



Gujarat Chemical Port Limited, Dahej.



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1. LEGAL DISCLAIMER

This Port Information Booklet has been compiled to facilitate and familiarize vessel Owners, Charterers and Ship Masters as well as for personnel working ashore, services and general conditions that may prevail at the port of GCPL whilst handling cargoes. The manual outlines the facilities provided at the terminal, the assistance available to visiting Shipmasters to promote safety on board the ship and at the berth. It includes the requirements as per regulations of the terminal and safety procedures to be adopted at the time of arrival, berthing, un-berthing, mooring, cargo operations and maintenance of vessel. It also contains a set of recommended emergency procedures to be adopted jointly by terminal's staff and ship's crew when dealing with emergency situations.

All the information contained herein has been collated correctly at the time of application and is meant to give general guidelines to vessels owners/charterers and vessel agents.

Primary responsibility for the safe conduct of operations on board the ship rests with the Vessel Master. Nothing contained herein shall be construed as relieving the Master of any ship from his responsibility for the safety of the vessel under his command.

Full co-operation is sought between the vessel and the terminal in the adoption and maintenance of the highest safety standards for safe and efficient operation

In addition to the observance of the Port information, Rules and regulations as printed herein, Masters of vessels coming to, and at, the GCPL should familiarize themselves with Gujarat Maritime Board acts, Laws, regulations as required by the Government authorities.

Agents are requested to make a copy of these laws available to the Master of the Vessels calling the Port. Local Authorities of the Government take a serious view of any oil or liquid spillages. Any such release will be investigated by the appropriate authorities and, apart from the Master, Owner of the vessel could be charged with the cost of cleaning up the spill from the vessels and consequences thereof. Master and/or Owner may be liable to prosecution and there could be delays to the vessel due to above.

GCPL assumes no responsibility for the contents published herein or for any subsequent or supplemental publications, additions or corrections regarding it.



3. PORT AND TERMINAL INFORMATION

- M/s. Gujarat Chemical Port Ltd. a joint venture of RIL, GSFC, GNFC, GACL, GIIC, GMB and GIDC. GCPL Port is located in the Gulf of Khambhat, near Lakhigam Village, Gujarat, India and it is known as “The Golden Corridor of Indian Chemical Industries” at Port of Dahej under the jurisdiction of the Gujarat Maritime Board (GMB). GCPL jetty is linked by 2.4 km approach trestle carrying pipelines and a motor able road. The nearest railway station is Bharuch about 60 km away and the nearest airport is at Vadodara about 130 km away from the site.
- GCPL is a single berth jetty with a height of 23 meters above chart datum. Length overall (LOA) of the jetty is 311.0 Meters. GCPL Can handle ships from 6000 to 60,000 DWT with LOA between 111-232 Meters, Beam any size.
- **Remarks:** For discharge of cargoes like PO/ Methanol / MEG / Acetic acid the minimum required length over all (LOA) of the vessel is minimum 140 meters.
- **Berthing line up strictly subject to FIFO (First in First out), subject to vessel ready in all respect with Valid NOR tendered & sufficient ullage in the shore tank for her nominated cargo.**
- **The Chemical Terminal Jetty consists of:**
 - a) A service platform, 30m X 19.5m
 - b) Four Berthing Dolphins, 14m X 10m
 - c) Six Mooring Dolphins of 9.5m X 9.2m
 - d) 8 no’s loading arm for liquid chemicals and cryogenic gases
 - e) 4 no’s mooring winches at each mooring dolphins (Capacity – 60 Tons)
 - f) Quick release mooring hooks (QRMH) at each mooring and berthing dolphins
- Location of Jetty Latitude: Latitude: 21° 41' 47" N, Longitude: 072° 30' 55" E. Depth available at Jetty 16.0 Meter at chart datum, jetty is open to sea, having no channel restrictions and no any navigation buoys.
- While we have taken all reasonable care to ensure that the ship as well as shore. port waters, jetty facilities as well as all loading arms, pedestal crane, marine gangway and any other equipment which to be used thereon are safe and efficient, any vessel using them shall do so, and remain at the sole risk of the vessel.
- Non-declaration of correct information & vessels deficiency in Vessel & Cargo Particulars may result in penalty, refusal of berthing and/or blacklisting of the vessel for the port.



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3.1 **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.

3.2 **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.

3.3 **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. Master is advised that all liquor in excess of the normal allowances should be placed in bond props to arrival. 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.

3.4 **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.

3.5 **IMPORTANT NOTES:**

- Marine manager shall evaluate a vessel based on her previous call to GCPL, dahej and if any deficiency / defect points / any other special remarks was noticed based on her past performance in GCPL, dahej or any other ports then closer of the deficiency reports / action taken report to be submitted prior arrival of the vessel. If such documents is pending then vessel may be not granted / accepted in GCPL, Dahej.
- Vessel shall be moved to anchorage as desired by GCPL on the ground of non-performance at the sole discretion of GCPL Port Captain.



4 EMERGENCY CONTACTS & COMMUNICATION DETAILS

- Port Current Security Level – 1 (ONE),
- Contact details for PFSO/ Alternate PFSO is as per below:
 1. **Port Captain/PFSO-** Capt. Sankalp Kumar (Head – Marine)
E-Mail: sankalp.kumar@gcptcl.in,
Telephone: +91-2641-261023 (O),
AOH: 91-6352925939
 2. **Dy. PFSO:** Mr. Ankur Pandya (Sr. Manager – Marine)
E-Mail: ankur.pandya@gcptcl.in,
Telephone: +91-2641-261003,
AOH: 91-9427235105
 3. **Jetty Control room:**
E-mail: jettycontrolroom.gcptcl@gcptcl.in
Telephone: +91-2641-261017 (O),
AOH:91-9998042724



Chemical Cargo (Noxious Liquid Substances carried in bulk)

1. Chemical cargo handled in GCPL port must be mentioned in chapter 17 or 18 of IBC code.
2. The chemical cargo, which are not mentioned in chapter 17 or 18 of IBC code if required to handle in GCPL then following to be followed.
 - a. Vessel Owner / charterer / receiver / Exporter / Notifying Party has to provide cargo information approved by DG shipping / RO as per the IBC code – Chapter 16 – Operational requirement.
 - b. Same will be vetted by GCPL, Dahej port authority prior to handling the cargo.
 - c. Vessel Owner / charterer / receiver / Exporter / Notifying Party has to intimate by mail to GCPL port authority prior to loading the cargo at the load port / loading of the cargo at GCPL, Dahej.
 - d. Copy of Bill of lading, cargo information (MSDS) and loading port cargo analysis report to be submitted prior arrival to GCPL dahej.
3. Cargo information for each dangerous chemical carried must be included:
 1. A full description of the physical and chemical properties, including reactivity, necessary for the safe containment of the cargo.
 2. Action to be taken in the event of spills or leaks
 3. Countermeasures against accidental personal contact
 4. Fire fighting procedures and fire fighting media
 5. Procedures for cargo transfer, tank cleaning, gas freeing and ballasting



6 OTHER REQUIREMENTS / FACILITIES FOR VESSEL AT GCPL

6.1 NOTICE OF READINESS:

- Notice of readiness to be tendered in accordance with Charterer party. NOR will be formally received by the Terminal representative. Master is cautioned that vessel should be within the port limits before tendering NOR. If due to whatsoever reasons vessel fails to arrive (on scheduled time of pilot boarding by GCPL) at the pilot station for her scheduled berthing, then her NOR tendered shall not stand valid any more. The vessel in that case has to retender her NOR once she will be ready in all respect. If a vessel tenders her NOR on arrival and could not be taken alongside due to insufficient ullage in the shore tank, then her berthing shall be scheduled by the terminal as and when ullage is created.

6.1 Fenders

- Four (04) no's Pneumatic fenders (floating) - "Yokohama" / Hi-Tech" made (9.0 M (L) X 4.5 M (W) attached to fender frames on the Dolphin structure of service platform for safe berthing & stay of vessels at the jetty.

6.2 Marine Telescopic Gangway

- Marine telescopic and hydraulically operated Gangway which is adjustable to cope with tidal variations is provided for easy and safe access to and from the ship.
- Make: VERHOEF
- Gangway location: BD#01 at Jetty platform
- Working range: Upper – CD + 23.90 Meters & Lower – CD + 1.50 Meters

6.4 Pedestal Crane

- 1.5 Tons SWL Hydraulically operated pedestal crane for emergency transfer of personnel from ship to shore and lifting of spares/Stores with ship's net.

6.5 Jetty Control Room

- Jetty control room equipped with emergency DG Set, 24X7 operated Radio Room, VHF Receiver, VTMS simulator, AIS, automatic weather recording stations, Navtex, Storm Warning signals & Advanced Fire extinguished System.

6.6 Shore leave:

- Shore leave is not permitted in GCPL, Dahej.

6.7 Sign On / Sign Off:

- Sign On / Sign Off is permitted in GCPL, dahej during the stay of the vessel at the berth. 24 hours' advance notice / Prior intimation is required from the vessel agent before vessel's arrival with full details of the crew change with supporting valid documents. Necessary permissions are to be obtained from customs / Immigrations / GCPL Terminal Manager.

6.8 Bunkering facility:

- Bunkering facility not available in GCPL, dahej.



6.9 Fresh water Facility:

- Fresh water shall be supplied subject to availability at shore. Fresh water meter installed at jetty platform. Initial and final readings of the supplied fresh water is considered as per the meter reading only. GCPL, dahej is not responsible or liable for the quality of the supplied fresh water.
- Fresh water @ about 20 CBM/hour on chargeable basis as per GCPL SOPC.

6.10 Provision and Store / Spare supply:

- Ship Provision supply (With prior approval from the customs and GMB permission)
- Ship store / spare supply (With prior approval from the customs and GMB permission)
- Supply of ship provisions, stores and spares are permitted during the vessel's stay in GCPL, Dahej without hampering in cargo operation. Crane facility is available at the jetty for stores and spares subject to capacity of crane and applicable charges as per SOPC.

6.11 Medical services:

- Limited emergency medical treatment is available at the medical center of GCPL on chargeable basis.

6.12 Support vessels:

- Tugs are available if required on chargeable basis upon the formal request of Master of the vessel. Charges as per SOPC shall be applicable. COST OF TUGS SUPPLIED TO VESSEL TO ENSURE SAFETY HAS TO BE BORNE BY VESSEL/AGENT.

6.13 Trim, List & Ballast:

- Vessel should all times keep trim to a minimum. Excessive trim can be a cause for concern in strong tidal currents and particularly at the change of tide. Light vessel trim should not exceed **2.50 M** by stem and there should sufficient ballast for ship maneuvering. IMO guidelines with respect to the change of ballast shall be followed. Vessel to be in upright condition at all-time and during cargo operation list must not be increased more than 1 degree on either side.

6.14 Deck/Cargo Watch:

- At least one of the ships officer shall be on the deck or in the cargo control room at all times and there should be sufficient crew members on deck to attend to mooring lines & assist in the safe operation of the vessel. Mooring crew under the charge of GCPL jetty officer should also monitor mooring lines especially at the turn of tide that in turn advice the deck officer on duty as appropriate

6.15 Mooring tension winches:

- Moorings on winches must at all times secured on the brake drums & bollards. On no account shall tension mode be employed.

6.16 Emergency Towing wires:

- Emergency towing wires to be made fast to the vessel's bollards (forward and aft) on the seaward side with the eye run out and maintained at or above the waterline.



6.18 Pollution Prevention:

- All vessel must have an approved “shipboard oil pollution emergency plan” as per MARPOL 73/78 in accordance with the requirements of regulation 26 of annex I or “shipboard marine pollution emergency plan” in accordance with the requirements of regulation 236 of annex I & regulation 16 of annex II and not limited to.
- It is the master’s responsibility to ensure that no any kind of oil is pumped out or spills overboard from the vessel. The utmost vigilance must be exercised to prevent any pollution through oil spills, ballast or bilges discharges. All oily valves overboard should be kept closed / isolated and all deck scuppers must be plugged tight before a cargo operation commenced and during the stay of the vessel in the port. A serious consequence may arise as a result of any pollution and GCPL will hold the vessel / vessel owner fully responsible for any expense involved in cleaning of the contaminated area.
- In the event, GCPL has to make settlement third party claims as a result of damages to the port property, environment and nearby surroundings caused by pollution attributable in any way to the vessel, it will have the right to reimbursement by owners or managers of the vessel for all expenses incurred. Vessel should have valid P & I insurance including oil pollution and wreck removal clauses.
- 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 untreated sewage from any vessel within Dahaj Port limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew carried out without permission of the Port.
- Emission of dense smoke is prohibited from vessels within Port limits. Violations of stipulations under current Indian laws will incur heavy penalties.
- 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.

6.19 Firefighting equipment:

- Ship firefighting appliances, including main & emergency pumps, shall be ready for immediate use and pressure shall be maintained on the fire main at all times. At least two fire hoses, fitted with jet/spray nozzles, shall be connected to the fire main and uncoiled in deck forward and aft the cargo manifold area. Where monitors are provided, they shall be pointed towards the manifold and be ready for immediate use. Portable fire extinguishers should be placed in the vicinity of the cargo manifold. Should fire breaks out on the vessel, master or the responsible officer must sound the ships fire alarm and immediately implement ships emergency procedures for dealing with fires.

6.20 Inert gas operation (if applicable):

- Tankers if required and if applicable to be filled with an inert gas system as per regulations, will be allowed to berth and load/discharge at GCPL only when the inert gas system is fully operational. In the event of failure of the inert gas system, it is the responsibility of the master to suspend cargo operation and notify GCPL Terminal Manager in written mode. Cargo operations shall not commence until the faults are rectified and safe levels of pressure and concentrations of inert gas have been re-established. If inert gas system is not applicable to respective cargo then valid class certificate for that cargo for which IG system is not required to be made available to GCPL, dahej prior arrival of the vessel.



6.21 Engine Availability:

- The vessel engine shall be available at all times. At berth/anchorage the telegraph shall be on “short notice” mode, Engine repairs are not permitted while the vessel is at berth/Anchorage at GCPL, as it may be necessary to move out the vessel at short notice. Propeller should not be turned without the prior permission of GCPL pilot/Marine Manager.

6.22 Hot work:

- Hot work is prohibited on board the vessel unless approval has been obtained from the Port captain / GCPL Marine Manager and the requisite work permit issued. No maintenance works to be undertaken by the vessel when she is moored alongside the jetty unless approval has been obtained from the Port captain / GCPL Marine Manager.

6.23 Unauthorized Boats/crafts:

- No unauthorized Boats/Craft will be permitted alongside the vessel berthed at GCPL and it is the duty of the ships personnel to clear away any such boats/crafts from the vessel.

