CONVENIENCE"
- 6.21.2** If a working cargo vessel is shifted from berth to accommodate a vessel having ousting priority, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".

- 6.21.3** Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons shall also be considered as “SHIFTING FOR PORT CONVENIENCE”.
- 6.21.4** Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions, such shifting shall be considered as “SHIFTING FOR PORT CONVENIENCE”.
- 6.21.5** 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 shall be considered as “SHIFTING FOR PORT CONVENIENCE”.
- 6.21.6** Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority or the shifting is treated as “SHIFTING FOR PORT CONVENIENCE”. However, this benefit will not be applicable in the following cases:
- 6.21.6.1** Non-cargo vessel which in any case have to vacate the berth when cargo vessel arrives.
 - 6.21.6.2** Vessels which are idling at berth without doing any cargo handling operations.
- 6.22** By making an application for, and accepting, the berth or other services and facilities in the port, the Vessel and the agents agree to be bound by the provisions of the General Terms and Conditions for Services and Facilities and the general tariff & charges at Adani Hazira Port issued and amended from time to time by the Port.
- 6.23** As a general rule the Port does not grant permission for immobilization of the main engines of the vessels. Immobilization will be permitted subject to the following terms and conditions and charges will be applicable as per “Port Tariff”.
- 6.23.1.1** Permission will have to be obtained in writing from the Port.
 - 6.23.1.2** Master shall ensure that the vessel remains safely alongside and if required, double up the moorings.
 - 6.23.1.3** Port will give 3 hours notice to the vessel/agent to get the engine ready in cases of emergency.
 - 6.23.1.4** In case the vessel is unable to remain alongside for whatever reasons, any pilot / tug / mooring crew assistance provided by the port will be on chargeable basis.

6.24 In case any accident takes place on board the vessel in which port personnel/contractor staff is injured, the vessel will be held responsible for the same and will be liable for penalties/compensation to be recovered from such vessels. The amount of penalty/compensation decided by the port will be final.

6.25 Not with-standing anything contained above, The Port shall retain the right to prioritize any/all of the above conditions depending on the special circumstances prevailing and discussed during the Berth Planning Meeting. Decisions of Adani Hazira Port on berth planning and allocation are final and binding on all concerned.

7. Tug Requirement

All tugs provided by the ports and charges included in the pilotage.

As a normal procedure 3 tugs are provided for vessels less than 225 mtrs (2 made fast to the vessels and 1 stand by) and 4 tugs are provided for vessels more than 200 mtrs (3 made fast to the vessels and 1 stand by)

8. Port Tariff

Port Dues & Pilotage Charges for LNGC

Port dues USD 0.3074 per GRT

Pilotage USD 0.53 per GRT

Other tariff mentioned in this section below will not be applicable.
The tariff is applicable w.e.f 1st Apr 13 to 31st Mar 16.

Port tariff for Non LNG Terminal

Port Dues

USD 0.25 Per GRT of Vessel

Minimum Charges USD 1754.39 per vessel applicable.

- ❖ **Port Dues are applicable per call & the maximum validity is 30 days. After 30 days period, the vessel (if it stays) will be charged for another 30 days.**
- ❖ **Port Dues charge will charge on Reduced GRT for Oil tanker vessel only.**

Pilotage Charges for Other Vessels (excludes only containers & includes tankers)

USD 0.60 per GRT of vessel	Minimum USD 1315.79	Upto 3,000 GRT
	Minimum USD 4561.40	3,001 – 15,000 GRT
	Minimum USD 9754.39	15,001 – 60,000 GRT
	Includes one Berthing & one Unberthing (all tug charges inclusive)	

Pilotage Charges for Container Vessels

USD 0.46 per GRT of vessel	Minimum USD 4561.40
	Includes one berthing and one Unberthing.(all tug charges inclusive)

Berth Hire & Pilot Attendance Charges

Berth Hire Charges	USD 0.04 per GRT per 8 hour*
Pilot Attendance Charges (applicable if pilot is requested during berth stay)	USD 78.95 per hour

