



TERMINAL INFORMATION GUIDE

Essar Bulk Terminal Ltd., Hazira



General Introduction

This book has been written for Masters of seagoing vessels, Shipping lines, any Customer who needs information about Essar Bulk Terminal Ltd., Hazira.

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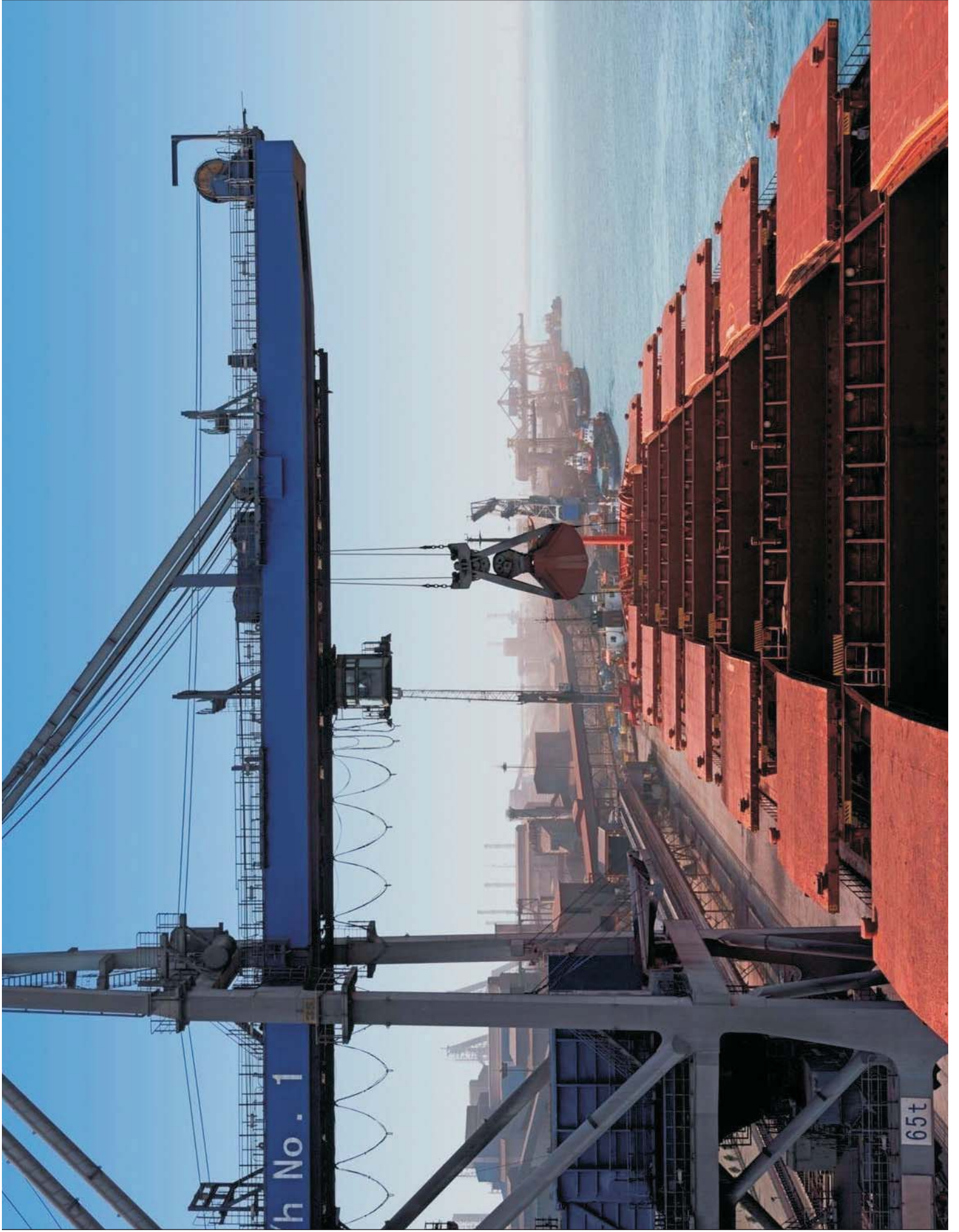
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1. FOREWORD CEO

Welcome to Essar Bulk Terminal Ltd. (EBTL), a Deep Draft Terminal under Magdalla Port of Gujarat Maritime Board (GMB). The Terminal is situated on the river Estuary of Tapi connected to the high seas of Gulf of Khambatt by a Navigation Channel.