6.24 RADAR operation:

- The use of Radar while vessel is berthed alongside GCPL is not permitted during cargo operations.

6.25 Portable Electrical Equipment:

- No portable Electrical equipment is allowed on deck, other than intrinsically safe, and essential to operation unless approval has been obtained from the Port captain / GCPL Marine Manager.

6.26 Opening on Deck:

- All opening on deck from accommodation store, or engine spaces shall be securely closed.

6.27 Ventilators:

- All ventilators shall be tuned away from the cargo deck. Any air conditioning unit drawing air from the direction of the cargo deck should be turned to internal circulation only or closed down.

6.28 No smoking:

- Smoking is strictly prohibited during the vessel’s stay in GCPL, dahej except designated smoke room of the Vessel as per ships/ Master’s regulations. At GCPL jetty no smoke room are designated.

6.29 Lighting:

- GCPL jetty is equipped with sufficient illumination. However, during darkness, adequate lighting shall be arranged by the vessel to cover the area of the deck, around the vessel and in particular the manifold area so that the need for any adjustment can be seen in sufficient time and any leakage or spillage detected immediately.

6.30 Mobile telephones, Pagers & other Electronic items:

- The use of the above equipment is forbidden except in safe areas of the vessel accommodation. Walkie-Talkies in use shall be approved type & intrinsically safe.

6.31 Accommodation for GCPL Pilot:

- The vessel should provide suitable, neat and clean accommodation & meals for GCPL Pilot, who may stay onboard vessel throughout the cargo operation.



6.32 Environmental Guidelines:

- Vessel has to follow GCPL EMS Procedures for generation, storage and disposal of waste from ship/spills.
- Vessel has to follow guidelines of Oil Spill Contingency Plan for combating oil spills on berth.

7 SUSPENSION OF CARGO OPERATION ON WEATHER PARAMETERS

- Cargo operations will be suspended during any period of severe or abnormal conditions such as thunderstorm, excessive wind or swell, which endangers the safety of the vessel and GCPL facilities. Loading arm may be disconnected and preparations are made for the vessel to un-berth should it become necessary. A guideline for suspension of operations is given as below:
 1. When vessel will away from the berth / left the fenders due to rough weather, tugs will be kept as a stand by to mitigate the emergency assistance and pilot will be remain on board till the weather became normal if required. Loading arms shall be disconnected after the decision of the Port captain / port manager.
 2. Cargo will only be resume once the vessel will be alongside to the berth and mooring ropes are tightening equally.
 3. Any tug assistance required by the master should formally be intimated on VHF channel 77 to on duty radio officer or in writing to on duty jetty officer. Charges as per SOPC shall be applicable on mobilization of tug(s).
- Taking into account the conditions prevailing at the time of operation, GCPL Port Captain takes a decision for suspension of operations However; guidelines for suspension operations are as follows:
 1. Berthing operation is suspended when significant mean wind speed is more than 30 knots in an interval of 10 minutes, and significant wave height exceeds 1.50 M.
 2. When vessel moored alongside, cargo should be stopped when wind speed significant mean wind speed is more than 30 knots in an interval of 10 minutes and swell height of 1.50 M or more.
 3. When the vessel is alongside, loading arm(s) shall be disconnected when the mean wind speed is more than 30-35 knots and swell height of 1.75 M or more.
 4. Vessel shall cast off when significant mean wind speed is more than 35 knots in an interval of 10 minutes is and swell height is more than 2.00 M.
 5. Cargo will resume once the mean wind speed falls under 30 knots for a period of at least 30 minutes and weather became normal.



8 MOORING ARRANGEMENTS

- Below mentioned sequence to be followed for mooring operation.
 - Spring Lines (3 Nos.): One or more Line at a time to be passed by Heaving/Messenger Line.
 - Breast Lines (3 Nos.): One or more Line at a time to be passed by Heaving/Messenger Line.
 - Head/Stern Lines (4 Nos.): One or more Line at a time to be passed by Heaving/Messenger Line.
- There are Quick Release Mooring Hooks (QRMH) with Hooks and electrically driven Capstans are provided on each mooring & Breasting Dolphin equipped with computerized load monitoring system as follows:

Sr. No.	Location	No. of QRH	SWL per Hook (MT)
1	Breasting Dolphin: 1	3	75
2	Breasting Dolphin: 2	2	75
3	Breasting Dolphin: 3	2	75
4	Breasting Dolphin: 4	3	75
5	Mooring Dolphin: 1	3	100
6	Mooring Dolphin: 2	3	100
7	Mooring Dolphin: 3	3	100
8	Mooring Dolphin: 4	3	100
9	Mooring Dolphin: 5	4	100
10	Mooring Dolphin: 6	4	100

- During fair weather (16th Sept to 14th May) vessel to arrive with 20 soft polypropylene mooring ropes. This is to have 4 no's headlines, 3 no's breast lines and 3 no's spring lines in forward and 4 no's stern lines, 3 no's breast lines and 3 no's spring lines in aft.
- During Monsoon (15th May to 15th Sept) the mooring pattern is 4 no's Head lines, 4 no's breast lines and 3 no's spring lines in forward and 4 no's stern lines, 4 no's breast lines and 3 no's spring lines in aft. Time required for first line to all fast be maximum 45 minutes for all vessels.
- Terminal can provide maximum 06 ropes on chargeable basis to the vessels having ropes less than 20.
- No wire ropes and/or combination of wire & synthetic ropes are permitted.
- Mooring configuration and sequence shall be discussed by the pilot to the master of the vessel.
- Four compulsory auto tension shore mooring winch ropes shall be provided by the terminal one each of MD-1, MD-2, MD-3 and MD-4 with the capacity of 60 MT each on chargeable basis as per SOPC subject to availability.
- Due to high strength of tidal currents, utmost vigilance must be maintained at all times with regard to the moorings. There is little or no slack water period and the abrupt change can exert large tensions in the mooring lines. Extreme vigilance must be exercised & crew men should be stationed at the mooring winches during this time.



9 LOADING / UNLOADING ARMS DETAILS

1. There are 8 nos. of Hydraulically Operated loading arms having 6” to 16” diameter and 17 numbers transfer pipelines to the tank farm.
2. There are total 37 nos. of storage tanks including 4 Horton Spheres and two cryogenic tanks of 30,000 & 50,000 Cu. meters with a total storage capacity of about 4.80 Lac Cu. meters.
3. Loading/Unloading arms will be connected to the manifolds of tankers for cargo operations. The vessel has to present matching manifold/Reducer for connection to the shore.
4. Tankers will be required to blow the pipelines up to the shore manifolds with Air/Nitrogen depending upon the product handled as required.
5. Un-loading/Loading Arm of different sizes and construction material for safe, simultaneous and contaminations – free handling of various hazardous liquid and gaseous cargo. The loading /Unloading Arms are “Quick Connect/Disconnect “to be press fitted/ Clamped in ship’s Manifold (Bolting not required) and are equipped with Emergency Release Couplers
6. The loading arms are fitted with (ERC- emergency release coupling) Hydraulic and electrical shutdown systems, which can be activated from the jetty head or automatically when the arm moved beyond the permitted ranges. Alarms are set to warn the operators when approaching the limit.



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- Loading / Unloading Arm details:**

Sr.	Product	Loading / Unloading	Loading Arm No.	Loading Arm Manifold Size (Inch)/ Type (RF ANSI LBS)	Dock line Size (Inch)	Maximum Rate require/ Given (MT/Hr per loading arm)	Manifold Maximum Pressure (KG/Sq. Cm)	Cargo Temperature (Deg. Celsius)
1	Ethane	Unloading	1A & 1B	2x16//150 #	24	2 x 1500 = 3000	7	(-89.0)°C to (-91.0)°C
2	Propane	Unloading	5N	12//150 #	18 / 20	900	7	Min. (-42.5) °C Max. (-40.0) °C
3	Butane	Unloading	3N	12//150 #	18 / 20	1000	7	Min. (-5.5) °C Max. (-3.5) °C
4	Naphtha (RIL)	Unloading	7	10//150 #	30	850	7	NA
5	Naphtha (OPAL)	Unloading	4 & 7	12//150 # & 10 // 150	30	2100 (By two LA)	7	NA
6	PyGas	Loading	7	10//150 #	10	650	7	NA
7	Butadiene	Unloading	3N	12//150 #	10	250	7	(-4.0) °C
8	HSD (IOCL)	Loading	4 & 7	12//150 # & 10//150#	30	1550 (By two LA)	7	NA
9	Naphtha (IOCL)	Loading	4 & 7	12//150 # & 10//150#	30	1350 (By two LA)	7	NA
10	Methanol	Unloading	8	10//150 #	10	500	7	NA
11	Caustic Soda (CSL)	Loading/Unloading	7	10//150 #	10	400	7	NA
12	Acetic Acid	Unloading	2	6//150 #	8	380	7	NA
13	PX (Para Xylene)	Unloading	4	12//150 #	20	1400	7	NA
14	Propylene Oxide (PO)	Unloading	2	6//150 #	8	250	7	NA
15	MEG	Unloading	8	10//150 #	16	900	7	NA
16	OX	Unloading	7	10/ 150 #	16	500	7	NA
17	Styrene	Unloading	7	10/ 150 #	10	650	7	NA
18	Glycerin	Unloading	8	10/ 150 #	10	400	7	NA



10 PROCEDURE FOR LOADING/UNLOADING ARM CONNECTION

10.1 PROCEDURE FOR SVT (MAKER) LOADING/UNLOADING ARM CONNECTION (FOR CHEMICALS / PRODUCT / CRYOGENIC GASES EXCEPT ETHANE CARGO):

Sr. No.	Activity
1	Fill up ship/shore checklist before arm connection.
2	Ensure ships manifold is aligned with arm connecting flange
3	Ensure no pressure in arm & ensure pressure gauge indicates "0" kgs/cm ² .if there is any pressure in arm it is to be de- pressurized.
4	Check hydraulic oil level is in specified range.(more than 80% in level glass)
5	Put power switch to "ON" position on hydraulic control panel. If alarm comes, accept it by pressing "acknowledge" button.
6	Check L1 ,L2,L3& L4 voltage (Voltage should be more than 415 V)
7	Check PSV valves are open
8	Unlock the side swing system will mechanical interlocking device by operating the handle.
9	Select hydraulic pump [no 1 or 2 (ensure that push button is in release position).
10	Check hydraulic pressure in power pack unit between 160 to 260 kg /cm ² .
11	Select" panel" or "pendent" on control panel. If pendent operation is selected, carry the portable pendent near the location having clear vision of ships manifold & start pendent by activating right side button.
12	Choose loading arm for service with selector switch "Arm Selection".
13	Push "Control Switch" by which free wheel. Light will go off & arm is ready for operation.
14	Take clearance from ship for connection to ships manifold flange with arm.
15	Operate the arm & take it to ship's manifold flange. Open coupler slowly by manually or hydraulically operated QCDC push button.
16	Ensure the coupler gasket is installed correctly.
17	Connect the arm by manually or hydraulically operated QCDC. Close push button.
18	Ensure the following after arm connection <ul style="list-style-type: none">• Safety rid is removed.• Turn rotary switch at manual.• Release safety device "MRSD" hosing to position 2 for putting in freewheel position• Open BV valve.• Position the support jacklegs at the ship's deck.
19	Carry our leak test by pressuring N ₂ up to 3 kg/cm ² & check flange with soap solution for any leakage. Once leak test is completed, de- pressurizes the arm.



11 PROCEDURE FOR LOADING/UNLOADING ARM DISCONNECTION

11.1 PROCEDURE FOR SVT (MAKER) LOADING/UNLOADING ARM DISCONNECTION: - (FOR CHEMICALS / PRODUCT / CRYOGENIC GASES EXCEPT ETHANE CARGO):

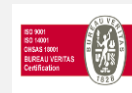
Sr. No.	Activity
1	Ensure from surveyor/ship about disconnection of loading arm.
2	Ensure loading arm by Air / N2 pressure or by blowing hot gas (in case of Propane/ Propylene/ Butadiene/Butane/Ethane)
3	Isolate the MOV or gate valve connected with loading arm.
4	Drain arm by operating ¾ inch valve in slop tank or KO drums.
5	Start loading arm panel as well as pendent.
6	Ensure “MRSD” in position – 1 (remove from free wheel position).
7	Lift the supporting jacklegs as per requirements.
8	Slowly open clamp by operating QCDC open push button or by manually operation.
9	Slowly remove loading arm from ship’s deck & put in to stored position.
10	Lock side swing movement by operating mechanical interlocking device.
11	Switch off the main hydraulic panel & pendent.
12	Isolate all valves inside hydraulic unit.

Note:

1. Risk assessment of ongoing activity should be available at work place.
2. SHIFT IN-CHARGE is the person present on duty during vessel operations. He works in coordination and consultation with Terminal control room and Marine Manager.
3. Secure back all fire hoses & nozzles, and tools at the designated places.



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11.2 PROCEDURE FOR FMC (MAKER) LOADING ARM DISCONNECTION (ONLY FOR ETHANE CARGO):

Sr. No.	Activity
1	As soon as the pumping from vessel is over, start the draining sequence of arm by flushing the product using the 1" nitrogen draining line at Apex. <ul style="list-style-type: none">Product contained into the outboard arm and style 80 is pushed to the vessel.Product located in the inboard arm and the base riser is pushed towards the jetty drain drum.
2	When the draining of the arm is completed, stop the nitrogen injection at apex.
3	As soon as the arms are empty and the ice has thawed, take the remote control unit of the control panel and bring it to ship deck and make switch ON.
4	Start the hydraulic power unit (HPU) and check the pressure.
5	Disconnect the draining line of the arm.
6	Retract the mechanical jack.
7	Remove the PERC axis.
8	Close the PERC locking valve, remove the key from the selector switch on the local control panel and insert it on the corresponding selector valve assembly.
9	Ensure "ARM ready for unloading" turn off on the local control panel.
10	Select the first arm to be disconnected. The "ARM selected" light up on the local control panel.
11	Open the hydraulic coupler.
12	Disengage the style 80 from vessel manifold.
13	Partially retract the arm to avoid any interference with the vessel and lock the arm.
14	Clean the matting faces of the flanges and put back the blind flange.
15	Use a combination of movements to put the arm back to parked position and to avoid any possible interference with the vessel's deck or the structure.
16	As soon as the arm is in parked position, lock the outward (close the hydraulic valve located on selector valve cabinet) and inboard arm movements (mechanical locking device).
17	Position the "ARM selection" switch to "0" or to the other connected arm, the lamp "Arm selected" turns off.
18	Disconnect the other connected arm if applicable.
19	As soon as the all the arms are in parked position, position the "Arm selection" switch to "0".
20	Stop the hydraulic pump.
21	Switched off the remote control unit.
22	Stop the hydraulic power unit.