***Minimum charges USD 438.60 per day is applicable. The charge is leviable on each call of vessel. Berth Stay is considered from the First Line ashore (Actual time of berthing- ATB) to All cast off (Actual time of unberthing -ATUB)**

Anchorage Charges	Conditions	
USD 0.02 per GRT per Day	[A]. Anchorage charges applicable for vessels receiving bunker or carrying out any other operation (as decided by AHPPL) at Anchorage, but not applicable for vessels waiting for AHPPL berths.	
	[B]. If a vessel arrives at Adani Hazira Port and inspite of an availability of a Berth, the Master does not choose to berth the vessel for any reason (i.e. Option of Owner/Master/Charter/Agent/Shipper/Receiver), then Anchorage charges as per Port Tariff is applicable.	
	[C]. If a vessel is detained for want of port Clearance & waiting at anchorage.	
	[D]. If a vessel is anchored at Anchorage at owners / agents option.	
Shifting/Warping per GRT of Vessel		
Shifting Charges	USD 0.32 For GRT less than 10,000.	Minimum Pilotage charges are applicable
	USD 0.40 for GRT 10,000/- and above.	
Warping Charges	USD 0.16 per GRT	
Dumb Barge Charges	Conditions	
USD 1973.68 per activity	Charges under this section are in addition to port dues/pilotage charges.	
	Activity includes one berthing and one un-berthing.	
	Any Tug used for Berthing/ Un-berthing is included in pilotage	
	Pilotage will start only when the barge is secured as a hip tow to the towing Tug.	
	If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case by case basis.	

USD 70.18 per
24 hours / 60
mtrs. line

All barges must have a minimum of 6 mooring lines of adequate length and diameter i.e. minimum length of 60 mtrs per rope before they are accepted for berthing alongside. In the event that adequate number of mooring lines is not available, the same can be provided by the port on chargeable basis. Agent must intimate the requirement of ropes at least 24 hrs prior arrival of the tug & barge.

Berthing Process Charges

Charge	Amount	Condition
Pilotage Cancellation Charges	USD 473.68	If cancelled between 1 hour and scheduled pilot boarding time.
	USD 1228.07	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	First 30 minutes delay from the nominated pilot boarding time.
	USD 1578.95	Per 30 minutes slab and applicable when delay is more than 30 minutes.

Un-berthing Process Charges

Charge	Amount	Condition
Pilotage Cancellation Charges	USD 473.68	If cancelled between 1hour and scheduled pilot boarding time.
	USD 1228.07	If cancelled after pilot boarding.
Pilotage Detention Charges	USD 473.68	First 30 minutes delay from the nominated pilot boarding time.
	USD 1578.95	Per 30 minutes slab and applicable when delay is more than 30 minutes.

Vessel Deficiency	Charges/Fine	Conditions
Unsafe pilot ladder boarding/d disembarking arrangements.	Fine of USD 438.60 will be levied for each such occurrence.	In case of unsafe pilot boarding / disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters.
Non functional critical navigation equipment which affects safe berthing/ un-berthing.	Charges of USD 263.16 per movement for use of electronic navigational equipment (Harbour Pilot)	Vessels with non functional critical navigational equipment such as GPS, GYRO, Radar, will only be berthed using ports Harbour Pilot equipment in daylight hours. However, if the pilot or port authorities find the vessel unsafe to berth/unberth, movement can be cancelled.
Failure to report critical equipment deficiency in advance.	Penalty of USD 175.44	Berthing/Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.