Our Terminal endeavors to provide high standards of Nautical service, safe and smooth handling of cargo and shipping with the support of VTMS which is controlled and manned 24 x7 by professionals under Magdalla Port Authorities.

We are committed to conduct business with strong Health, Safety and Environment conscience. While we have taken all reasonable care to ensure that Navigation Channel, the berths, facilities as well as gear and equipment used, are safe and efficient, any vessel using them shall do so, and remain, at the sole risk of the vessel, its Master and Owners.

Vessels calling the Terminal are required to take careful note of the contents of Safety & Pollution requirements and ensure full compliance. Before commencement of operations, the Ship-Shore Safety Check-list will be completed by Terminal Marine Officer and responsible ship's officer; this will be revalidated at regular intervals. Any non-compliance or infringement of the Check-list or of Safety & Pollution requirement by the vessel may result in operations being halted and the vessel ousted from the berth.

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 arrest, therefore your fullest attention to these matters are solicited.

Vessels calling the Terminal will be given relevant Tide table along with this Information Guide. Master of Vessel has to handover Forms to the Pilots or Port Officials including indemnity letter provided in the Information guide after Pilot master Exchange.

We are committed to provide you safe and smooth cargo operations and wish for your pleasant stay.

Yours truly,



Capt. S. Das

CEO - Essar Bulk Terminal Ltd.



2. TERMINAL DESCRIPTION

2.1 GENERAL INFORMATION

Essar Bulk Terminal Ltd. (EBTL), is an all weather Deep Water Captive terminal situated on the West Coast of India at Hazira in the District Surat of Gujarat. Terminal is situated in the Tapi River Estuary connected to the high seas of Gulf of Khambatt by a navigation channel well marked by buoys and beacons.

Terminal is 230 kilometres north of Mumbai, 30 kilometres from Surat city, access is via National Highways No.6 and is serving largest steel plant of Essar on west coast of India.

Terminal is under Magdalla Group of Ports, a port of Gujarat Maritime Board (GMB). It provides Facilities for bulk & Break bulk cargo handling, storage and distribution and is operational 24 X7 all weather working days including Sundays & Holidays.

Terminal Provides Pilotage and Tugs assistance and vessel Traffic is controlled by Terminal Control room along with VTMS operated by operator under Magdalla Port authorities.

2.2 DEVELOPMENT

Terminal has plans to develop more deep draft berths for cargo handling along the waterfront and increase the depth of the Navigation Channel.

2.3 TERMINAL LOCATION

Lat 21° 05' N; Long 72° 39' E, Situated in the Gulf of Khambatt on West coast of India.

2.4 TIME ZONE

GMT +5.30 hrs

2.5 WORKING HOURS

Terminal works 24 X7 including Sundays & holidays. Terminal is always manned by a Master Mariner (Port Captain).

Official office hours : Monday- Saturday 08:30 to 17:30 hrs

Essar Bulk Terminal Limited

2.6 NAVIGATION CHART

Indian Chart 2108

2.7 TERMINAL INFRASTRUCTURE

Essar Bulk Terminal has Deep Draft berths to handle 1 bulk vessel and 2 general cargo vessels.

In continuation with Deep Water Berths, The terminal is also operating barge Jetties of Essar Steel operated by EBTL.

BERTH	PARTICULARS
Length	: 550 M Deep Water Berth
Available Draft	: 13.0 M maximum
Density	: SW (1.020)
Berth height	: 9 M above Chart Datum
Fender Type	: Cellular Type at 26.5 M distance apart
Absorbing Capacity	: 100 T-M
Reaction Force	: 158 T
Mooring Bitt	: 150 T bollard Pull at interval of 26.5 M
Alignment	: 000°(T) - 180° (T)

MAXIMUM ALLOWABLE SIZE OF VESSEL

Length Overall	: 300 M
Beam	: 50 M
Depth	: 13 M
UKC	: 0.6 M at berth
Quality of bottom	: silt/sand/ clay

2.8 CARGO HANDLING

Terminal is a dry cargo Terminal and handles Iron Ore, Coal , Coke, Limestone , Break bulk cargo , Finished Steel Products

Quantity in Million MT

Particulars	FY 11	FY12	FY13
Bulk cargo (Iron ore, coke, coal etc.)	8.53	10.13	12.42
Finished Steel Products	0.92	1.78	1.64
Project/General cargo	0.05	0.11	0.09
Total	9.50	12.02	14.15

Essar Bulk Terminal Limited

Bulk Cargo handling : Terminal is equipped with 3 Ship un-loaders connected through the conveyor belts to discharge cargo in different stockyard. Hook capacity of each ship-unloader is 65 MT and outreach of 34 m.