Note: 1. Two person standby along with Loading arm operator to watch out moving parts of the Loading arm.

2. When the arm is disconnected and as soon as the ice on the arm is thawed, the flow rate can be reduced to the perked position value



13. PROCEDURE FOR LOADING OF CARGO

Sr. No.	Activity
1	Fill –up ship/shore safety checklist before arm connection.
2	Check PSV valves are open & lined up.
3	Check slop line valve is isolated & blinded.
4	Connecting loading arm as per arm connection procedure.
5	Ship & shore to agree on cargo loading rate.
6	Take cargo quantity, temperature & Density from shore.
7	Ensure Ship-Shore line-up for Loading.
8	Ask ship to start loading at initial rate i.e. Initial pressure is 2.0 kg/cm ² . Gradually increase the pressure up to 7.0 kg/cm ² as per Control Room instruction.
9	Note hourly cargo temperature, pressure, ship discharge rate, cargo discharged & ROB. Also note shore tank servo level and pressure at jetty service platform.
10	Ask shore to give 30 minutes' notice before completion of loading.
11	After completion of loading, close isolation valves at jetty.
12	Allow the outboard Arm to drain in loading ship tank for 15 minutes.
13	Ask ship to give nitrogen pressure & make arm liquid free. Carry out pressurization/depressurization of arm till it becomes liquid free.
14	Close isolation valves at Jetty.
15	Disconnect the arm as per procedure for arm disconnection.

GCPL Jetty Loading Platform Front View:





14. NAVIGATION INFORMATION

14.1 Pilotage:

- Pilotage within port limits is compulsory.
- No movements are to be undertaken without a licensed pilot on board and without express instructions from the GCPL Port Control Office on VHF Ch.: 77.
- Kindly provide a good pilot ladder complying with SOLAS-Ch.-V-Reg. 23 on your lee side and it should be rigged in conjunction with the accommodation ladder if required to within 3.0 mtrs of the water level to enable the pilot to ascend or descend the ladder clear of the pilot launch or tug deck. The whole area should be adequately lit and free of obstruction. A ship's officer in radio communication with the bridge should be in attendance with at least two crewmen to assist pilot / personnel boarding. Weighted heaving lines must not be used.
- Pilot will board the vessel by tug at Pilot Boarding Position as marked on navigational charts and also it will be advised by on duty officer from port control.
- Pilot boarding speed should be less than 3 knots or as advised by pilot.
- Automatic pilot hoists if required shall be communicated to the vessel by the port control.
- Agent, customs, port health authorities, surveyors, will board your vessel once the vessel is alongside and all made fast or at anchorage as advised by agents.

14.2 Designated Anchorage Area:

- All vessels arriving at GCPL, Dahej for discharging or loading should be anchor in designated anchorage area only provided by VTMS Khambhat via VHF channel 69. Luhara Point Light House (Latitude 21 39.5 'N & Longitude 072 40'E) provides a landfall mark for anchorage.
- Masters are advised that due to strong tidal currents prevalent in the Gulf of Khambhat, great caution must be exercised while dropping anchor. It is recommended that the vessel be brought to anchor stemming the tide at slow speed. Continuous & good anchor watch should be maintained.

14.3 Pilot Boarding Ground:

- 1.0 NM West of GCPL Jetty (As advised by radio officer on arrival on VHF Ch. 77).

14.4 Draft Limited by:

- Maximum allowed draft of the vessel is 11.8 meters.
- Minimum UKC 10% of Dynamic draft at all time.

14.5 Weather Information:

- Predominant wind is from SW direction during March to October and from NE direction during November to February. Temperature varies from 16 °C to 40 °C, Max. rainfall is around 1000 mm during the SW monsoon in June to September.

14.6 VHF Communication:

- VHF Channels 77 and 16, **Call Sign: GCPL Port Control.**



Gujarat Chemical Port Limited, Dahej.



14.7 Sailing directions West Coast of India Pilot, NP 38:

- Gujarat Maritime Board advise that all vessels entering waters off the Gujarat coastline shall carry Indian charts covering the port approaches and the entire coastline of Gujarat. This is a mandatory requirement and vessels should make necessary arrangements with immediate effect, 18 March 2013.
- 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.
- Latest updates on Circulars/Notice to Mariners/surveys of the port available from: Chief Nautical Officer/Chief Hydrographer/GMB. Tel: +91 (79) 2323 4716. E-Mail: gmbho.nb@gmail.com, cno@gmbports.in

❖ **Charts serving the area are:**

- ✓ Indian Hydrographic chart – 2039 / 2082, Approaches to Dahej, & Admiralty Chart: 51, 1486 West Coast of India Pilot No 38 & NHO West Coast of India Pilot NP-1.

14.8 Route recommended:

- From the entrance of Gulf of Khambhat the vessel traffic is monitored by VTMS. Mandatory reporting procedure should be adhered to by all vessels. Vessels are closely monitored by VTMS when in gulf of khambhat. Routes are recommended to vessels as per their maximum draft. For smooth entry and any navigational guidance in the Gulf of Khambhat, vessels should contact VTMPs Khambhat on VHF Channels 10 or 69 once within communication range.

14.9 INFORMATION REGARDING GULF OF KHAMBHAT VTMS:

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

14.10 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

14.11 Tug Boats:

- 3 no's and 50 MT bollard pull Tug boats available with the port. Usually Tugs line will be used for vessel assistance. Tug pushing area to be clearly marked on ships hull.
- Tugs will be made fast using tugs rope. Please prepare strong messenger rope to pick up the tug rope. The use of Tugs is mandatory. The pilot will discuss about tug arrangement upon boarding.



14.12 Tidal Information:

- Highest Astronomical Tide (HAT):- 10.800 m
- Highest High Water Spring (HHWS):- +10.200 m
- Mean High Water Spring (MHWS):- 8.800 m
- Mean High Water Neap (MHWN):- 7.10 m
- Mean Sea Level (MSL):- +5.100 m
- Mean Low Water Spring (MLWS):- +0.900 m
- Mean Low Water Neap (MLWN):- +1.800 m
- Lowest Low Water Spring (LLWS):- +0.700 m
- Lowest Astronomical Tide (LAT):- -1.000 m
- Tidal currents are up to 6.0 knots during spring tides.

14.13 Navigational Aids:

- **Storm signal Light**- Storm signal mast is located on top of Jetty control room. It displays applicable signals to indicate closure of port and / or signs of approaching storm.
- **Jetty Control Room Navigation Light**- This light is fixed on top of a steel structure, 35 m in height & located on the top of Jetty control room. This light is flashing Red 5 sec with a range of 10 nm. This light serves to identify the Port.

14.14 Under Keel Clearance:

- 10% of Dynamic Draft UKC to be maintained at all time.
- Ship with arrival draft 11.8 Meters in fully loaded condition, can be safely navigated up to the jetty and can remain berthed while unloading the cargo.

14.15 Water Density:

- Seawater density is generally 1021 to 1025 kg/cm³.



15. EMERGENCY

1. On receiving any emergency alarms, Ships are requested to stop cargo operation immediately, contact GCPL port control on VHF channel 77 & wait for 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 during the stay in the port.
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 sea side during vessel's stay.

Emergency Communications:

- The primary communication will be via the VHF – Channel 77 or Telephone: +91-2641-261017.
- Vessel can communicate to jetty officer / mooring supervisor also through VHF and with Verbal communication also.

Emergency Actions:

- The following summarizes action to be taken in the event of an emergency at GCPL.

ACTION BY SHIP:

1. Emergency on the ship: Raise the alarm
2. Cease all cargo/ballast operations and close all valves if discharging. If loading only close valve after terminal's advice if it is safe to do so, after stopping their pumps.
3. Inform Terminal Representative on Ch. 77
4. In case of fire, fight fire and prevent from spreading.
5. Stand by to disconnect loading/un-loading arm(s).
6. Keep engines standby and ready for immediate maneuver.
7. Implement Onboard emergency plan

ACTION BY TERMINAL:

1. Raise the alarm
2. Contact ship
3. Cease all cargo operations and close all valves
4. Stand by to disconnect loading/un-loading arms
5. If necessary, stand by to assist fire fighting
6. Inform all ships & terminals in the vicinity
7. Implement Terminal emergency plan (Emergency on another ship/ Emergency ashore)

- ❖ In case water for firefighting is required from shore then 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. During any emergency, Head Marine / Port Captain GCPL shall assume the role of On Scene Commander for giving instructions to all concerns and shall update progress to Head of Operation.



16. SAFETY PROCEDURES & ENVIROMENT PROTECTION

1. Please ensure that all moorings are tendered 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.
2. 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.
3. Hot work is not permitted at berth.
4. Smoking is strictly prohibited in the berth area and on board ships during the vessel's stay except in designated smoking area available in ship.
5. Tank cleaning, gas freeing or purging operations are not permitted on board any ships while alongside.
6. 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.
7. An efficient deck watch under a responsible officer must be maintained at all times when at berths.
8. Required PPE's to be wear by all the crews during the cargo operation on board.

❖ Addition Safety Procedures for all the vessels:

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 complying with standard operations as laid down in ISGOTT & SIGTTO.
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 GCPL area.
6. Only approved intrinsically safe or EX rated electrical equipment may be used on GCPL 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:
 - ✓ Permanent buildings as designated by the Terminal Manager.
 - ✓ Areas on the ship designated by the Master.
8. 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.



Gujarat Chemical Port Limited, Dahej.

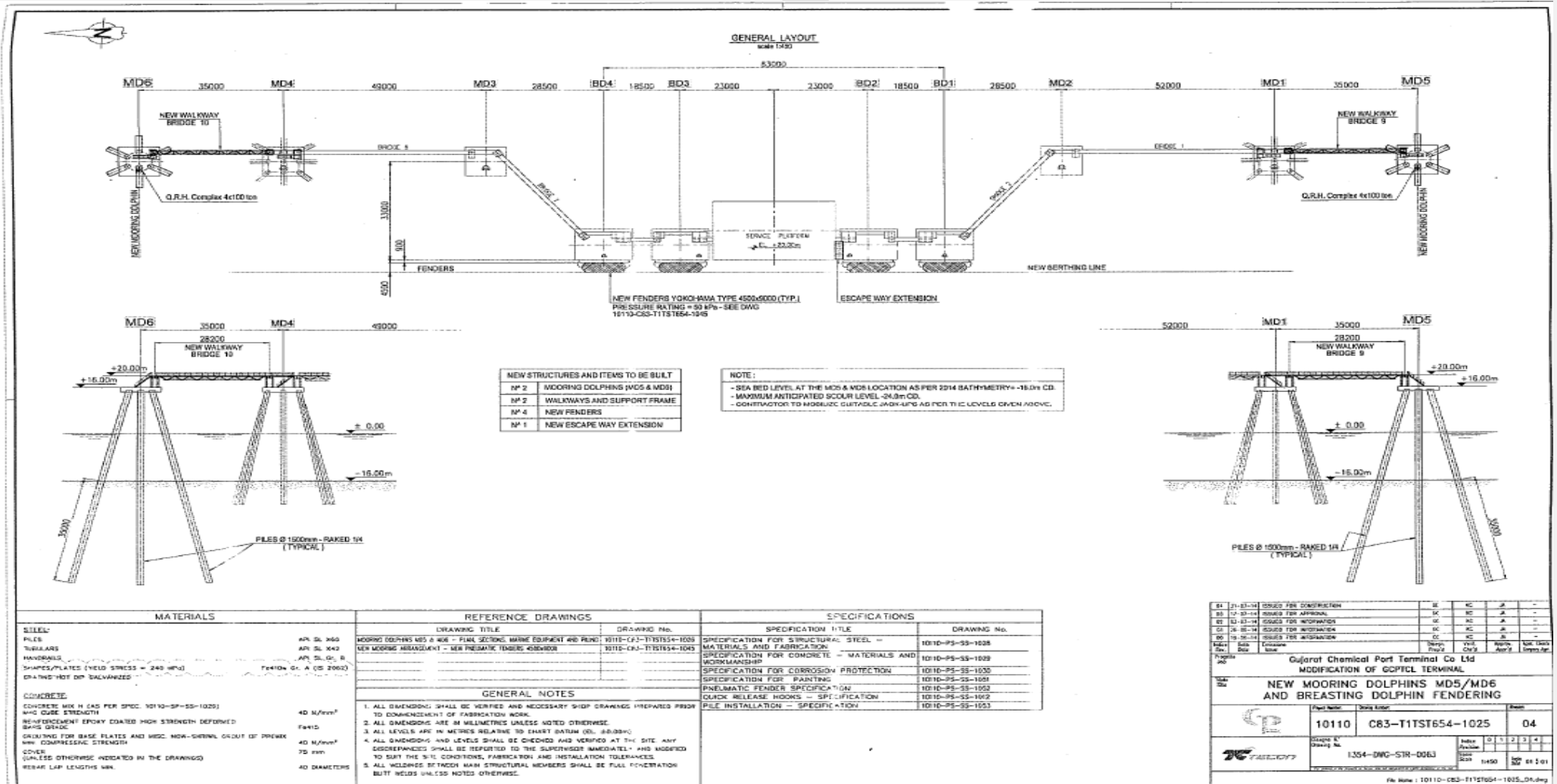


9. Inert Gas: Tanks should be inerted during the operations. In the event that a ship's inert gas system is not functioning, or not functioning as required, cargo operations must cease immediately and may not resume until the system is repaired or written permission is given from the ship's owners and the terminal.
10. 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.
11. Alarms should be tested prior to operation and be operational both during loading and discharging operations.
12. Enclosed space entry: No entry into any enclosed space as per ISGOTT definition is allowed on the ship when alongside the terminal.
13. The main engines and other essential machinery of all ships alongside must be maintained in a state of readiness.
14. 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.
15. In the event of any oil pollution, please forward details on following email ids as per standard IMO forms:
 1. indsar@vsnl.net
 2. opsdhq1@yahoo.co.in
 3. vtskhambhat@aatash.com
 4. pomagdalla@gmail.com
 5. dahejportoffice@gmail.com
 6. icgmrcc_mumbai@mtnl.net.in
 7. psc@dgshipping.com
 8. wncmocmb-navy@inc.in
 9. jettycontrolroom@gcptcl.in
 10. sankalp.kumar@gcptcl.in