Particulars	Tug Hire Charge	Conditions
Transportation for passenger only (per trip)	USD 1754.39	For maximum 4 hours and USD 438.60 for every subsequent hour thereafter. If used by two different parties then each party to pay the said charges. (Not more than 15 persons at a time). Applicable for carrying personnel only.
	USD 1315.79	In addition to tug hire charges in case the ship's stores are carried in excess of quantity 50 Kgs. (Not more than 1.5 Mt at one time)

Cold Move Charges

Conditions:

1. **Cold Move Charges will be in addition to the Pilotage and Port Dues charges.**
2. Planned cold move for a berthing vessel will be carried out only with prior approval of the concerned agency and in **daylight hours**. However, no prior approval will be necessary for the 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.
3. **Cold Move Charges** for each process of berthing / un-berthing/ shifting will be 5 times the Pilotage charges.
4. **All additional tugs used for Cold Move will be charged on hourly basis as per port tariff, in addition to the cold move charges and pilotage charges.**
5. Whenever the engine fails to respond during berthing/un-berthing/shifting/warping, (Irrespective of the fact whether the movement is on vessel/Agent or port account) the same will be treated as a cold move & will be charged to the vessel/agent at **twice** the normal Pilotage charges. Additional tugs used for the movement will be as per port tariff on an hourly basis. **This will be in addition to the Pilotage Charges.**

Penal Berth Hire Charges	Conditions
USD 789.47 per hour	Applicable when Vessel is unable to commence cargo operations within 2 hrs of All fast time.
	Applicable when vessel is not ready to sail (i.e. Fail to book Outward pilot memo) after 2 hours from the time of completion of cargo.
	Applicable for all vessels if any stoppage is more than 2 hours due to failure of vessel equipment, idling at berth or for any other reason.

Additional Charges as per Requirement

1. Immobilization permission will be granted at port’s discretion.
2. An immobilization charge of USD 526.32 for the first 24 hrs is payable, and thereafter at the rate of USD 263.16 per 12 hours slab.
3. Failure to take prior approval will result in penal charges as per paragraph 1.19.9 (Misc Service Charges)
4. For vessels entering Adani Hazira Port limits & not using the berth facilities the following charges shall apply.
 - 4.1 Port dues at USD 0.25 per GRT (subject to minimum clause as per point No.1 of Port Tariff)
 - 4.2 Anchorage charges at USD 0.02 per GRT per day.

Other Charges

Type	Charges	Conditions
Additional Tug Hire Charges	USD 701.75 per hour per tug	Tug hire charges for any activity (berthing/un-berthing/shifting/warping/tug assistance at berth) other than personnel transfer.
Oil Spill Containment Charges	USD 35087.75 per day	Includes Mob/Demob charges of oil spill containment resources and collection.
		Storage and Disposal charges as per actual (case to case basis)
Bollard Pull Test	USD 701.75 per 4 hours slab	Tariff for Bollard Pull Test. This will be in addition to Pilotage, Port dues, Anchorage etc.
Launch boat service	USD 701.75 (within break water)	For a maximum for 4 hrs.And additional USD 438.60 for every hour of use. Not more than 10 persons or 1.5 MT is permitted per trip

Miscellaneous Service Charges

No.	Activity	Charges	Particulars
1.	Security	USD 40.35	Per calendar day/per Guard
2.	Garbage (Request to be made prior 24 hrs & collection in day time only)	USD 21.05	Per collection / trip
3.	Gangway (Request to be made 24 hours prior berthing)	USD 78.95	Per calendar day
4.	Gangway Extension Ladder	USD 17.54	Per calendar day
5.	Hydra	USD 140.35	Per 4 hour slab (minimum)
6.	Fresh water (Request to be made 24 hrs prior arrival). Quantity as determined by the port will be final for charges.	USD 4.39	Per MT
7.	Hot work permission	USD 17.54	Per 4 hour slab (minimum)
8.	A vessel will not undertake any activity which requires prior permission & payment of charges to the port. Violation of the above will result in a penalty which will be twice the charges which are applicable.		
9.	Issuance of duplicate registration Certificate	USD 8.77	Per Certificate
10.	Invoice revision	USD 350.88	Per cancellation of Invoice
11.	VCN Cancellation	USD 17.54	Per VCN
12.	Penalty on non submission of IGM copy before 24 hours of vessel arrival	USD 17.54	Per VCN
13.	Penalty on non submission of EGM copy within 9 days of vessel sailing	USD 17.54	Per VCN
14.	Any discrepancy/amendments in IGM/ EGM submitted by the agent against the quantity discharged/loaded.	USD 35.09	Per Amendment
15.	Any queries regarding Final Invoice are to be informed/initiated within 60 days of final invoice date else charges will be applicable.	USD 17.54	Per VCN
16.	Marine entry pass (quarterly)	USD 3.51	Per Registered personnel
17.	Bunker Handling Charges	USD 1.40 Per MT	Minimum Charges USD 175.44
18.	Oil pollution cess.	Rs.0.50 / MT	For POL.