Break bulk Cargo handling : Cargo is generally handled by ship's gear . For handling General Cargo including containers , Terminal has 2 Mobile harbor cranes with 80 MT hook capacity and 2 Mobile harbor Cranes with 140MT hook Capacity

Yard Equipments : Terminal has number of yard equipments like Payloaders, Trailers and forklifts ranging from 10MT to 32 MT.

Terminal has dedicated yard for storing bulk cargo and covered yard for storing general cargo. Vessels bringing in solid cargo in bulk should forward their discharge sequence at least 24 hours prior arrival . The approved sequence should be discussed in person between the vessel and Terminal operations the draft figure to be calculated at 0600 hrs and 1930 hrs (local time) and should be given to the Terminal. For bulk Operations all hatches are only swept clean by the stevedors after complete discharge to the entire satisfaction of the ship's staff.

2.9 WEATHER & TIDAL INFORMATION

CLIMATE

The climate at Hazira is tropical and may be characterized by annually recurring seasons

Period	Season	Characteristics
Mid Jun-Sept	SW monsoon	Winds mod-strong, 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

Direction	:	SW in monsoon
Velocity	:	20-25 Knots Maximum
Land sea breeze	:	10 knots
Swell	:	2M max at anchorage during SW monsoon
	:	0.5M max in Channel and berth

CURRENTS & TIDAL INFORMATION

Current in Navigation channel & Berth is max 2 Knots during middle of spring tide.

Tide Range : MLWS +1.53m, MLWN +3.06m, MSL+4.42m,
MHWN+5.78m, MHWS +7.31m

Stormy weather : NIL

SYSTEM OF WEATHER FORECAST & WARNING

VTS updates the latest weather on Channel 09. Regular weather reports are sent by VTS.

2.10 TERMINAL SERVICES

CUSTOMS

Source : Surat Customs House.

IMMIGRATION

To be arranged via Agents. Crew change can be arranged via agents with sufficient prior notice.

STORES & PROVISIONS

Ship's Stores can be ordered via agents. Surat is a good place to place order for provisions.

FRESH WATER

Fresh Water in small quantity can be made available to the vessels. Vessel has to request its agent for the services which is on chargeable basis.

GARBAGE REMOVAL :

Garbage removal can be provided on prior intimation through Agents.

SLUDGE REMOVAL:

Terminal does not provide Facility for discharging sludge /oil /oily rags.



Essar Bulk Terminal Limited



WORKSHOP :

All types of repair facility provided by approved workshop through agent.

AIR PORT :

Nearest Domestic Airport is Surat Airport which is 30 Km from the Terminal with Daily flights to New Delhi and Mumbai.

Nearest International Airport is Mumbai International Airport which is about 350 Km from the Terminal.

BANKS :

State Bank of India, Bank of India and ICICI Bank along with ATM Facility is available in Essar Township. It falls within 5Km from the Terminal.

RAILWAY :

Nearest Indian Railway Station is Surat Station which is approx 30 Km from the Terminal .

BUNKER :

Facility not provided by the Terminal.

MEDICAL VISIT :

Can be arranged via agents, specialist doctors are available in Surat city.



3. TERMINAL NAVIGATION VTS (TERMINAL NAVIGATION SYSTEM)

3.1 VTS KHAMBHAT (GULF OF KHAMBHAT)

Area Boundary: Covering entire gulf of Khambhat, Area North of Latitude 20° 30'N and East of Longitude 071° 20'E.