17. APPENDICES

APPENDIX 1: GCPL JETTY LAYOUT

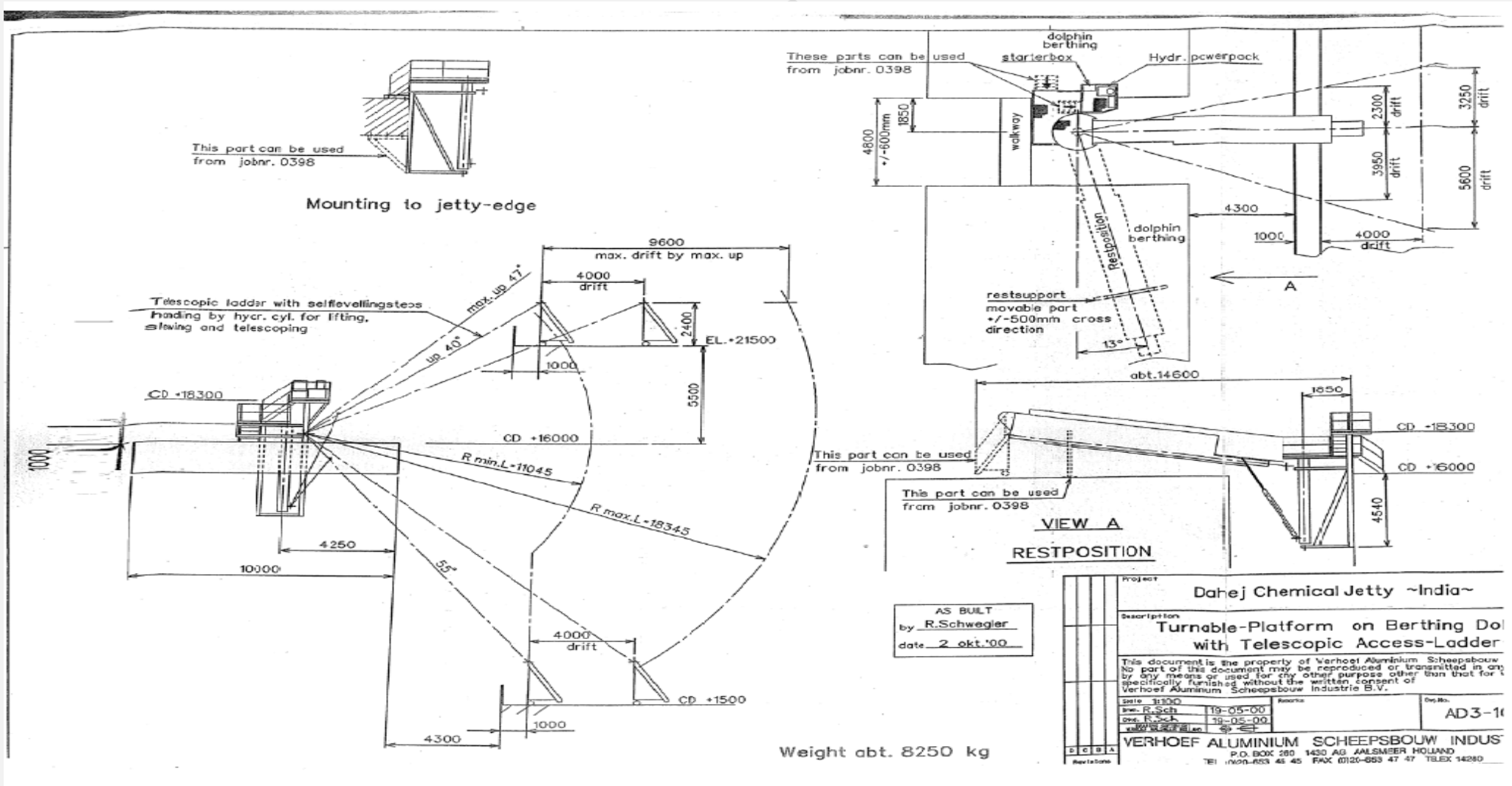




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APPENDIX 2: JETTY GANGWAY DRAWING



APPENDIX 5: PRE ARRIVAL CHECKLIST**Gujarat Chemical Port Limited**

GCPL/SQMS/001

Rev 07

Dated 19th February 2024

PRE ARRIVAL CHECKLIST
(Vessel compliance before arrival)

The Master
M. T. _____ **CALL SIGN.** _____ **IMO No:** _____ **Date** _____ **Port of Registry Flag :** _____

Please be informed that your vessel has been confirmed to unload / load _____ MT of _____ at GCPL. The safe and efficient transfer of cargo at GCPL requires interchange of information between the vessel and GCPL before the vessel arrives. This checklist is designed to ensure that all relevant information is exchanged in a timely manner.

INFORMATION REQUIRED TO BE PROVIDED BY VESSEL

You are requested to confirm on the following:

Sr.	Items	Details
1	ETA at anchorage 72 hours before arrival with confirmation at 48, 24, and 12 hours?	
2	Vessel's Arrival / Departure draft Forward and Aft? (Trim not to exceed 2.25 M by stern).	
3	Arrival displacement / Arrival Deadweight?	
4	Details of cargo to be Unloaded / Loaded?	
5	Vessel's manifold Position and size, Type & rating?	
6	Cargo Loading / Unloading details Vessel's maximum discharge pressure at manifold Vessel's maximum flow rate at manifold	
7	Vessels all statutory certificate/Crew certificates are valid in order for the intended trading.	Yes / No
8	Vessel is manned as per vessel's "Safe Manning Certificate"?	Yes / No
9	Are all charts/ENCS (especially Gulf of Khambhat & Approaches) / Nautical publication undated version available?	Yes / No
10	Any Damaged or defective equipment which may affect maneuverability?	
11	Quantity and nature of slops & dirty ballast and of any contamination by chemical additives?	
12	If an alternative fuel system is used e.g. Liquefied Natural Gas (LNG), confirm that control systems are operational.	Yes / No/ Na
13	Last calibration certificate of gas detection system and gas meters, including the IG/N2 system.	
14	PSV/PRV operational?	Yes/No/Na
15	ESD available? Open close timing.	Yes/No Time:
16	Confirm vessel to strictly comply with MARPOL and Local/GMB rules and regulations while in GCPL Port Limit	



Gujarat Chemical Port Limited

GCPL/SQMS/001

Rev 07

Dated 19th February 2024

IMPORTANT INFORMATION PROVIDED BY GCPL	
Item	Details
Communication channel with GCPL	VHF Channel 77 & 16
Recommended anchorage	As provided by VTS (Khambhat).
Pilotage	Compulsory Pilotage, PBG 1 nm West of the berth.
Pilot embarking / disembarking (Pls confirm with Port Control room)	Generally Embarking-Port side, Disembarking- Stbd Side by pilot ladder/combination (3.5 m above water level.)(more than 9 m combination required)
Tugs assistance for vessel's berthing / Unberthing	3 Tugs available, BP-50 T each, Tugs line.
Mooring configuration	F: 4-3-3 A: 4-3-3 (Normal weather condition) Ropes shall be of same material. Ropes shall be provided by GCPL if requested well in advance on chargeable basis, but not more than 06 ropes. From First line to All Fast maximum time limit is 60 mins.
Access to the vessel	Marine Gangway/ Basket is available.
Security Level	GCPL: One
Tidal data	Available with vessel agent.
Master Name and Sign with ships stamp	

APPENDIX 6: PRE ARRIVAL NOTIFICATION OF SECURITY (PANS) FOR GCPL, DAHEJ PORT



Gujarat Chemical Port Limited

- a) Passenger ships including high speed passenger craft,
- b) Cargo ships, including high-speed craft, of 500 GRT and upwards, and
- c) Mobile offshore drilling units.

This form is to be submitted to the port authorities **at least 24 hours** prior to the arrival of the vessel.

1. Particulars of the ship and contact details		
1.1 IMO Number:	1.2 Name of the ship:	
1.3 Port of registry:	1.4 Flag State:	1.5 Type of ship:
1.6 Call sign:	1.7 Inmarsat call Numbers:	1.8 Gross Tonnage:
1.9 Name of Company:		
1.10 Name and 24 hour contact details of Company Security Officer:		
Name:	Tel no.:	
2. Port and port facility information:		
2.1 Port of arrival and port facility where the ship is to berth, if known:		
2.2 Expected date and time of arrival of the ship in port (paragraph B/4.39.3 of the ISPS Code:		
2.3 Primary purpose of call: Cargo operation/ Taking Bunkers/ \taking Supplies/ repair/ Changing Crew/ Passengers (Embarking/ Disembarking)/ Others :		
(Delete as appropriate)		
If others, please specify purpose:		



Gujarat Chemical Port Limited

3. Information required by SOLAS regulation XI-2/9.2.1

3.1 The ship is provided (SOLAS REGULATION 9.2.1.1) with a valid:

International Ship Security Certificate YES NO

Interim International Ship Security Certificate YES NO

3.1.1 Certificate indicated in 3.1 has been issued by:

Name of issuing authority:

Date of expiry.

3.1.2 If the ship is not provided with a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate, explain why?

3.1.2.1 Does the ship have an approved ship security plan on board? YES NO

3.2 Current security level (SOLAS regulation XI-2/9.2.1.2):

3.2.1 Location of ship at the time the report is made (paragraph B/4.39.2 of the ISPS Code):

Latitude: Longitude or Port:

3.3 List the last 10 calls in chronological order with the most recent call first, at port facilities at which the ship conducted ship/ port interface together with the security level at which the ship operated (SOLAS regulation).

No	Date		Port, Country, Port Facility and UNLOCODE	Security level
	From	To		
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				



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3.3.1 Did the ship, during the period specified in 3.3, take any special or additional security measures, beyond those specified in the approved ship security plan?

YES NO

3.3.2 If your answer to 3.3.1. is YES, for each of such occasions please indicate the special or additional security measures which were taken by the ship (SOLAS regulation XI-2/9.2.1.4):

No	Date		Port, Country, Port Facility and UNLOCODE	Special or additional measures
	From	To		
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

3.4 List the ship to ship activities in chronological order with the most recent ship- to- ship activity first, which have been carried out during the period specified in 3.3:

NOT APPLICABLE

NO	Date		Port, Country, Port Facility and UNLOCODE	Ship-to-ship Activity
	From	To		
1				
2				
3				
4				
5				
6				



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3.4.1 Have the ship security procedures, specified in the approved ship security plan, been maintained during each of the ship-to-ship activities specified in 3.4 (SOLAS regulation XI-2/9.2.1.5)? Yes

Yes NO

3.4.2 If the answer to 3.4.1. is NO, identify the ship to ship activities for which the ship security procedures were not maintained and indicate, for each, the security measures which were applied in lieu

No	Date		Security measures applied	Ship-to-ship activity
	From	To		
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				

3.5 Provide a general description of cargo aboard the ship (SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.5 of the ISPS Code):

3.5.1 Is the ship carrying any dangerous substances as cargo: Yes NO

3.5.2 If the answer to 3.5.1. is YES, provide details or attach a copy of the Dangerous Goods Manifest (IMO FAL FORM7)



Gujarat Chemical Port Limited

3.6 A copy of the ship's Crew List (IMO FAL Form 5 is attached)

(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.4 of the ISPS Code)

3.7 A copy of the ship's Passenger List (IMO FAL Form 6 is attached)

(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.6 of the ISPS Code)

4. Other security related information

4.1 Is there any security related matter you wish to report?

 YES NO

4.1.1 If the answer to 4.1 is YES, provide details:

5. Agent of the ship at the intended port of arrival

5.1 Name and 24-hour contact details of Agent in intended port of call:

6. Identification of the person providing the information

6.1 Name :

6.2 Title or position:

6.3 Signature:

This report is dated at (Place) :

On (Date and time) :



Gujarat Chemical Port Limited

GCPL/SQMS/002

Rev 03

Dated 19th February 2024

The Master

Dear Sir,

We welcome you to GCPL, Dahej and the following is for your perusal and necessary action, the cargo from your vessel shall be received into shore tank / loaded in to the ship from shore tanks by connecting _____” Loading Arm to vessel’s designated manifold. In order to carry out smooth discharge / loading operations, please ensure the following:

1. Please advise us the cargo Plan & discharge plan with sequence of tanks for unloading / loading of _____. Please ensure that, the vessel discharges or loading only the manifested quantity for GCPL Port and the stoppage shall be done from the shipside.
2. Upon completion of verification of necessary documents, Ullaging / Sampling and Custom formalities the port control shall advice you suitably to commence unloading / loading. The unloading may be commenced at the maximum pressure of _____Kegs. / Sq. Cm. initially.
3. After the product is received into shore tank, the port control will request you to steadily increase the pressure and then according to his direction the pressure should be increased to a maximum pressure of **7.0 Kgs. Sq. Cm.**
4. The Loading Master & chief officer and surveyors attending on board and shore shall monitor the hourly unloading / loading rate and compare the shore receipt / dispatch vis-à-vis the quantity pumped /receipt by the vessel. Also the pumping log sheet is to be signed by the port Manager/ Loading Master and yourself/Chief Officer every hour.
5. Please ensure that ship’s moorings are attended to and maintained at all times. Please ensure that the vessel maintains position at berth and is alongside the fenders at all times.
6. Continuous listening watch for port control **Ch 16 / 77.**
7. Upon completion of unloading/loading and necessary clearance from the surveyors, you need to arrange for Blowing through the Loading / unloading Arm connected to Ship’s manifold. The Loading/unloading Arm shall be disconnected after completion of blowing in to Ship tank.
8. The Loading Master/ Port Manager shall verify all necessary documents as per regulations.

Please feel free to contact us at any time for further clarifications.

Wishing you a pleasant stay.

Yours faithfully,

Read and understood

Master / CO

MT _____

APPENDIX 8: EMERGENCY SHUTDOWN PROCEDURE



Gujarat Chemical Port Limited

GCPL/SQMS/004

Rev 04

Dated 19th February 2024

EMERGENCY SHUTDOWN PROCEDURE (Other than planned shutdown)

The Master

MT/LPG/C: _____

DATE: _____

The procedure for Emergency shutdown will be initiated by Master of the Vessel/ GCPL jetty Officer/ Radio Officer/Terminal Manager/ Pilot in the following cases:-

1.0 Emergency Conditions: Cargo leakages, Fire on board/ on shore, mooring parting, loading Arm failure, Act of God (Earthquake, Sudden deterioration of weather conditions etc., Neighboring terminal's threats, Security Threats, Tank farm emergencies and/or Emergency as informed by Terminal, Any other situation as deemed necessary.

2.0 Mode of Communication:

- VHF CH-77 / Back Up CH-16
- Radio officer/ Jetty Officer/Vessel/Terminal control room shall pass the message to Vessel/Jetty control Room/Terminal Control room.

