

TERMINAL TARIFF



Essar Bulk Terminal Ltd, Hazira



This Tariff is valid with effect from
1st October 2012

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SECTION A

TERMINAL

GENERAL

GUIDELINES

1. ESSAR BULK TERMINAL LIMITED - INTRODUCTION

Essar Bulk Terminal Ltd. (EBTL) is a Deep Draft Terminal under Magdalla Port of **Gujarat Maritime Board (GMB)** situated at Hazira in the District Surat of Gujarat State of India. EBTL is a company under Essar Ports which is a part of the multinational Essar Group, and holds the Group's entire ports business.

The Terminal is 230 kilometers north of Mumbai, 30 kilometers from Surat city, access is via National highways No.6. It provides Facilities for dry bulk & Break bulk cargo handling, storage and is operational 24 X7 all weather working days including Sundays & Holidays.

Terminal is situated on the Estuary of River Tapi in Gulf of Khambatt. Terminal Provides Pilotage and Tugs assistance to the vessels .Marine Traffic is controlled by Terminal Control room along with VTS operated by operator under Magdalla Port authorities.

EBTL handled more than 12 Million MT of Dry Bulk cargo in the Year 2011-12.Terminal has presently 3 berths and has plans to make more number of berths and increase the depth of Navigation Channel.

Terminal is catering to the Requirement of one of the largest Steel plant of Essar along with other Group companies of Essar at Hazira. Terminal is also handling commercial cargo of Customers other than Essar Group of companies on Case to Case basis. Permission for commercial cargo has to be obtained from the Terminal and GMB before planning the movement of cargo.

Quality Health Safety and Environment Policy

Essar Bulk Terminal Ltd., Hazira is committed to achieve Excellence & International Standards in Pilotage, Cargo Handling and Port Management Services. Terminal will continuously endeavor to deliver quality services to its customers.

- EBTL, Hazira is committed to conduct business with strong Health, Safety and Environment conscience ensuring safe work places and enrichment of life of employees, customers and general public at large. Terminal will achieve its objectives through
- Effectively aiming at enhancing customer's satisfaction.
- Ensuring Port Security and facilities provided are in compliance to applicable statutory and regulatory requirements.
- Identification, assessment and management of our occupational health & safety risks and environmental impacts.
- Provide safe working practices in port facilities, services, operations and provide clean and healthy work environment.
- Establishing safeguards against all Identifiable risks.
- Ensuring pollution prevention and positive response towards mitigation of environmental impacts.
- Providing necessary resources for continual improvements in our QHSE performance through reviewing of objectives and targets.
- Enhancement of awareness, skills and competence of our employees, and contractors to share responsibility and accountability for requirement of this policy.

2. GENERAL TERMS & CONDITIONS

Terms for berthing /un berthing of Vessels

2.1. Vessel Agent to give 7/5/3/2/1 days notices of Expected Time of Arrival to the Terminal

2.2. The Vessel deficiency must be reported to the Terminal before berthing/unberthing /shifting/warping operations. If Vessel engines or steering is not available during these operations it will be considered as cold move and will be charged as per Tariff.

2.3. Minimum 1 hours notice will be given to the Vessel at Anchorage for reaching Pilot Boarding Point.

2.4. A vessel (except for project cargo vessels) , should be ready for commencement of cargo operations in all respect within 2 hours from the time she is all fast alongside the berth failing which penal berth hire charges shall be applicable.

2.5. As a general rule the Terminal does not grant permission for Immobilization of the vessels. However, immobilization will be permitted subject to the following terms and conditions and charges will be applicable-

a. Permission will have to be obtained in writing/email from the Terminal authorities

b. Master to ensure that the vessel remains safely alongside.

c. Terminal reserves the right to place any pilot / tug for the vessel which will be on chargeable basis as per the Tariff.

2.6. A vessel should be ready for sailing within 2 hours of cargo completion failing which vessel is liable to pay penal berth hire charges.

2.7. Customers who have entered into long term contracts with the Terminal will be given priority in berthing as per their contractual terms & conditions. Terminal will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed or for other vessels which have been given priority in berthing. Berthing priority is the sole discretion of the Terminal.

2.8. If a vessel during its stay in port changes its character from a coastal vessel to foreign vessel or vice versa, the vessel related charges will be levied as per the charges specified for foreign vessels. The Base Exchange rate at which the dollar denominated charges would be converted into Indian rupees shall be exchange rate prevailing on the day when the vessels gets berth on the terminal.

2.9 Shift Change timings for Break Bulk Cargo is as below

i) 0700 – 0800 Shift Change

ii) 1300 – 1400 Lunch Break

iii) 1800 -- 1900 Shift Change

iv) 2100-2200 Dinner Break

Terms for Payment of Terminal Charges

2.10 Vessel Agent /Owner to pay in advance all the Terminal charges as per PDA raised by the Terminal.

2.11. In case of arrival of vessel happens to be Saturday, Sunday, or any other holiday, the base Exchange rate prevailing on the previous bank working day shall be applicable.