Sectors

VTS Khambhat North :

Area North of Latitude 21° 12.2'N up to Landfall

VTS Khambhat West :

Area North of Latitude 20° 30'N, East of Longitude 071° 20'E, West of Longitude 072° 20'E, South of Latitude 21° 12.2'N

VTS Khambhat East :

Area North of Latitude 20° 30'N, East of Longitude 072° 20'E, South of Latitude 21° 12.2'N

Call Sign : VTS Khambhat

VHF Channels :

VTS KHAMBHAT NORTH	VTS KHAMBHAT WEST	VTS KHAMBHAT EAST
VHF CH-69	VHF CH-10	VHF CH-09

VTS Centre :

VTMPS 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

Fax : TBA

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]

Reporting Procedure :

Inward Bound Vessels - Vessel intending to enter VTS Khambhat :

Pre-Arrival Notification : 1 hr prior to entering the VTS area, vessel shall call "VTS Khambhat (appropriate sector, eg.: East, West, North)" on VHF channel (09 or 10, as per sector) and provide information listed in table **R-1**

Table R-1**

Pre-Arrival Notification (PAN)*:

- 1) Name
- 2) Call Sign.
- 3) ETA at VTS limit and approximate point of entry.
- 4) Destination port.

*Vessel engaged in lighterage operation or in coastal trade purely inside the VTS coverage area need not provide PAN.

** Information listed in table **R1** may also be furnished to VTS Khambhat, by Vessel's agent.

Inward Bound Vessels - Upon Entering the VTS area :

vessel shall call "VTS Khambhat (appropriate sector, eg.: East, West, North)" on VHF channel (09 or 10, as per sector) and provide information listed in table **R-2**

Table R-2 : Reporting when entering VTS area

<ol style="list-style-type: none"> 1. VESSEL NAME 2. CALL SIGN 3. POSITION IN LAT/LONG AT THE TIME OF REPORTING 4. COURSE 5. SPEED 6. MMSI / IMO NUMBER 7. NATIONALITY 8. GRT / NRT 9. LOA 10. MAXIMUM DRAFT 11. LAST PORT (IF LOADED THEN ADVISE / INFORM LOAD PORT ALSO) 12. NEXT PORT 13. ETA NEXT PORT (ANCHORAGE / PILOT STATION) 14. TYPE AND QUANTITY OF DANGEROUS CARGO & POLLUTANTS ONBOARD 15. TOTAL NO OF CREW INCLUDING MASTER AND THEIR NATIONALITY 16. MASTER NAME AND NATIONALITY 17. DETAIL OF THE AGENT IF VESSEL MAKING ANY PORT IN VTMS AREA 18. DETAIL OF THE CONSIGNEE IF VESSEL MAKING ANY PORT IN VTMS AREA 19. TYPE OF CARGO ONBOARD 20. SECURITY LEVEL BEING MAINTAINED ONBOARD 21. IF ALL THE NAVIGATIONAL & COMMUNICATION EQUIPMENT WORKING SATISFACTORILY 22. DOES THE VESSEL HAVE ANY CASE OF SWINE FLU ONBOARD 23. ROB 	<p>HEAVY OIL : DISEL OIL : TOTAL LUB OIL : FRESH WATER :</p>
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VESSELS ONCE INSIDE THE VTS AREA :

A vessel once inside the VTS coverage area (Other than a vessel at berth) shall keep a continuous listening watch on VHF channel appropriate to the respective sector of the VTS as depicted in diagram **D-1**. This is in addition to the prescribed mandatory continuous listening watch on CH16 and any other VHF channels required by local regulations.

2. Vessels Transiting in VTS area :

(A) Upon entering a new sector, the vessel shall call the appropriate sector on the appropriate VHF channel for the sector she is intending to enter (Refer diagram-D1) and report such change of sector.

(B) A vessel intending to anchor in the designated anchorage in the VTS area shall inform such intention to the appropriate VTS sector (Ref Diagram D-1) well in advance. **After anchoring** in the VTS area the vessel shall report the information listed in format **R-3** below, on the VHF channel appropriate to the Sector covering the anchorage (Ref Diagram D-1)

Table R-3

- | | |
|----|------------------------------------|
| 1. | Anchor Let go position in Lat/long |
| 2. | Time of anchoring |
| 3. | Status of Main Engine |
| 4. | ROB of Heavy Oil / MDO / LUBs/FW |

Vessels at anchor shall keep a continuous listening watch on VHF channel appropriate to the respective sector (Ref Diagram D-1) in addition to CH16 and other VHF channels required by local regulations.