3.0 Following Sequence to be followed in case of emergency shutdown

3.10 In Case of Cryogenics Cargo

SHORE		SHIP	
Action	Responsibility	Action	Responsibility
Operate ESD link given by ship on jetty platform for cargo stop	Loading arm operator/Jetty Officer	Cease all the cargo /ballast operations and close all v/v's	Master
Ensure cargo work is stopped and close the final valve of loading arm.	Jetty Supervisor/ Jetty officer.	Inform on VHF CH-77 to Port Control.	Master
Inform on VHF CH-77 to ship and terminal control room by telephone.	Radio Officer	Implement the ship Emergency Plan	Master
Standby to disconnect loading arm.	Loading arm operator / Jetty Officer	Standby to disconnect loading arms.	Master
Call Pilot(s) & tugs to standby to cast off/assist the vessel.	Radio Officer / Jetty Officer	Ready to cast off the vessel.	Master



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Rev 04

Dated 19th February 2024

3.20 In Case of Non-Cryogenics Cargo

SHORE		SHIP	
Action	Responsibility	Action	Responsibility
Inform on VHF CH-77 to ship to stop of cargo.	Radio Officer/ Jetty Officer	Cease all the cargo /ballast operations and close all v/v's	Master
Ensure cargo work is stopped and close the final valve of loading arm.	Jetty Supervisor/ Jetty officer	Inform on VHF CH-77 to Port Control and implement the SHIP emergency Plan.	Master
Standby to disconnect loading arm.	Loading arm operator/ Jetty Officer	Standby to disconnect loading arms.	Master
Call Pilot(s) & tugs to standby to cast off/assist the vessel.	Radio Officer/ Jetty Officer	Ready to cast off the vessel.	Master

4.0 Information to be passed to all e.g. terminal control room/Fire & Safety Department/Port Captain/HOO/ED/
Jetty Officer/ Radio Officer/Vessel/Pilot/Tugs etc.

5.0 Raise the alarm as per GCPL Emergency Plan and declare emergency based on severity of the incident.

Master	
Name	
Sign & stamp	
Date & Time	

APPENDIX 9: SHIP SHORE SAFETY CHECKLIST**Gujarat Chemical Port Limited**

GCPL/SQMS/006
Rev 06
Dated 01st May 2021

Ship/Shore Safety Checklist (As Per ISGOTT 6th Edition)

Date and time: _____

Port and Berth: DAHEJ

Tanker: _____

Terminal: GUJARAT CHEMICAL PORT LIMITED

Products to be transferred: _____

A) Pre Arrival**Part 1A. Tanker : Checks pre arrival**

Item	Check	Status	Remarks
1	Pre arrival information is exchanged (6.5,21.2)	<input type="checkbox"/> Yes	
2	International shore fire connection is available (5.5,19.4.3.1)	<input type="checkbox"/> Yes	
3	Transfer hoses are of suitable construction (18.2)	<input type="checkbox"/> Yes	
4	Terminal information booklet reviewed (15.2.2)	<input type="checkbox"/> Yes	
5	Pre-berthing information is exchanged (21.3,22.3)	<input type="checkbox"/> Yes	
6	Pressure / vacuum valves and/or high velocity vents are operation (11.1.8)	<input type="checkbox"/> Yes	
7	Fixed and portable oxygen analyzers are operational (2.4)	<input type="checkbox"/> Yes	

Part 1B. Tanker : Checks pre arrival if using an inert gas system

Item	Check	Status	Remarks
8	Inert gas system pressure and oxygen records are operational (11.1.5.2 , 11.1.11)	<input type="checkbox"/> Yes	
9	Inert gas system and associated equipment are operational (11.1.5.2 , 11.1.11)	<input type="checkbox"/> Yes	
10	Cargo tank atmospheres oxygen content is less than 8% (11.1.3)	<input type="checkbox"/> Yes	
11	Cargo tank atmosphere are at positive pressure (11.1.3)	<input type="checkbox"/> Yes	

Part 2 Terminal : Checks pre arrival

Item	Check	Status	Remarks
12	Pre arrival information is exchanged (6.5,21.2)	<input type="checkbox"/> Yes	
13	International shore fire connection is available (5.5, 19.4.3.1, 19.4.3.5)	<input type="checkbox"/> Yes	
14	Transfer equipment is of suitable construction (18.1, 18.2)	<input type="checkbox"/> Yes	



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Dated 01st May 2021

15	Terminal information booklet transmitted to tanker(15.2.2)	<input type="checkbox"/> Yes	
16	Pre-berthing information is exchanged (21.3,22.3)	<input type="checkbox"/> Yes	

B) After Mooring

Part 3 Tanker: Checks after mooring			
Item	Check	Status	Remarks
17	Fendering is effective (22.4.1)	<input type="checkbox"/> Yes	
18	Mooring arrangement is effective (22.2, 22.4.3)	<input type="checkbox"/> Yes	
19	Access to and from the tanker is safe (16.4)	<input type="checkbox"/> Yes	
20	Scuppers and save-alls are plugged (23.7.4 , 23.7.5)	<input type="checkbox"/> Yes	
21	Cargo system sea conditions and overboard discharges are secured (23.7.3)	<input type="checkbox"/> Yes	
22	Very high frequency and ultra-high frequency transceivers are set to low power mode (4.11.6 , 4.13.2.2)	<input type="checkbox"/> Yes	
23	External openings in superstructures are controlled (23.1)	<input type="checkbox"/> Yes	
24	Pump room ventilations is effective (10.12.2)	<input type="checkbox"/> Yes	
25	Medium frequency / high frequency radio antennae are isolated (4.11.4, 4.13.2.1)	<input type="checkbox"/> Yes	
26	Accommodation spaces are at positive pressure (23.2)	<input type="checkbox"/> Yes	
27	Fire control plans are readily available (9.11.2.5)	<input type="checkbox"/> Yes	

Part 4 Terminal: Checks after mooring			
Item	Check	Status	Remarks
28	Fendering is effective (22.4.1)	<input type="checkbox"/> Yes	
29	Tanker is moored according to the terminal mooring plan (22.2 , 22.4.3)	<input type="checkbox"/> Yes	
30	Access to and from the terminal is safe (16.4)	<input type="checkbox"/> Yes	
31	Spill containment and sumps are secure (18.4.2,18.4.3 , 23.7.4 , 23.7.5)	<input type="checkbox"/> Yes	



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C) Pre Transfer Conference

Part 5A. Tanker and terminal : pre transfer conference				
Item	Check	Tanker Status	Terminal Status	Remarks
32	Tanker is ready to move at agreed notice period (9.11,21.7.1.1 ,22.5.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
33	Effective tanker and terminal communications are established (22.1.1 , 22.1.2)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
34	Transfer equipment is in safe condition (isolated, drained and de-pressurized) (18.4.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
35	Operation supervision and watch keeping is adequate (7.9, 23.11)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
36	There are sufficient personnel to deal with an emergency (9.11.2.2, 23.11)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
37	Smoking restrictions and designated smoking areas are established (4.10, 23.10)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
38	Naked light restrictions are established (4.10.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
39	Control of electrical and electronics devices is agreed (4.11 , 4.12)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
40	Means of emergency escape from both tanker and terminal are established (20.5)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
41	Firefighting equipment is ready for use(5, 19.4,23.8)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
42	Oil spill cleanup material is available (20.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
43	Manifold are properly connected (23.6.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
44	Sampling and gauging protocols are agreed (23.5.3.2, 23.7.7.5)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
45	Procedure for cargo, bunkers and ballast handling operation are agreed (21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
46	Cargo transfer management controls are agreed (12.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
47	Cargo tank cleaning requirements, including crude oil washing , are agreed (12.3, 12.5, 24.4.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	See also parts 7B/7C NOT APPLICABLE
48	Cargo tank gas freeing arrangements agreed (12.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	See also parts 7C NOT APPLICABLE
49	Cargo and bunker slop handling requirements agreed (12.1, 21.2, 21.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	See also parts 7C
50	Routine for regular checks on cargo transferred are agreed (23.7.2)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	EVERY HOURS
51	Emergency signals and shutdown procedures are agreed (12.1.6.3, 18.5, 21.1.2)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
52	Safety data sheets are available (1.4.4, 20.1 ,21.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
53	Hazardous properties of the products to be transferred are discussed (1.2, 1.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	



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54	Electrical insulation of the tanker / terminal interface is effective (12.9.5, 17.4 , 18.2.14)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Part 5A. Tanker and terminal : pre transfer conference (cont.)				
Item	Check	Tanker Status	Terminal Status	Remarks
55	Tank venting system and closed operation procedures are agreed (11.3.3.1, 21.4, 21.5 ,23.3.3)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
56	Vapor return line operational parameters are agreed (11.5, 18.3, 23.7.7)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	NOT APPLICABLE
57	Measures to avoid back –filing are agreed (12.1.13.7)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
58	Status of unused cargo and bunker connections is satisfactory (23.7.1, 23.7.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
59	Portable very high frequency and ultra-high frequency radios are intrinsically safe (4.12.4, 21.1.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
60	Procedure for receiving nitrogen from terminal to cargo tank are agreed (12.1.14.8)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	ONLY FOR L.A. BLOW

Additional For Chemical Tankers

Part 5B. Tanker and terminal: Bulk liquid chemicals. Checks pre transfer				
Item	Check	Tanker Status	Terminal Status	Remarks
61	Inhibition certificate received(if required) from manufacture	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
62	Appropriate personal protective equipment identified and available (4.8.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
63	Countermeasures against personal contact with cargo are agreed (1.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
64	The cargo handling rate and relation with valve closure time and automatic shutdown system is agreed (16.8, 21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
65	Cargo system gauge operation and alarms set points are confirmed.(12.1.6.6.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
66	Adequate portable vapor detection instruments are in use (2.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
67	Information on fire-fighting media and procedures is exchanged (5, 19)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
68	Transfer hoses confirmed suitable for product products being handled(18.2)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	NOT APPLICABLE
69	Confirm cargo handling is only by a permanent installed pipeline system	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
70	Procedures are in placed to receive nitrogen from the terminal for inerting or purging (12.1.14.8)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	ONLY FOR L.A. BLOW



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Additional For Gas Tankers

Part 5C. Tanker and terminal: liquefied gas. Checks pre transfer (cont.)

Item	Check	Tanker Status	Terminal Status	Remarks
71	Inhibition certificate received(if required) from manufacture	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
72	Water spray system is operational (5.3.1, 19.4.3)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
73	Appropriate personal protective equipment is identified and available (4.8.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
74	Remote control valves are operational.	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
75	Cargo pumps and compressors are operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
76	Maximum working pressures are agreed between tanker and terminal (21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
77	Re-liquefaction or boil off control equipment is operational	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
78	Gas detection equipment is appropriately set for the cargo (2.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
79	Cargo system gauge operation and alarm set points are confirmed (12.1.6.6.1)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
80	Emergency shutdown systems are tested and operational (18.5)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
81	Cargo handling rate and relationship with valve closure times and automatic shutdown systems is agreed (16.8, 21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
82	Maximum/minimum temperatures/ pressures of the cargo to be transferred are agreed (21.4, 21.5, 21.6)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
83	Cargo tank relief valves settings are confirmed (12.11, 21.2, 21.4)	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	

Part 6 Tanker and terminal : Agreements pre transfer

Part 5 Item	Agreement	Details	Tanker Initials	Terminal Initials
32	Tanker manoeuvring readiness	Notice period (maximum) for full readiness to manoeuvre: Period of disablement (if permitted):		
33	Security protocols	Security level: Local requirements:		
33	Effective tanker/terminal communications	Primary system: V.H.F Ch: 77 Backup system: V.H.F. Ch. 16		
35	Operational supervision and watch keeping	Tanker: Terminal :		



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Part 6 Tanker and terminal : Agreements pre transfer (Cont.)

Agreement	Details	Tanker Initials	Terminal Initials
Dedicated smoking areas and naked lights restrictions	Tanker: Terminal : No Smoking Allowed		
Maximum wind, current and sea/swell criteria or other environmental factors	Stop cargo transfer: Wind speed 30 knots and swell 1.50 m Disconnect: Wind speed exceed 30 knots and swell 1.75 m Unberth: Wind speed exceed 35 knots and swell 2.0 m		
Limits for cargo, bunkers and ballast handling	Maximum transfer rates: Topping-off rates: Maximum manifold pressure: Cargo temperature: Other limitations:		
Pressure surge control	Minimum number of cargo tanks open: Tank switching protocols: Minimum number of cargo tanks open: Tank switching protocols: Full load rate: Topping-off rate: Closing time of automatic valves:		
Cargo transfer management procedures	Action notice periods: 30 MIN/15 MIN/5 MIN Transfer stop protocols:		
Routine for regular checks on cargo transferred are agreed	Routine transferred quantity checks: Every Hours		
Emergency signals	Tanker: Terminal: Stop 3 times on VHF Ch#77.		
Tank venting system	Procedure :		
Closed operations	Requirements:		
Vapor return line	Operational parameters: N.A. Maximum flow rate:	N.A.	N.A.
Nitrogen supply from terminal	Procedures to receive: Only for L.A. Blow Maximum pressure: Flow rate:		
For gas tanker only: cargo tank relief valve settings	Tank 1: Tank 2: Tank 3: Tank 4: Tank 5: Tank 6: Tank 7: Tank 8:		



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XX	Exceptions and additions	Special issues that both parties should be aware of:		
----	--------------------------	--	--	--

Part 7A. General Tanker : Checks pre-transfer

Item	Check	Status	Remarks
84	Portable drip trays are correctly positioned and empty (23.7.5)	<input type="checkbox"/> Yes	
85	Individual cargo tank inert gas supply valves are secured for cargo plan (12.1.13.4)	<input type="checkbox"/> Yes	
86	Inert gas system delivering inert gas with oxygen content not more than 5% (11.1.3)	<input type="checkbox"/> Yes	
87	Cargo tank high level alarms are operational (12.1.6.6.1)	<input type="checkbox"/> Yes	
88	All cargo, ballast and bunker tanks openings are secured (23.3)	<input type="checkbox"/> Yes	

Part 7B. Tanker: checks pre-transfer if crude oil washing is planned

Item	Check	Status	Remarks
89	The completed pre-arrival crude oil washing checklist, as contained in the approved crude oil washing manual, is copied to terminal (12.5.2, 21.2.3)	<input type="checkbox"/> Yes	NOT APPLICABLE
90	Crude oil washing checklists for use before, during and after crude oil washing are in place ready to complete, as contained in the approved crude oil washing manual (12.5.2, 21.6)	<input type="checkbox"/> Yes	NOT APPLICABLE

D) After Pre – Transfer Conference

For tankers that will perform tank cleaning alongside and/or gas freeing alongside

Part 7C. Tanker : checks prior to tank cleaning and/or gas freeing

Item	Check	Status	Remarks
91	Permission for tank cleaning operations is confirmed (21.2.3, 21.4, 25.4.3)	<input type="checkbox"/> Yes	
92	Permission for gas freeing operations is confirmed (12.4.3)	<input type="checkbox"/> Yes	
93	Tank cleaning procedures are agreed (12.3.2, 21.4, 21.6)	<input type="checkbox"/> Yes	
94	If cargo tank entry is required, procedures for entry have been agreed with the terminal (10.5)	<input type="checkbox"/> Yes	
95	Slop reception facilities and requirements are confirmed (12.1, 21.2, 21.4)	<input type="checkbox"/> Yes	



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Declaration

We the undersigned have checked the items in the applicable parts 1 to 7 as marked and signed below:

	Tanker	Terminal
Part 1A. Tanker: checks pre-arrival	<input type="checkbox"/>	<input type="checkbox"/>
Part 1B. Tanker: checks pre-arrival if using an inert gas system	<input type="checkbox"/>	<input type="checkbox"/>
Part 2. Terminal: checks pre-arrival	<input type="checkbox"/>	<input type="checkbox"/>
Part 3. Tanker: checks after mooring	<input type="checkbox"/>	<input type="checkbox"/>
Part 4. Terminal: checks after mooring	<input type="checkbox"/>	<input type="checkbox"/>
Part 5A. Tanker and terminal: pre-transfer conference	<input type="checkbox"/>	<input type="checkbox"/>
Part 5B. Tanker and terminal: bulk liquid chemicals. Checks pre-transfer	<input type="checkbox"/>	<input type="checkbox"/>
Part 5C. Tanker and terminal: liquefied gas. Checks pre-transfer	<input type="checkbox"/>	<input type="checkbox"/>
Part 6. Tanker and terminal: agreements pre-transfer	<input type="checkbox"/>	<input type="checkbox"/>
Part 7A. General tanker: checks pre-transfer	<input type="checkbox"/>	<input type="checkbox"/>
Part 7B. Tanker: checks pre-transfer if crude oil washing is planned	<input type="checkbox"/>	<input type="checkbox"/>
Part 7C. Tanker: checks prior to tank cleaning and/or gas freeing	<input type="checkbox"/>	<input type="checkbox"/>

In accordance with the guidance in chapter 25 of ISGOTT, we have satisfied ourselves that the entries we have made are correct to the best of our knowledge and that the tanker and terminal are in agreement to undertake the transfer operation.