9. Wharfage

Hazira Port Wharfage				
Sr No.	Item		Unit	Amt. (Rs)
1	Iron, Steel & Other Metals:			
	a	Steel Coils	MT	70
	b	Steel Pipes, Plates	MT	80
2	Minerals:			
	a	Fluorspar	MT	50
	b	Sulphur	MT	70
	c	Calcium Carbonate	MT	60
	d	Coal	MT	50
3	Petroleum Products & Derivatives:			
	a	Naphtha	MT	100
	b	Lub Oil	MT	80
	c	Other Liquid Petroleum Products & Crude Oil	MT	100
4	Chemicals:			
	a	All other Liquid Chemicals	MT	80
5	Food Products:			
	a	Vegetable Oil	MT	70
6	Other Commodity:			
	a	Project Cargo	FRT	80
	b	Cement, Clinker	MT	60
	c	Fertilizers & FRM (DAP, Urea, NPK, MOP)	MT	60
	d	Gypsum	MT	30
7	Containers			
		Loaded	TEU	400
		Loaded	FEU	600
		Empty	MT TEU	100
		Empty	MT FEU	150

10. Stevedoring Charges

1. TARRIFF FOR EQUIPMENT / GEAR HIRING			
Sr. No	Equipment	RATE	Slab charges
1.	Forklift* Shifting by shore Crane	RS.4000/-	Every Shifting Per activity.
			(jetty to hatch - one shifting)
			(Hatch to jetty - one shifting)
			(One Hatch to another hatch - two shifting)
2.	Utilities Requirements will be served on case to case basis depending on the requirements		
3.	Weigh Bridge Charges	Rs. 100/-	Per vehicle
4.	Pay loader HM 2021	Rs. 1400	Per hour
5.	Ex-200	Rs. 1800	Per hour
<p>Above equipments will be provided as per availability - Outside equipment to be hired only if port equipment is not available, only after prior permission from Port, complying with all port norms. (* Fork Lift can be provided as per availability however 5 working days notice is required for the same)</p>			
SHORE CRANE CHARGES			
2 TARIFF FOR HANDLING BULK CARGO OTHER THAN WHEAT			
1.	Crane + Grab Hire	Rs. 30.00 per Metric Ton + Applicable Service Tax. [Shore crane will be provided as per availability]	
3 TARIFF FOR HANDLING BREAK BULK / PROJECT CARGO			
1.	Shore Crane Hire:	Rs. 15000 / Hr	[Shore crane will be provided as per availability]

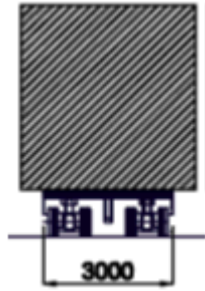
4 PROJECT CARGO STEVEDORING RATES

1.	Up to 2500 Freight Tons parcel size per vessel	Rs. 250 Per FRT with minimum slab of Rs. 350,000
2.	Above 2500 Freight Tons parcel size per vessel	Rs. 150 per FRT with minimum slab of Rs. 550,000.

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.
(D)	In case of movement like roll on roll off or direct offloading to another vessel, stevedoring charges will be applicable as per port tariff.