(C) VESSELS AT BERTH / LEAVING BERTH / LEAVING HARBOUR / LEAVING ANCHORAGE :

Vessels at berth, at anchor or inside the harbour limits shall be abide by the local regulations and make reporting to respective authorities as appropriate. Additionally vessels shall report to the VTS on the channel appropriate to the sector covering vessel's position (Ref Diagram D-1), on the following occasions:

- Upon coming alongside at Berth
- Upon casting off from the berth
- Upon DLOSP
- Upon Anchor Aweigh
- Upon RFA

3.2 ANCHORAGE

Location	: 21-02N 72-34.5E
Anchorage Area	: length 2 nautical miles, width 3 nautical miles
Anchorage boundry	: 20-59N 72-34.5E; 20-59N 72-36.4E; 21-02N 72-36.5E
Depth below chart Datum	: 16 Metres
Quality of Bottom	: Clay

3.3 NAVIGATION CHANNEL

Length of Navigation Channel	: 7.2 Km
Bottom Width	: 270-300 M
Quality of bottom	: Clay

3.4 TURNING BASIN

Location	: Abeam Deep Water Berth
Turning Radius	: 600m
Quality of bottom	: clay/sand

3.5 Operating Criterion : Towage and pilotage is carried out with Wind speed 28 Knots or below

NAVIGATION AID

Navigation Channel & Turning Basin is marked with Buoys & Beacons.

14 nos. of Buoys/Beacons in channel & 3 nos. Buoys in turning circle.

There are no Transit Marks in the Channel.

Position of the buoys and Beacons is marked in sec 3.2

NAVIGATION CHANNEL DREDGING

Navigation Channel depths is continuously maintained by Terminal Owned Dredgers. Terminal has plans to further deepen the Navigation Channel.



Essar Bulk Terminal Limited



3.5 PILOTAGE

Terminal has 3 senior pilots who provides Pilotage Services.

Pilot Station : 21 00N 072 38E Appox. one mile southwest of fairway buoy.

Service Hours: 24 Hours

Hazira has high range of tide and tidal current, vessel's Master is advised to instruct his crew to attend the moorings at all times. In case of difficulty in keeping the vessel alongside, Vessel to get in touch with Essar Base on VHF Ch 71 .

Tugs : Terminal has 3 tugs boats for assisting Pilots for Pilotage.

- Type of Propulsion : Azimuth stern driven
- Bollard Pull : Two 66.5 ton bollard pull and one 42 Ton bollard Pull
- Tower Rope : Two Tugs takes Towing rope and one Tug takes ships line for towage
- Operating Criterion : Towage & pilotage is carried out with wind speed 25 knots or below

3.6 NAVIGATION SAFETY GUIDE LINES

Notification of Safety Defects

The master of the vessel, the person directing the vessel's movement, the vessel's agent, at the time pilot assistance is requested, notify the Essar Base of any vessel or equipment malfunction, limitation or condition which could possibly affect the safe navigation of the vessel in the Hazira Ship Channel. Such unsafe conditions requiring notice include, but are not limited to, any defect in any navigational equipments, Whistle, Anchors, ME, Steering gear (Main and auxillary) and mooring equipment and any other equipment or vessel condition (such as inoperative windshield wipers or clearviews) that could have an effect on the handling or navigation of the vessel.

Restricted Visibility

Due to the restrictive nature of the Navigation Channel, all vessels must offer proper visibility from the bridge. Visibility provided shall be satisfactory to comply with these Guidelines.

If, due to vessel design, trim, or obstructive deck cargo, the vessel cannot offer the Pilot satisfactory visibility, then, at the discretion of the Pilots, two pilots, extra tug and/or daylight restrictions may be imposed.

Trim

A vessel's trim should be such that the Pilot is ensured of sufficient propeller and rudder action and be in accordance with International Marine Organization.

In any case the after draft shall not be less than that which is necessary to obtain full immersion of the propeller(s).

A vessel whose draft does not meet the minimum draft requirements above may, at the discretion of the Pilot, be accepted for transit on a one-time basis provided that the captain of the vessel, the person directing movement of the vessel, or the vessel's agent, requests permission from the Pilot and provides them with the following as soon as possible but not later than 12 hours before the vessel arrives at the pilot station or 6 hours before shifting or sailing.

- (1) Principal dimensions of the ship;
- (2) Deepest attainable fore and aft drafts;
- (3) Reason the vessel cannot be properly ballasted; and,
- (4) Suggestions as to how the vessel will be maneuvered to ensure safe passage.

Engine Revolutions

The maneuvering revolutions and resultant speeds established for a vessel by her builders and designers must be posted and made available to the Pilot upon boarding in form of Pilot card. All vessels maneuvering in the Hazira Ship Channel must be capable of attaining the maneuvering RPMS as posted in the vessel's wheelhouse.