We have also agreed to carry out the repetitive checks noted in parts 8 and 9 of the ISGOTT SSSCL, which should occur at intervals of not more than ____ hours for the tanker and not more than ____ hours for the terminal. If, to our knowledge, the status of any item changes, we will immediately inform the other party.

Tanker	Terminal
Name	Name
Rank	Rank
Signature	Signature
Date	Date
Time	Time



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E) During Transfer

Repetitive checks

Part 8. Tanker: repetitive checks during and after transfer								
Item Ref	Check	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Date/ Time	Remarks
Interval time:..... Hrs								
8	Inert gas system pressure and oxygen recording operational							
9	Inert gas system and all associated equipment are operational							
11	Cargo tank atmospheres are at positive pressure							
17	Fendering is effective							
18	Mooring arrangement is effective							
19	Access to and from the tanker is safe							
20	Scuppers and save-alls are plugged							
23	External openings in superstructures are controlled							
24	Pump room ventilation is effective							
32	Tanker is ready to move at agreed notice period							
33	Communications are effective							
35	Supervision and Watch keeping is adequate							
36	Sufficient personnel are available to deal with an emergency							
37	Smoking restrictions and designated smoking areas are complied with							



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38	Naked light restrictions are complied with							
----	--	--	--	--	--	--	--	--

Part 8. Tanker: repetitive checks during and after transfer (Cont.)

Item Ref	Check	Date/Time	Date/Time	Date/Time	Date/Time	Date/Time	Date/Time	Remarks
39	Control of electrical devices and equipment in hazardous zones is complied with							
40 41 42 51	Emergency response preparedness is satisfactory							
54	Electrical insulation of the tanker/terminal interface is effective							
55	Tank venting system and closed operation procedures are as agreed							
85	Individual cargo tank inert gas valves settings are as agreed							
86	Inert gas delivery maintained at not more than 5% oxygen							
87	Cargo tank high level alarms are operational							
Initials								

Part 9. Terminal: repetitive checks during and after transfer

Item Ref	Check	Date/Time	Date/Time	Date/Time	Date/Time	Date/Time	Date/Time	Remarks
Interval time: ...04.. Hrs								
28	Fendering is effective							
29	Mooring arrangement is effective							
30	Access to and from the terminal is safe							



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31	Spill containment and sumps are secure							
33	Communications are effective							
35	Supervision and Watch keeping is adequate							
36	Sufficient personnel are available to deal with an emergency							
37	Smoking restrictions and designated smoking areas are complied with							
38	Naked light restrictions are complied with							
39	Control of electrical devices and equipment in hazardous zones is complied with							
40 41 51	Emergency response preparedness is satisfactory							
54	Electrical insulation of the tanker/terminal interface is effective							
55	Tank venting system and closed operation procedures are as agreed							
Initials								



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APPENDIX 10: CARGO TRANSFER PLAN

The Master _____	Date _____
------------------	------------

The program for loading/ discharging for your good vessel is as under:

Sr.	Product	Quantity (B/L) MT	Cargo Operation		Loading Arm No / Size
1			<input type="checkbox"/> Loading	<input type="checkbox"/> Unloading	
2			<input type="checkbox"/> Loading	<input type="checkbox"/> Unloading	
3			<input type="checkbox"/> Loading	<input type="checkbox"/> Unloading	

Please '√' as appropriate

Sr.	Details	Remarks												
		Shore						Ship						
		Min			Max			Min			Max			
1	2	3	1	2	3	1	2	3	1	2	3			
1.	Pressure and Rate to be maintained at manifold	Product												
	Rate (MT/Hrs)													
	Pressure (BAR)													

Please '√' as appropriate

2.	No inter tank transfer to be carried out without permission	
3.	Hourly discharge/Loading figures as per ship's ullage to be provided	
4.	Please confirm that vessel would maintain 30% DWT throughout her stay at GCPL	
5.	Please provide a pressure gauge on each cargo manifold (in use)	
6.	Please arrange to strip empty tanks simultaneously during discharge	
7.	Please keep the vessel with minimum required trim after discharge (not more than 2.25 M by stern)	

Please indicate your acceptance/ remark for the above in the right hand space of this "Cargo Transfer Plan" and return.

GCPL		Master / Chief Officer	
Name		Name	
Signature		Signature	
Date		Date	
Time		Time	



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Dated 28th February 2024

APPENDIX 11: APPENDIX TO Q88

Appendix to Questionnaire 88 - Gujarat Chemical Port Limited, Dahej

(This appendix forms part of the vessel acceptance criteria)

NAME of Vessel:

DATE:

1.	General	Remarks
1.1	Confirm vessel trim not to exceed 2.5 meters by Stern at all time during arrival, pilotage, stay at berth and departure.	Yes/No
1.1 a	Confirm vessel not to be trim by head at all time during arrival, pilotage, stay at berth and departure.	Yes/No
1.1 b	Confirm vessel to be in upright condition at all time during arrival, pilotage, stay at berth and departure.	Yes/No
1.2	Does Vessel have high – high level alarm fitted independent of the tank gauging system and is it operational?	Yes/No
1.3	Is inert gas / Nitrogen system fitted?	Yes/No
1.4	Is inert gas system operational and tanks will be in inerted condition on arrival at GCPL?	Yes/No/NA
1.4 a	If not then please specify the reasons for tanks not inerted	
1.5	Can vessel provide Portable ladder of length 14m for free board greater than 9.0m or 12m for free board less than 9.0m at jetty berths?	Yes/No
1.6	Was any vessel deficiency note (VDN) raised at previous calls to this or any other Terminal?	Yes/No
1.6.1	Is the deficiency rectified and VDN closed?	Yes/No/NA
1.7	Confirm this questionnaire being completed by Vessel	Yes/No
1.8	Does the vessel have updated navigational charts/sailing directions and publications for Dahej and approaches	Yes/No
2.	Particulars	
2.1	Is vessel maintaining minimum free board 3.5 meter at all time?	Yes/No
2.1 a	Arrival	Moulded Depth: Fwd Draft: Mid Draft: Aft Draft Trim: Freeboard: Manifold Air draft:
2.1 b	Departure	Moulded Depth: Fwd Draft: Mid Draft: Aft Draft Trim: Freeboard: Manifold Air draft:
2.1 c	Manifold Air Draft at Summer draft?	



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2.1 d	Manifold Air draft at Normal ballast condition?				
2.1 e	Distance Main Deck to Center of Manifold? Note: Min. Height of Manifold above the Deck Level must be 1.5 meter.				
2.2	Air draft of the manifold / presentation flange for loading arm connection should be in the range of as per below table details.				
Sr. No	LA No.	Product	Air draft of the manifold / presentation flange for loading arm connection (Meters)		
			Minimum	Maximum	
1	1 A	Ethane	14.35	18.00	Yes/No/Na
2	1 B	Ethane	14.35	18.00	Yes/No/Na
3	5N	Propane	5.03	18.40	Yes/No/Na
4	3N	Butane / Butadiene	5.03	18.40	Yes/No/Na
5	7	Naphtha (RIL / OPAL/ IOCL) / CSL / Pygas / HSD / Orthoxylene	5.00	13.80	Yes/No/Na
6	4	Naphtha (Opal / IOCL) / Paraxylene / HSD	5.00	13.80	Yes/No/Na
7	8	MEG / Methanol / Glycerin	5.00	13.80	Yes/No/Na
8	2	Acetic Acid / Propylene Oxide	5.00	13.80	Yes/No/Na
2.3	DWT of the vessel must be between 6000 – 60000 MT.				Yes/No
2.3 a	Arrival Dahej Deadweight?				
2.3 b	Departure Dahej Deadweight?				
2.3 c	Summer Deadweight?				
2.3 d	Normal ballast Deadweight?				
2.4	Vessel Maximum draft less than 11.8 m? Note: The maximum permissible Draft for vessel is 11.8 meters.				Yes/No
2.5	Length over all (LOA) of the vessel in meters? Note: LOA must be in range-111-232 m. Note: LOA to be minimum 140 meters for the cargo of PO/Acetic acid/ Methanol/ MEG/Glycerin.				
2.5 a	Extreme Breadth (Beam) of the vessel in meters?				



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2.6	Give maneuvering speed of the vessel at Dahej water? (Knots)	
2.7	Vessel date of delivery? Note: If Date delivered of vessel is more than 25 years, then require clearance from local authorities.	
2.8	Please confirm compliance of DG Shipping Order No. 06 of 2023 dated 24.02.2023 on Age Norms and other Qualitative Parameters w.r.t. vessels.	Yes/No
2.9	Please confirm compliance of GOI Gazette notification for vessel entry MS rules for ports- 2012.	Yes/No
2.10	Confirm vessel will maintain parallel body length as per below table for fwd and aft wrt working manifold during berthing, her stay and before departure.	Yes/No
2.10 a	Arrival PBL from working manifold?	Fwd: Aft:
2.10 b	Departure PBL from working manifold?	Fwd: Aft:
2.10 c	PBL from working manifold at Normal Ballast condition?	Fwd: Aft:
2.10 d	PBL from working manifold at Summer draft condition?	Fwd: Aft:

Sr. No	LA No.	Product	Minimum PBL from working manifold to be connected to Loading arm Requirement (Meters)		
			Fwd.	Aft.	
1	1 A	Ethane	14	41	Yes / No/Na
2	1 B	Ethane	17.5	37.5	Yes / No/Na
3	5N	Propane	21.35	33.65	Yes / No/Na
4	3N	Butane / Butadiene	23.8	31.2	Yes / No/Na
5	7	Naphtha (RIL / OPAL/ IOCL) / CSL / Pygas / HSD / Orthoxylene	27.65	27.35	Yes / No/Na
6	4	Naphtha (Opal / IOCL) / Paraxylene / HSD	31.15	23.85	Yes / No/Na
7	8	MEG / Methanol / Glycerin	35	20	Yes / No/Na
8	2	Acetic Acid / Propylene Oxide	38.5	16.5	Yes / No/Na



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2.11	Does the vessel have bollard fitted at the break of forecastle and at the break of accommodation for tugs to be made fast for push/pull operation?	Yes/No
2.11 a	Give SWL of these Bollards? Note: Min. SWL of Bollards should be 50 Tons.	
2.12	Confirm the vessel has total 20 nos. of Synthetic Ropes (10 forward and 10 aft) on board on arrival to Dahej Port. Note: Wire ropes are not allowed. All ropes should be synthetic type in good condition. No mixed mooring is allowed.	Yes/No
2.12 a	Can vessel provide the following Mooring configurations? For LOA: 111-215M: 4 x 3 x 3 (All Synthetic) Fore and Aft	Yes/No/Na
2.12 b	Can vessel provide the following Mooring configurations? For LOA: 215-232M: 3 x (2+2) x 3 (All Synthetic) Fore and Aft.	Yes/No/Na
2.12 c	Total soft synthetic ropes available on board:	
2.12 d	Nos. of pure soft synthetic ropes on winches/drums:	Fwd: _____ Aft: _____
2.12 e	Vessel of more than 170 M LOA should have minimum 6 ropes on winches on forward and aft each.	Yes/No/Na
2.12 f	Vessel of less than 170 M LOA should have minimum 4 ropes on winches on forward and aft each.	Yes/No/Na

2.13 Cargo arrangements

Important Note:

- The vessel guarantees receiving/discharge Terminal's initial loading rate / Topping off rate and maximum loading/unloading rate as stated below applicable to the intended cargo at GCPL Jetty. In the event of any non-compliance by the vessel as compared to the declaration made at the time of acceptance, the Terminal reserves the right to reject such vessel without any liability to the Terminal).