(E)	<p>IMPORTANT NOTE :</p> <ol style="list-style-type: none"> 1. No. of axles deployed for the heavylift after taking confirmation of the submitted drawing for even load distribution of the heavylift's since the same shall have to be moved thru the jetty. 2. No of axles shall be arranged in such a manner that total load (including self weight of trailer) should not exceed 13.5 Mton 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. <ul style="list-style-type: none"> - Route survey of the trailer with cargo (considering its maximum height, width and turning) to be carried out by operation team. - Axle line spacing should not be less than 1.55 Mtr. - 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.
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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.**

Crane Hire Charges applicable : Rs.15,000/- per hour

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

1.	Steel Plates / Slab – Import (For > 32 MT, Rs. 10 / PMT additional)	Rs. 90/ MT
2.	Steel Coils (HR) – Import (For > 32 MT, Rs. 10 / PMT additional)	Rs. 90/ MT
3.	Steel Coils (CR) – Import (For > 32 MT, Rs. 10 / PMT additional)	Rs. 90 / MT
4.	Steel Coils (HR) & Steel Plates - Export (For > 32 MT, Rs. 10 / PMT additional)	Rs. 90 / MT
5.	Steel Angles / Bars / Rods – Import	Rs. 90/MT

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

6.1 STEVEDORING CHARGES ON STEEL CARGO - PIPES - IMPORT**

1.	Steel Pipes equals & below 20 inches OD	Rs. 250/ FRT
2.	Steel Pipes equal & below 56 inches OD & above 20 inches OD	Rs. 175/ FRT

6.2 STEVEDORING CHARGES ON STEEL CARGO - PIPES - EXPORT**

1.	<p>Steel Pipes equals & below 12 inches OD</p> <p>(Applicable for vessel qty > 3000 MT with scope of total maximum 25 CBM dunnage)</p> <p>(For vessel qty < 3000 MT, all lashing & Dunnage material at actual additionally)</p>	Rs. 250/ FRT
2.	<p>Steel Pipes equal & below 24 inches OD & above 12 inches OD (Applicable for vessel qty > 4000 MT with scope of total maximum 50 CBM dunnage)</p> <p>(For vessel qty < 4000 MT, all lashing & Dunnage material at actual additionally)</p>	Rs. 175/ FRT
3.	<p>Steel Pipes equal & below 56 inches OD & above 24 inches OD (Applicable for vessel qty > 7000 MT with scope of 80 CBM dunnage)</p> <p>(For vessel qty < 7000 MT, all lashing & Dunnage material at actual additionally)</p>	Rs. 110/ FRT
4.	<p>Steel Pipes above 56 inches up to 70 inches.</p> <p>(All Dunnage & lashing material at actual additionally)</p>	Rs. 130/ FRT
5.	<p>CWC / Cement coated Pipes / DI Pipes</p> <p>(Applicable for vessel qty > 3000 MT with scope of provision for total maximum 25 CBM dunnage)</p> <p>(For vessel qty < 3000 MT, all lashing & Dunnage material at actual additionally)</p>	Rs. 275/ 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.

7 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 :</p> <ul style="list-style-type: none"> -> Pine Wood : Rs. 20,500 / CBM -> Dunnage Wood : Rs. 12,500 / CBM ->Additional Dunnage Line : Rs. 6500 / Line (Normal)-refer Annexure 1 -> Additional Rubber Line : Rs. 600 / Line -> Additional Lashing wire : Rs. 190 / Meter -> Fumigation charges: Rs. 15,000 per shipment per customer a notice of 72 hours (3 working days) required. -> Phytosanitary Certificate : Rs. 7,500 per shipment per customer