All vessels must be able to alter engine speed and direction promptly considering vessels of similar class and engine type.

Any vessel without the capacity to attain its posted RPMs in a timely fashion will, at the discretion of the Pilot be restricted to daylight transit and/or additional pilotage or tug requirements.

Other Precautions: Unless otherwise advised

Berthing/Unberthing operations to be carried out only when tidal Stream not exceeding 2.0 Kts.

Safe speed shall be observed throughout the passage plan. This speed will be consistent for safe navigation with regards to prevailing circumstances, squat effect, capabilities and limitations of piloted vessel.

Minimum UKC requirement :

At Berth : 0.6 M UKC to be maintained at all times.

In Channel : 0.6m + 0.6% of Navigable draft.

Shipping movement may not take place in sustained winds of 28 Knots or more and significant wave height of more than 2.0 M. While alongside berth Vessel main engines not to be immobilized Being a Tidal Terminal constant Deck watch to be maintained for tending of mooring lines .Vessel is responsible to provide safe access by proper gangway with Safety net. Two tugs to be used for vessel less than 75,000 Dwt and for Vesels above 75000 Dwt three tugs to be used.

Alongside berth, distance between two vessels to be at least 26.5 metres.

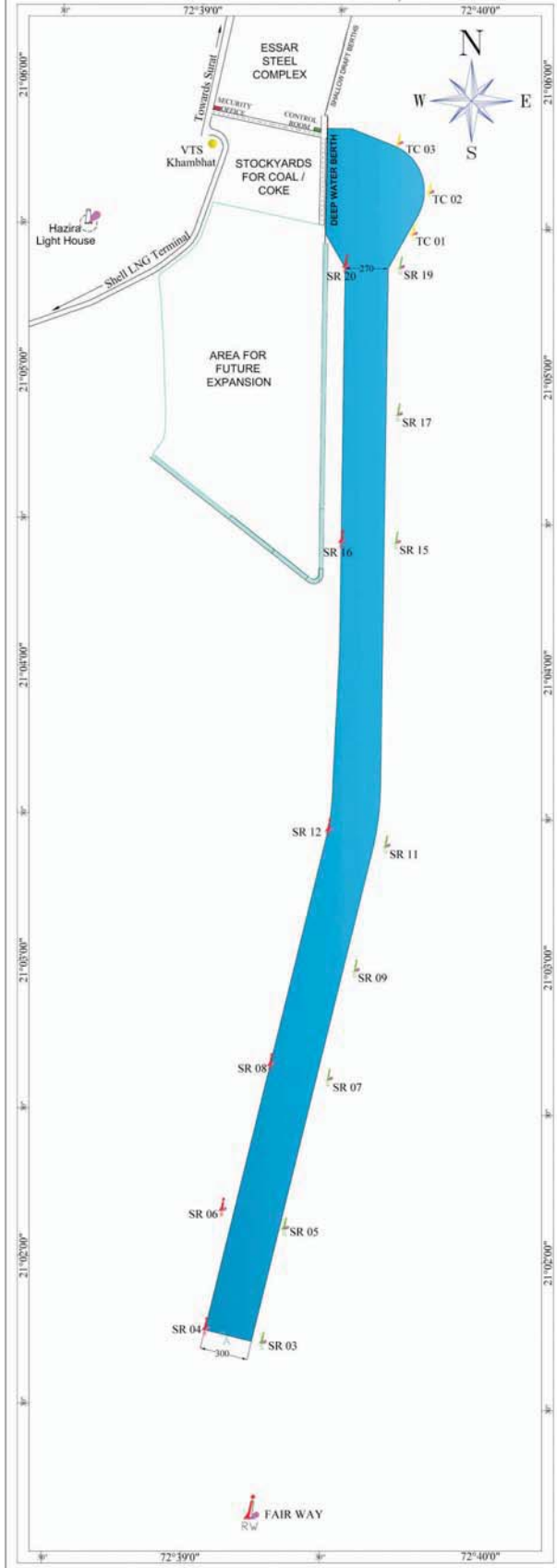
Manoeuvring Procedure : Generally all vessels are berthed head in (port side alongside) During Ebb tide. If required vessel in ballast can be berth starboard side to (head out - turned around in turning basin) during flood tide.