2.13 a Loading Rate

	Grade	LA Size	Initial / topping off rate MT/Hr	Maximum rate provided by port MT/Hr @Max 7 Bar	Minimum Average loading rate (from commencement until completion of the cargo) MT/Hr.	Minimum Temperature requirement	Acceptable	Remarks
a	Caustic Soda Lye	10 inch x 150#	100	400	300	N/A	Yes/No	
b	Naphtha	1) 12 inch x 150# 2) 10 inch x 150#	500	1350	1200	N/A	Yes/No	Vessel has to provide two nos of manifolds with 3.50 meters center to center distance



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c	HSD	1) 12 inch x 150# 2) 10 inch x 150#	500	1550	1500	N/A	Yes/ No	Vessel has to provide two no's of manifolds with 3.50 meters center to center distance
d	Pygas	10 inch x 150#	100	650	450	N/A	Yes/ No	(Loading by two shore pumps)

2.13 b Unloading Rate

	Grade	LA Size	Initial / topping off rate MT/Hr	Maximum rate require by port MT/Hr @Max 7 Bar	Min. Avrg. Unloading rate (from start to finish) MT/Hr	Minimum Temperature requirement	Acceptable	Remarks
a	Styrene	10 inch x 150#	100	650	500	N/A	Yes/No	
b	Naphtha (RIL)	10 inch x 150#	200	850	600	N/A	Yes/No	(With 30" dock line)
c.1	Propane	12 inch x 150#	100	900	700	Propane: Minimum: (- 42.5) °C, Maximum: (- 40.0) °C	Yes/No	Vessel has to provide two no's of manifolds with 2.0 ~ 6.0 m center to center distance, Port side alongside, Fwd manifold Propane & Aft manifold Butane.
c.2	Butane	12 inch x 150#	100	1000	700	Butane: Minimum: (-5.5) °C, Maximum: (-3.5) °C	Yes/No	Note: terminals berths vessel to only port side alongside at berth. Vessel to confirm – Yes/ No
d	Methanol	10 inch x 150#	100	500	350	N/A	Yes/No	
e	Acetic Acid	6 inch x 150#	100	380	250	N/A	Yes/No	
f	Propylene Oxide	6 inch x 150#	100	250	180	N/A	Yes/No	Controlling by shore tank pressure
g	Butadiene	12 inch x 150#	100	250	180	Butadiene (-4) °C	Yes/No	
h	Paraxylene	12 inch x 150#	200	1400	1050	N/A	Yes/No	
i	MEG	10 inch x 150#	200	900	650	NA	Yes/No	



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j	Ethane	2 X 16 inch x 150#	2 x 200	2 x 1500	2325	(-89) to (-91) °C	Yes/No	Minimum average unloading rate 2325 MT/Hr and subject to double movement.
k	Naphtha (OPAL)	1) 12 inch x 150# 2) 10 inch x 150#	200	2100	1750	N/A	Yes/No	Vessel has to provide 2 Nos. of manifolds with 3.50 meters center to center distance
l	Orthoxylene	10 inch x 150#	100	500	250	N/A	Yes/No	
m	Glycerin	10 inch x 150#	100	400	300	N/A	Yes/No	
2.13 c	Note: Vessel can be asked to discharge more than the max loading (mentioned above) rate in some special scenario on case to case basis as per discretion of HOD marine.							
2.14	Manifold Arrangement: For Simultaneous Discharging of two products, the distance between center to center vessel manifolds should be as per given below:							
2.14 a	Paraxylene and Naphtha/Orthoxylene: For simultaneous discharging the distance between center to center manifolds (Considering vessel port side alongside) Naphtha (Forward) & Paraxylene (Aft) should be 3.50 meters.							Yes/No/Na
2.14 b	Distance between Paraxylene and Orthoxylene manifold?							
2.14 c	Distance between Paraxylene and Naphtha manifold?							
2.14 d	Paraxylene and MEG: For simultaneous discharging the distance between center to center manifolds (Considering vessel port side alongside) PX (Forward) & MEG (Aft) should be 3.85 Meters.							Yes/No/Na
2.14 e	Distance between Paraxylene and MEG manifold							
2.14 f	Naphtha/Orthoxylene and MEG: For simultaneous discharge ensuring the distance between center to center manifolds (Considering vessel port side alongside) Naphtha (Forward) & MEG (Aft) should be 7.35 Meters.							Yes/No/Na
2.14 g	Distance between Naphtha/Orthoxylene and MEG manifold?							
2.14 h	Propane and Butane: For simultaneous discharge ensuring the distance between center to center manifolds (Considering vessel port side alongside) Propane (Forward) & Butane (Aft) should be 2.0 ~ 6.0 Meters.							Yes/No/Na
2.14 i	Confirm vessel to provide manifolds Propane in forward & Butane in aft?							Yes/No/Na
2.14 j	Distance between Propane and Butane manifold?							
2.14 k	Ethane: For simultaneous discharge ensuring the distance between center to center manifolds (Considering vessel port side alongside) should be 3.50 Meters.							Yes/No/Na
2.14 l	Distance between both Ethane manifold?							
2.14 m	Note: Please provide the manifold layout with marking of nominated manifolds for L.A. connections & PBL from there nominated manifold in Loaded / Ballast condition.							Provided/ Not provided
2.15	Manifold Arrangement for Two loading arm connection for single grade cargo							
2.15 a	Unload Naphtha - OPAL: For simultaneous discharging the distance between center to center manifolds (Considering vessel port side alongside) should be 3.50 meters.							Yes/No/Na
2.15 b	Distance between manifolds provided for simultaneous discharging?							



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Dated 28th February 2024

2.15 c	Load Naphtha / HSD - IOCL: For simultaneous loading the distance between center to center manifolds (Considering vessel port side alongside) should be 3.50 meters.	Yes/No/Na
2.15 d	Distance between manifolds provided for simultaneous loading?	
2.16	For Product/Chemical/Gas	
2.16 a	Manifold should be as per ASTM grade and match with terminal respective LA.	Yes/No
2.16 b	Distance between Bow to Working Manifold should be Min. 60 Meters. Give the distance between bow to working manifold?	Yes/No ____M
2.17	For Gas Carrier	
2.17 a	Can the vessel pump hot vapor to clear loading arm of liquid?	Yes/No/NA
2.18	For Chemical Tankers:	
2.18 a	Will the vessel use its own cargo hoses or reducer/expenders during loading/ unloading (Manifold jumper hoses)?	Yes/No/NA
	If yes, Are they pressure tested annually to design working pressure?	Yes/No/NA
2.19	Condition of spare manifolds, unused lines, drain valves etc.	
2.19 a	Vessel's all unused cargo and bunker connection, spare manifolds, unused lines, drain valves etc. are properly secured, end blinded, fully bolted and leak proof and isolation valve if any should be closed and accordingly tagged. (Same to be verified by ship and jetty officer as a part of ship shore safety checklist & signed, witnessed by both)	Yes/No

Notes/Remarks:

1. Vessel coming for Acetic Acid, Propylene Oxide, MEG and Methanol cargo, it is advisable to keep manifold as possible as in after side for direct connection of our Loading arm to vessel's manifold. Vessel which fails to match manifold with our Loading Arm position will not be accepted as flexible hose connection is not permitted.
2. Regular vessels on time charter require to submit duly filled appendix to Q88 every 3 months and also in case of any changes in arrival and departure conditions w.r.t. earlier submitted appendix to Q88, whichever is earlier and applicable. – Yes/No/Not Applicable
3. Vessel will not be allowed to Purge/inert / gas free tanks at berth.
4. Terminal berths vessels port side alongside. Stbd side alongside can be done in some special scenario on case to case basis as per discretion of HOD marine.

Appendix to Q88 Filled by (Ship Personnel only, Master of vessel or person designated by him):

Name:

Rank:

Date:

Sign & Stamp:

Note: Any wrong declarations may lead to rejection, penalties & blacklisting etc. the vessel for the port.



Gujarat Chemical Port Limited

GCPL/MO/Jetty/33

Rev 04

Dated 08th March 2024

APPENDIX 12: SERVICE CERTIFICATE

TO,
THE MASTER
MT/LPG/C

Date:

SHORE MOORING ROPE CERTIFICATE THIS IS TO CERTIFY THAT M/S. GUJARAT CHEMICAL PORT LIMITED (DAHEJ) HAS PROVIDED SHORE MOORING ROPES FROM _____ (Date/Time) TILL SAILING OF THE VESSEL.	<input type="checkbox"/> Yes <input type="checkbox"/> No
FRESH WATER THIS IS TO CERTIFY THAT M/S. GUJARAT CHEMICAL PORT LIMITED (DAHEJ) HAS SUPPLIED MT FRESH WATER TO THE VESSEL.	<input type="checkbox"/> Yes <input type="checkbox"/> No
SHORE WINCH LINE CERTIFICATE THIS IS TO CERTIFY THAT M/S. GUJARAT CHEMICAL PORT LIMITED (DAHEJ) HAS PROVIDED SHORE WINCH LINE FROM _____ (Date/Time) TILL SAILING OF THE VESSEL.	<input type="checkbox"/> Yes <input type="checkbox"/> No
ADDITIONAL TUG ASSISTANCE THIS IS TO CERTIFY THAT M/S. GUJARAT CHEMICAL PORT LIMITED (DAHEJ) HAS PROVIDED ADDITIONAL TUG ASSISTANCE FROM _____ (Date/Time) TO _____ (Date/Time) BY 01/02 TUGS.	<input type="checkbox"/> Yes <input type="checkbox"/> No
MARINE GANGWAY THIS IS TO CERTIFY THAT M/S. GUJARAT CHEMICAL PORT LIMITED (DAHEJ) HAS PROVIDED MARINE GANGWAY FROM _____ (Date/Time) TO _____ (Date/Time) TO THE VESSEL.	<input type="checkbox"/> Yes <input type="checkbox"/> No
SHORE CRANE PROVIDED TO THE VESSEL – (Date and Time) 1. For Provision Supply: From _____ to _____ 2. For Store/Spare supply: From _____ to _____	<input type="checkbox"/> Yes <input type="checkbox"/> No
PILOT ATTENDANCE THIS IS TO CERTIFY THAT M/S. GUJARAT CHEMICAL PORT LIMITED (DAHEJ) HAS PROVIDED PILOT ON BOARD FROM VESSEL ALL FAST _____ (Date/Time) TO COMMENCED UNMOORING _____ (Date/Time) TO THE VESSEL.	<input type="checkbox"/> Yes <input type="checkbox"/> No
GATE ENTRY PERMISSIONS ETC FOR THIRD PARTY SERVICES TO THE VESSEL	
a) Provision supply to the vessel	<input type="checkbox"/> Yes <input type="checkbox"/> No
b) Store supply to the vessel	<input type="checkbox"/> Yes <input type="checkbox"/> No
c) Spare supply to the vessel	<input type="checkbox"/> Yes <input type="checkbox"/> No
d) Sign ON/OFF to the vessel	<input type="checkbox"/> Yes <input type="checkbox"/> No
e) Repair technician attendance to the vessel	<input type="checkbox"/> Yes <input type="checkbox"/> No
f) Owner Superintendent / Representative of the vessel	<input type="checkbox"/> Yes <input type="checkbox"/> No
g) Vetting / Class / Sire Surveyors attendance to the vessel	<input type="checkbox"/> Yes <input type="checkbox"/> No
h) Swapping with any vessel If yes, Name of the vessel swapped with _____	<input type="checkbox"/> Yes <input type="checkbox"/> No
i) Any other services, If yes provide details _____	<input type="checkbox"/> Yes <input type="checkbox"/> No

For GCPL
Authorized Signatory

MASTER / CH.OFFICER / AGENT
MT/ LPG/C _____



Gujarat Chemical Port Limited

Rev - 02
Issue - 01
Dated 01.01.2022

APPENDIX 13: CUSTOMER FEEDBACK FORM

Many thanks for sparing a few minutes to fill-up this Questionnaire.

GCPL – Marine operations

We request you to fill the following form for rating our quality services, your comments will help us to improve our services.

Name of Vessel: _____

Date: _____

Parameter	Your Rating (Please tick as appropriate)										Reason for less than 06 Marks
Communication / Information											
Vessel's acceptance / rejection	1	2	3	4	5	6	7	8	9	10	
Vessel's arrival / departure	1	2	3	4	5	6	7	8	9	10	
Pilotage											
Maneuverings	1	2	3	4	5	6	7	8	9	10	
Communication for vessel Mooring & un-mooring operation	1	2	3	4	5	6	7	8	9	10	
Response											
Response of Officers	1	2	3	4	5	6	7	8	9	10	
Response of Operators/jetty crews	1	2	3	4	5	6	7	8	9	10	
Response to query	1	2	3	4	5	6	7	8	9	10	
Operations											
Loading / Discharge operation	1	2	3	4	5	6	7	8	9	10	
Communications / coordination	1	2	3	4	5	6	7	8	9	10	
Quality - Compliance with Service level parameters	1	2	3	4	5	6	7	8	9	10	
Quantity - Compliance with Service level parameters	1	2	3	4	5	6	7	8	9	10	
Operational Procedures Adopted	1	2	3	4	5	6	7	8	9	10	
HSE Procedures Adopted	1	2	3	4	5	6	7	8	9	10	
Documentations											
Checklists	1	2	3	4	5	6	7	8	9	10	
Records	1	2	3	4	5	6	7	8	9	10	
Overall performance											
Communication / Coordination	1	2	3	4	5	6	7	8	9	10	
Execution of contract as scheduled	1	2	3	4	5	6	7	8	9	10	
Support vessel	1	2	3	4	5	6	7	8	9	10	

Matrix for Rating

Poor	Average	Good	Very Good	Excellent
1-2	3-5	6	7-8	9-10

Any suggestions / comments for improvement

Signature of Customer

Date:



Gujarat Chemical Port Limited

GCPL/MO/Jetty/41

Rev 01

Dated 19th February 2024

APPENDIX 14: SAFETY LETTER

SAFETY LETTER

TO
MASTER OF VESSEL

Date:

FOLLOWING IS FOR YOUR INFORMATION AND STRICT COMPLIANCE AT OUR PORT:

1. ALL MOORING ROPES TO BE REGULARLY TENDED TO AT SHORT INTERVAL AND MAINTAINED EQUAL WEIGHT, CONDITION OF THE ROPES TO BE REGULARLY CHECKED TO BE IN GOOD CONDITION. NO SPLICING JOINTS ALLOWED.
2. CURRENTS ARE VERY STRONG AT OUR PORT, THESE STRONG CURRENTS ARE TO BE RESPECTED AND MOORINGS ARE TO BE TENDED TO SPECIALLY AT TURN OF LOW WATER TIDE AND IF NOT DONE IN TIME THEN VESSEL IS BOUND TO MOVE OUT DURING FLOOD TIDE. EQUAL WEIGHT HAS TO BE TAKEN ON ALL THE LINES AND THE VESSEL HAS TO AVOID TIGHTENING OF ROPES DURING THE 2ND AND 3RD HOUR OF THE TIDE, WHEN THE CURRENT STRENGTH IS STRONGEST.
3. IF TUG ASSISTANCE IS REQUIRED ANY TIME BY THE MASTER, HE HAS TO GIVE SAME IN WRITTING AND MENTION ALONG WITH PERSON RESPONSIBLE FOR THE PAYMENT OF THE TUGS.
4. OVER & ABOVE POINT NO. 3, IF TERMINAL FINDS THAT SAFETY OF JETTY / VESSEL IS A CONCERN AND VESSEL DONOT AGREE TO CALL TUG THAN TERMINAL WILL CALL FOR TUG AND EXPENSES WILL BE LIABILITY OF VESSEL'S OWNER / CHARTERS.
5. IF MASTER IS REQUIRED TO PASS ON EXTRA MOORINGS OUR SHORE CREW WILL ALWAYS ASSIST, ALSO THEY WILL REMIND CREW IN TIGHTENING OF THE ROPES AS AND WHEN OBSERVED AND FELT NECESSARY.
6. VESSEL'S ENGINE SHOULD BE ALWAYS IN READY STATE; NO MAINTENANCE IS TO BE TAKEN UP WITHOUT PORTS PERMISSION.
7. OUR PORT IS MAINTAINING ON VHF CH-77 AT ALL TIMES.
8. KINDLY MAINTAIN MANIFOLD PRESSURE AS INSTRUCTED BY PORT CONTROL / JETTY OFFICER.