8 STEEL CARGO HANDLING DIMENSIONS / WEIGHT						
S. NO	COMMODITY	SIZE	SIZE	SIZE	SIZE	MAX. WEIGHT IN MT
		LENGTH	WIDTH	HEIGHT	THICKNESS	
1	STEEL COILS		1.8 Mtr	1.8 Mtr		32 Mt
2	STEEL PLATES / BUNDLE	12.5 Mtr	4 MTR		25.00 MM	24 Mt
3	STEEL SLABS	7.0 Mtr	2.0 MTR			32 Mt
4	STEEL BARS / STEEL ANGLES / STEEL RODS	12.5 Mtr	IN BUNDLES			10 Mt
5	PROJECT CARGO	15 Mtr	3.5 MTR	3.5 MTR		30 Mt
6	STEEL PIPES					
	2 OD - 12 OD (Inches)	13.5 Mtr	IN BUNDLES (More than 2 pipes)			2Mt -10 Mt
	Above 12 OD - 70 OD (Inches)	13.5 Mtr	Single pipe			10 Mt
NOTE	<p>AHPPL will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by AHPPL, same is to be discussed with port marketing team on case to case basis.</p> <p>Other than above mentioned standard dimension for steel cargo, rates can be obtained from marketing desk.</p>					
9.1 IDLING OF VESSEL ON ACCOUNT OF FOLLOWING:						
Wrong declaration of cargo as prescribed in clause 6.15: If vessels crane are unable to discharge the said cargo, Penal Berth Hire will be applicable from the time of idling due to said package till the time, vessels request for the shore crane.						
Mis-declaration of vessels gear/capacity as prescribed in clause 6.15: Penal berth hire charge will be applicable till the time, vessels request for the shore crane.						
9.2 NON-COMMENCEMENT OF CARGO OPERATION WITHIN 2 HOURS OF ALL FAST TIME:						
In case the vessel requires to undergo any preloading surveys, allowance of additional 01hour will be provided in such cases subject to advance intimation at the time of declaration & written confirmation from the Marine Control						
Housekeeping of storage area: All basic housekeeping required to be done by occupier of all the storage area given on rent for long term basis.						

Annexure - I

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



11. Misc. Liquid Terminal Charges

1. Additional Charges for Road Tanker loading/unloading on Sunday/Holiday (Declared Terminal Holidays) will be Rs.20,000 per shift (i.e. shift of 8 hrs from 9 am to 6 pm). The written request for Sunday/holiday loading/unloading should come in 24 hours advance to Liquid Cargo Marketing Dept.
2. Inter tank transfer charges of Rs.20 per MT(transfer within enclosure) and Rs.25 per MT for enclosure to enclosure transfer will be done with Custom's prior written/email request and under supervision of clients nominated surveyors.

12. Contact Details

Department	Name	Email	P/M	Number
Business Head	Capt. A. K. Singh	Anilk.Singh@adani.com	P:	02612207771
			M:	
Liquid Terminal	Anand Marathe	Anand.Marathe@adani.com	P:	
			M:	9099005225
Container Terminal	Capt. Ramnath	CV.Ramnath@adani.com	P:	02612207550
			M:	9979855989
Marine Services	Capt. Gourab Nandi	Gourab.Nandi@adani.com	P:	02612207525
			M:	9979855911
Port Control (Marine Control)	Marine Control	ahppl.marinecontrol@adani.com	P:	02612207755
			M:	9909957115
Dry Cargo	Capt. Anurag	Anurag.Bhagauliwal@adani.com	P:	02612207733
			M:	99879203581
Marketing (Liquid Cargo)	Kashyap Desai	Kashyap.Desai@adani.com	P	02266881100
			M	9821182860
Marketing (Dry Cargo)	Amit Gautam	Amit.Gautam@adani.com	P:	02612207676
			M:	9099002565
Safety	Rupesh Jambudi	Rupesh.jambudi@adani.com	P:	02612207602
			M:	8980802504
Security (AHPPL)	Security Control	ahppl.security@adani.com	P:	02612207700
			M:	8980042704
Fire (AHPPL)	Jayesh Patel	jayesh.patel4@adani.com	P:	02612207604
			M:	8980802449

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