Pilot Transfer : Transfer shall be in strict accordance with SOLAS regulations, IMO Resolution A. 889 (21) and International Maritime Pilots Association Recommendations. Pilots normally board vessels from the port Side using one of the Tug Boats. The deck on the Tug Boat, from where the Pilots board, is approximately 4 meters above the water.

Essar Base (Ch 071) to confirm the "height of pilot ladder above the water", but in general should not exceed 4 meters.

W/P	Description	Latitude	Longitude	Course	Distance	Remark
1	Pilot boarding ground	21° 00.634' N	072° 38.909' E	006	1.7nm	Half a mile south from the outer fairway buoy Master to give checklist to pilot, pilot exchange card and explain any peculiarities or defects. Report to Essar Control on ch. 71 and VTMS on ch 09. Pilot to brief master on passage plan. SEly/ NEly current expected, precautionary area beware of cross traffic.
2	Channel entrance	21° 01.734' N	072° 39.181' E	013	1.75 NM	Ship's crew to be standby for fore and aft stations.
3	Turning Way Point	21° 03.492' N	072° 39.615' E	000	1.95NM	Call berth supervisor to exchange information Confirm berth readiness, mooring crew, and mooring launch.
4	Entrance of TC	21° 05.400' N	072° 39.615' E	350	0.40NM	Tugs to be made fast 0.7 NM before TC entrance.
5	Deep water berth	21° 05.705' N	072° 39.455' E	-	-	Report to Essar control on completion of movement.

ESSAR NAVIGATIONAL CHANNEL, HAZIRA



Existing Position of Buoys & Beacons in Navigation Channel

	LATITUDE	LONGITUDE	CHARACTERISTICS OF LIGHTS
FAIR WAY	21 01 7.1495 N	072 39 14.8031 E	FL.W 10s
SR 03	21 01 42.7752 N	072 39 16.9461 E	FL.G (2) 5s
SR 04	21 01 45.3799 N	072 39 4.6224 E	FL.R (2) 5s
SR 05	21 02 6.06 N	072 39 21.4319 E	FL.G (2) 0s
SR 06	21 02 9.6964 N	072 39 7.8682 E	FL.R (0) 5s
SR 07	21 02 36.5023 N	072 39 30.408 E	FL.G 10s
SR 08	21 02 39.2264 N	072 39 17.8461 E	FL.R 105s
SR 09	21 02 58.6731 N	072 39 35.8643 E	FL.G (0) 5s
SR 11	21 03 24.0198 N	072 39 42.0951 E	FL.G (2) 10s
SR 12	21 03 27.0988 N	072 39 29.6288 E	FL.R (2) 10s
SR 15	21 04 25.795 N	072 39 43.4026 E	FL.G (0) 5s
SR 16	21 04 25.7952 N	072 39 31.5624 E	FL.R (0) 5s
SR 17	21 04 51.798 N	072 39 43.4066 E	FL.G 10s
SR 19	21 05 21.7167 N	072 39 43.4128 E	FL.G (2) 5s
SR 20	21 05 21.7544 N	072 39 31.5587 E	FL.R (2) 5s
TC 01	21 05 28.4726 N	072 39 46.0882 E	FL.Y 4s
TC 02	21 05 36.9981 N	072 39 49.5569 E	FL.Y 4s
TC 03	21 05 46.8736 N	072 39 42.6653 E	FL.Y 4s



4. TERMINAL SAFETY & POLLUTION REQUIREMENTS

The services, facilities and assistance provided by the Terminal to the vessels are subject to following stipulations being complied with. The Masters of vessels in port are advised to take serious note of below contents to avoid punitive action.

4.1 GENERAL :

1. Pilotage within port limits is compulsory. No movements are to be undertaken without EBTL pilot on board, and without express instructions from the Terminal Control Room
2. Tugs will be deployed for assistance in maneuvers at the sole discretion of the pilots.
3. EBTL reserves the right to berth or unberth a vessel or declare closure of its terminal in part or in whole whenever circumstances deem it necessary for the safety of the vessels or Terminal

A) SAFETY :

1. Vessels alongside must moor with at least 4 head / stern lines, 2 breast lines and 2 back springs fore and aft. Do not use wire and fiber ropes in the same direction.
2. In the interest of safety of the berths and vessels, please ensure that moorings are 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; all time lost and incidental expenses (including tug assistance) being to vessels account.**
3. No repairs or maintenance is to be carried out on the main engine or other machinery which will be required should it be necessary to vacate the berth at short notice.
4. Hot work is not normally permitted at berth. If permit is granted, the work will be carried out under attendance of the port's Fire & Safety unit and be subject to payment of specified charges.
5. An efficient deck watch under a responsible officer must be maintained at all times when at berths.