THANKING YOU IN ADVANCE AND WISH YOU A PLEASANT STAY AT OUR PORT.

Read and understood



Gujarat Chemical Port Limited

GCPL/SQMS/010

Rev 03

Dated 19th February 2024

APPENDIX 15: VESSEL DEFICIENCY NOTICE

VESSEL DEFICIENCY NOTICE (DEPARTURE)

Date _____

 To **The Master**
M. T. _____

The following deficiencies, which are deemed to affect the safe and efficient operation of your vessel at GCPL (Dahej), are hereby brought to your attention:

	Pilot boarding arrangements		Cargo handling equipment (specify)
	Navigation equipments (specify)		Inert gas/Nitrogen system
	Radar, ARPA		Cargo monitoring equipment
	Speed/ Doppler Log		COW system
	Gyro/ Magnetic compass		Pumping capacity
	GPS/ SATNAV		Ballast operations
	Communication Systems		Manifolds
	Mooring equipment		Cargo hose/ crane/ derrick/ winch
	Mooring winches		Pollution control equipment
	Wire & ropes		Safety equipment
	Windlass & Anchor		Engines & auxiliary equipment
	Steering gear		

Additional Remarks (if any) :

Please acknowledge receipt :

Pilot		Master		Port Manager	
Name		Name		Name	
Signature		Signature		Signature	
Date		Date		Date	
Time		Time		Time	



GUJARAT CHEMICAL PORT LIMITED

With effect from: 1st September, 2023

***SCHEDULE OF PORT RELATED
&
UTILITY CHARGES***



GUJARAT CHEMICAL PORT LIMITED.

Regd. & Site Office:
P.O. Lakhigam, Via Dahej, Taluka: Vagra,
District: Bharuch, GUJARAT – 392 130, INDIA
Tel. No. +91 2641 261009
Email: cfo.gcptcl@gcptcl.in





GUJARAT CHEMICAL PORT LIMITED

VESSEL RELATED CHARGES

PORT DUES

Rate of Port Dues per GRT or part thereof for entering vessel

GRT OF VESSEL	Foreign Vessel (US\$)	Coastal Vessel (INR)
Up to 10000	0.18	4.30
10001 to and above	0.20	4.70

- Coastal Vessel charges would be reduced by 30% for tugs, launches and barges.
- Port dues would be payable at half the rates given above if:
 - If vessel is entering in ballast and not taking any passenger or cargo.
 - If vessel enters for taking any provision, water etc.
- Port dues would be payable at ¼ the rates given above if:
 - Vessel enters in distress with no cargo on board.

Frequency of payment

For foreign/Coastal vessel, once in 30 days for each vessel.

Note: Port dues liability to be discharged directly by agents/vessels to GMB at their prevailing rates as applicable and proof of payment to be submitted to GCPL.

PILOTAGE CUM TOWAGE

Sr. No.	Charges Per GRT of Vessel	Foreign Vessel (US\$)	Coastal Vessel (INR)
1	GRT up to – 25000 T	0.72	16
2	GRT 25001 T – 35000 T	0.80	40
3	GRT Above 35001 T and /or DWT > 40000 T	1.30	60

Note:

- Pilotage fees include services for inward and outward pilotage, navigation, attendance of the launch and Tugs for towing the ship from the anchorage to the berth and back.
- For vessels below 40000 tones deadweight / LOA less than 215 meter, two tugs shall be used.
- For vessels more than 40000 tones deadweight / LOA more than 215 meter, three tugs shall be used.
- Number of tug(s) used for berthing and un-berthing shall be at pilot's discretion and irrespective of point no 2 & 3. If three tug(s) are used by pilot during the berthing and un-berthing for any vessel for safety of the port and ship, charges shall be as per Sr. No 3 of Pilotage cum towage charges.
- If vessel on berth is not performing as per declaration in appendix to Q88 form or for any other reasons, GCPL has right to shift the vessel to anchorage. Upon re-berthing of the vessel, 100% of the above charges shall be levied.





GUJARAT CHEMICAL PORT LIMITED

TUG HIRE CHARGES (Minimum for 4 hours)

Per Tug	Foreign vessel (US\$) per Hour	Coastal vessel (INR) per Hour
Day time Charges	750	22,000
Nighttime Charges	850	30,000

Note:

- Hire charges for unplanned / emergency tug assistance requested by Vessel/Agent/Statutory bodies shall be two times to normal tug hire charges.
- Tugs requested for fire-fighting assistance at anchorage shall be charged two times to normal tug hire charges.
- Day time is from 7 AM to 7 PM and Night time is from 7 PM to 7 AM.
- Mobilization of tugs shall be at GCPL discretion.

CANCELLATION OF PILOT CHARGES

- Foreign Vessel**
 - If cancelled ≥ 2 hour before scheduled pilot boarding: US\$ 650
 - If cancelled < 2 hours before scheduled pilot boarding: US\$ 3,000
- Coastal Vessel**
 - If cancelled ≥ 2 hour before scheduled pilot boarding: INR 16,000
 - If cancelled < 2 hours before scheduled pilot boarding: INR 1,00,000

DETENTION OF PILOT CHARGES

- Foreign Vessel**
 - For first 30 minutes' delay from schedule pilot boarding time: US\$ 250
 - For every additional hour: US\$ 600
- Coastal Vessel**
 - For first 30 minutes' delay from schedule pilot boarding time: INR: 7,000
 - For every additional hour: INR 15,000

Note:

- The above cancellation/detention charges are daytime charges. For night charges, a premium of 10% is applicable on the above charges.
- Charges will not be applicable if the vessel berthing/ unberthing is cancelled or delayed due to bad weather condition.

BERTH HIRE CHARGES

Rate per GRT per day or part there of

Berth Hire Charges	Foreign Vessels (US\$)	Coastal Vessels (INR)
For Cryogenic Products	0.60	25
For Non-Cryogenic Products	0.25	15





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Note:

1. Berth hire charges shall be payable as per the actual berth occupancy period. Berth Hire charges shall be payable for a minimum of 24 Hours (even if actual occupancy is less than 24 hours) and thereafter for multiples of 8 hours. In other words, fraction of an 8-hour slot shall be rounded up to one slot of 8 hours.
2. Berth hire charges shall be levied on every ship that is berthed at the berth.
3. Berth Hire Charges shall be assessed on the total Gross Registered Tonnage (GRT) of the ship at the rates shown in the above table.
4. For calculating the Berth Hire Charges payable by any ship, any fraction of a GRT, which is half, or greater than half shall be rounded off to the next GRT, and any fraction less than half a GRT shall be chargeable.
5. If additional time taken is attributable to tidal condition and not because of vessel, then additional berth hire charges not applicable if comply following
 - Vessel cast off in ~24 Hours or 36 hours' tidal window and double movement takes place.
 - Double movement does not get executed due to non-availability of next vessel; However, total time from first line to cast of exceeds 24 hours or 36 hours and vessel cast off in 24 hours or 36 hours' tidal window.

PENAL BERTH HIRE CHARGES

Penal berth hire charges at 2.5 times the above rates per GRT per day or part thereof shall be charged if the vessels continue to occupy the berth more than the time prescribed by the Port Authorities/GCPL (which also include additional time taken by vessel for particular activity as against standard time mentioned in Appendix to Q88) which shall be fixed as per the following details.

- (i) Less than 6 hours : on hourly bases
- (ii) More than 6 hours : on daily bases

MOORING CHARGES

Computed @ 30% of the berth hire charges.

DREDGING CHARGES

Dredging Charge per vessel call	Rs. 25 per Ton	Applicable to vessels having GRT 25001 and above.
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ROPE HIRE CHARGES

At GCPL port, 20 ropes are required to moor the vessel safely to the berth. In case the vessel does not have 20 ropes, GCPL may provide, if available with GCPL, at following charges:

LOOSE SYNTHETIC ROPES (PER ROPE PER DAY CHARGES)

Foreign Vessel US \$	Coastal Vessel INR
600	30,000



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MANDATORY FOUR CONSTANT TENSION MOORING WINCH ROPES (04 ROPES PER DAY)

Foreign Vessel US \$	Coastal Vessel INR.
2,000	1,20,000

Note:

1. Four Mandatory Constant Tension Mooring Winch Ropes Charges shall be provided to all types of vessels.
2. Terminal may provide maximum two loose optional ropes on vessel's request.

WHARFAGE CHARGES

Product / Material	INR per Ton
Butadiene/ MEG/ Octane-1 / N-Paraffin / Styrene Monomer/ Benzene/Toluene/Cyclohexane/Caustic Soda Lye/ Acetic Acid/ EDC/ Propylene Oxide/ Methanol/ Glycerin/ Pygas/ Heavy Aromatics/ Unremunerated Liquid (Non-Cryogenic).	190
Ethane/ Naphtha / HSD / Motor Spirit/ Kerosene/ LDO/ Xylene(Para/ Ortho/Meta)/ Other Petroleum Products	210
Propane / LPG MIX / Butane/ Propylene/Ethylene/ Unremunerated Liquid (Cryogenic)	350

Note:

1. Charges would be recovered on the basis of quantity manifested.
2. All wharfage Charges and Port Charges would be payable in advance in Indian Rupees prior to arrival of Vessel.

ANCHORAGE CHARGES

Foreign Vessels	US\$ 0.50 per GRT per day or part thereof
Coastal Vessels	INR 5.00 Per GRT per day or part thereof

Note:

1. Anchorage Charges would be levied to vessels not intending to berth, but to work cargo or avail any services at anchorage.

FRESH WATER SUPPLY CHARGES

At Jetty	
Foreign Vessel	US\$ 6.00 per 1000 Liters (Minimum US\$ 60)
Coastal Vessel	INR 300 per 1000 Liters (Minimum INR 3,000)





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ADDITIONAL CHARGES

Sr. No.	Activity	All Chemicals
1	Tank cleaning charges (First cleaning cost included as part of the storage cost, this charge applies only if more than one cleaning is required by the User or for change of product)	Actual Cost of Tank Cleaning + 25 % of actual cost as a service charges
2	Truck or Tanker loading/ unloading charges	INR 60/- Per Ton
3	Overtime beyond 19:00 Hrs Normal Time (0700 hrs. to 1900 hrs.)	INR 2,500/- per hour
	Sundays & Other Holidays	INR 30,000/- (Per 8 hours basis)
4	Pipeline Rental	
	For usage of pipeline for transporting cargo from tank farm to customer tank / site.	INR 24,000 per cargo or INR 12 per MT Whichever is higher
	For usage of pipeline from Marine Loading Arm to storage tank/s of GCPL	INR 2.5 MT
5	Pigging for operation	
	Pipeline Pigging	<ul style="list-style-type: none"> • For <= 20" pig – INR 30,000 per cleaning / pigging operation • For >20 " Pig – INR 75,000 per cleaning / pigging operation
	Pipeline Cleaning	INR 1,00,000 for each cleaning or at actual whichever is higher
6	Tanker weighing charges	INR 120/- per tanker for weighing twice (empty and filled)

OTHER CHARGES

Sr. No.	Activity	All Chemicals
1	Charges in the event of engine failure/steering failure, etc. when pilot on board during pilotage.	Five time the charges of pilotage cum Towing as applicable as per SOPC. Terminal reserves the right to cancel berthing of such vessels without any liabilities.
2	Pilot Attendance	US\$ 100 per hour if requested by vessel and / or decided by GCPL. Pilot shall remain on board the vessel.
3	Warping of vessel	@ 0.20 US\$ per GRT of vessel for single berthing and un-berthing





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4	Oil Spill containment charges	Minimum US\$ 35,000 or Actual as applicable
5	Shore crane charges	INR 15,000 for 2 hrs and prorata for addl. Hours
6	Gangway/basket/MOT	INR 15000 / Day
7	Penalty for wrong declaration	Up to US\$ 1000 for willful wrong declarations made by the vessel in Q88 & its appendix to Q88 forms apart from activity already covered in other charges table.
8	Swapping Charges	Vessel swapping charges of a lump sum amount of US\$ 500 per vessel. Vessel with same handling hours (as prescribed by Port Authority) shall be allowed for swapping. Swapping will be allowed subject to valid NOR and sufficient cargo space available in shore tank at the time of POB for berthing.
9	Non Berth Vacating Charges	Two times to berth hire rate
10	Gate entry permission charges for on-board activity	US\$100 per activity
11	Unsafe pilot ladder boarding/diseMBarking arrangements	US\$ 440
12	Non – functional critical navigation equipment which affects safe berthing(Per movement)	US\$ 270
13	Charges for failure to report critical equipment deficiency in advance(Per movement)	US\$ 200
14	Failure of mooring winches windlass or capstan during berthing & un-berthing.	US\$ 265
15	Wrong declaration of draft	US\$ 880
16	Non – compliance with port regulation	US\$ 250
17	Charges for facilitating combo parcel handling i.e. loading and/or unloading of two products simultaneously	INR 18/MT for any lower cargo out of two combo parcels

TERMS & CONDITIONS

1. All Port related charges shall be collected for foreign trade vessel in United States of America Dollars (US\$), or by prior agreement with M/s Gujarat Chemical Port Limited, shall be collected in equivalent Indian Rupees. The exchange rate for calculating the equivalent Indian Rupee shall be the TT selling exchange rate notified by RBI and applicable on the date on which the vessel is berth or the last available exchange rate notified by the RBI, Ahmedabad branch (whichever is later) shall be used.





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2. From the total berth hire charges, any fraction of a US\$, which is half of exceeding half shall be rounded off to the next US\$, and any fraction less than half shall be disregarded.
3. Period of berth occupancy shall be reckoned from the time when the first line of rope is tied up on the hook / bollard until the time when the last line of rope is unhooked / untied.
4. Other facilitation charges of INR 5,000 - per vessel (Foreign / Coastal).
5. Payment of dues in respect of foreign as well as Indian shipping liners / Agents shall be collected in equivalent Indian Rupees at the Market Buying rates notified by RBI on the date of the vessel being brought alongside berth.
6. Charges prescribed in SOPC are basic charges only, taxes and other levies shall be extra as actual.



THANK YOU...