6. All working areas, decks and access points as well as liquid cargo manifold and gangway must be properly illuminated during the hours of darkness.

B) POLLUTION :

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 EBTL 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 Port Captain.
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.

C) EMERGENCY :

1. Every vessel must have on board, at all times, a sufficient number of responsible officers and crew to deal with emergency situations.
2. 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.
3. Safe access to the vessel must be made available at all times.
4. Any fire mishap, accident or case of pollution on / by or near a vessel in Port must be notified immediately to Port Control through VHF Ch.71, and by sounding appropriate alarm signals. Port's Marine / Safety personnel will attend on board and direct emergency measures until the incident is satisfactorily dealt with.

4.2 EMERGENCY CONTACT :

Incident and accidents on board: VHF CH-71 or by telephone - 91 9879102701
For emergency assistance from the Terminal in case of an accident on board and to order fire brigades, ambulance or to call security, you can directly contact Terminal Control Room via VHF ch -71
Details to be reported: Name of the ship, nature of calamity

4.3 EMERGENCY RESPONSE EQUIPMENT

SHORE CONNECTION FOR FIRE FIGHTING

Throughout the Terminal special shore connections with Fire Hoses are provided to fight Fire.
Two Tug of the terminal is also equipped with firefighting devices.

4.4 SECURITY

Terminal has security team managed by highly professional personnel. Surveillance cameras are fitted in the Terminal to monitor activities. In case of any suspicious activity Terminal Security comes into action. Terminal security is supported by Marine Police station with an armed patrol boat. Vessels of IACS and P&I club as approved by DGS are only permitted to berth at the Terminal.

4.5 PRESENT ISPS SECURITY LEVEL INFORMATION

Terminal keeps ISPS security level-II.
Depending on the prevailing condition, ISPS level may be changed. ISPS level intimation will be notified by the Terminal on arrival of vessel.

List of approved P&I club : As per the Directive of Director General of shipping and as per the circular of Gujarat Maritime Board, vessels of following approved International Group of P&I clubs are permitted to berth at Terminal





Essar Bulk Terminal Limited



4.6 List of approved P&I club :

As per the Directive of Director General of shipping and as per the circular of Gujarat Maritime Board, vessels of following approved International Group of P&I clubs are permitted to berth at Terminal

- 1) American Steamship Owners Mutual Protection and Indemnity Association, Inc
- 2) Assuranceforeningen Skuld
 - Skuld Mutual Protection and Indemnity Association (Bermuda) Ltd.
- 3) Gard P&I (Bermuda) Ltd.
 - Assuranceforeningen Gard
- 4) The Britannia Steam Ship Insurance Association Limited
- 5) The Japan Ship Owners' Mutual Protection & Indemnity Association
- 6) The London Steam-Ship Owners' Mutual Insurance Association Limited
- 7) The North of England Protecting & Indemnity Association Limited
- 8) The Shipowners' Mutual Protection & Indemnity Association (Luxembourg)
- 9) The Standard Club Ltd
 - The Standard Club Europe Ltd.
 - The Standard Club Asia Ltd.
- 10) The Steamship Mutual Underwriting Association (Bermuda) Limited
 - The Steamship Mutual Underwriting Association Ltd.
- 11) The Swedish Club
- 12) United Kingdom Mutual Steam Ship Assurance Association (Bermuda) Limited
 - United Kingdom Mutual Steam Ship Assurance Association (Europe) Ltd.
- 13) The West of England Ship Owners Mutual Insurance Association (Luxembourg)

5. TERMINAL IMPORTANT CONTACT

- **TERMINAL CONTROL ROOM**
VHF Ch: 71, ESSAR BASE
TEL - 91- 9879102701, 91-261-668 2274
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- **TERMINAL CEO**
Capt. S. Das -Chief Executive Office
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- **PORT AUTHORITY**
Port Officer, Gujarat Maritime Board
Magdalla Group of Ports
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- **TERMINAL OPERATIONS MANAGER :**
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- **VTS**
VHF Ch: 09
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Col. Rakesh Vasal
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