2.12. The charges for Coastal - cargo/containers/vessels shall be denominated and collected in Indian Rupees.

2.13. All dollars denominated Tariff will be recovered in Indian Rupees after conversion of charges in dollars terms into its equivalent Indian Rupees at the average of TT Buying and TT selling rate notified by the State Bank of India.

2.14. For the purpose of collecting the dues the unit by weight shall be 1 tonnes or 1,000 Kilograms, the unit by capacity measurement for liquids in bulk shall be 1,000 Litres.

2.15. All charges worked out shall be rounded off to a next higher rupee on the grand total of each bill.

3. DEFINITIONS & ABBREVIATIONS

Definitions

“Agent”: A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) brokers, (2) commission merchants, (3) resident buyers, (4) sales agents, (5) manufacturer’s representatives.

“Break Bulk”– To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship.– Loose, non–containerized mark and count cargo.– Packaged cargo that is not containerized.

“Bulk Cargo”: Not in packages or containers; shipped loose in the hold of a ship without mark and count.” Grain, coal and sulfur are usually bulk freight.

“Bunkers”: A maritime term referring to fuel used aboard the ship.

“Coastal Ship” or Coastal Vessel: means a vessel exclusively employed in carriage by sea of passengers or goods between a port or place in India and another Port or place in India and which is registered in India and has Indian Crew. Further such vessel shall have a valid coasting license issued under the Merchant Shipping Act,1958 by the Competent Authority.

“Day”: means day of 24 hours commencing at the hour when the service is availed of. Any period part thereof will be considered as full day and charged accordingly.

“Deadweight Tonnage (DWT)”: The number of tons of 2,240 pounds that a vessel can transport of cargo, stores and bunker fuel. It is the difference between the number of tons of water a vessel displaces “light” and the number of tons it displaces when submerged to the “load line.” An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

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

“Foreign Ship” or “Foreign Vessel”: means a vessel employed in trading between any port or place in India and a part or place outside India, or between Ports or places outside India.

“GRT”: means Gross Registered Tonnage of vessel as per the Ship’s Registry or the international Tonnage Certificate issued by the competent Authority or a declaration from Defense Authorities in respect of war ships/Naval ships.

“Lightening “: A vessel discharges part of its cargo at anchor into a lighter to reduce the vessel’s draft so it can then get alongside a pier

“Lighterage”: Refers to carriage of goods by lighter and the charge assessed there from.

“Pilotage Services”: means providing services related to Pilot, pilot vessel, use of Navigational Channel, and Navigational Aids like lights, beacons, buoys etc.

“Port”: In case of EBTL, it is Magdalla Group of Ports to which GMB act Applies within such limits as may from time to time be defined by the state Government under the Indian Port Act,1908.

“Port Transit”: means the transit area withing the Port in which the goods are brought for landing or shipping.

“Tonne”: Tonne means a metric tonne of 1000 kilograms and wherever weights are declared in measure of long ton according to British unit, the rate of conversion of such ton into metric ton of weight shall be 1,1016.05 kilograms.

“Warping”: Shifting of vessel ahead or stern within the same berth by more than one Bollard using port’s pilot and tugs.

“Vessel”: means barges, boats, tugs, launches or any other mechanized or non mechanized floating craft.

Abbreviations:

“CBM” (CM): Abbreviation of Cubic metres. CBM measurement is L X B X H

“E”: Each

“EBTL”: Essar Bulk Terminal Ltd.

“ETA”: Expected Time of arrival

“FRT” (Freight Tonne): CBM or MT whichever is higher individually calculated for the packing list

“GMB”: Gujarat Maritime Board.

“ LOA” : Length Overall

USD: United State Dollar



SECTION B

VESSEL

RELATED

CHARGES

4. PORT DUES

S.NO.	Vessel Chargeable	Rate of Port Dues Leviable. Rates per GRT in Rs. or USD	Dues how often Chargeable in case of same Vessel
4.1.	Foreign Vessel	USD 0.20	Once in 30 days for each vessel
4.2.	Coastal Vessel	Rs.4.70	Once in 30 days for each vessel
4.3.	Tug Ferry and River ship	Rs. 5.64	Once in 90 days for each vessel

Specific Terms & Conditions

1. Port dues are statutory dues and payable to GMB with the above rates as per Gujarat Government Gazette Notification.
2. Port dues will be levied in advance and shall be payable before the vessel enters the port water.
3. If a vessel during its stay in port changes its character from a coastal vessel to foreign vessel or vice versa, the vessel related charges will be levied as per the charges specified for foreign vessels.

5. BERTH HIRE CHARGES

S.NO.	Vessel Chargeable	Rate per GRT per day
5.1.	Foreign Vessel	USD 0.10
5.2.	Coastal Vessel	Rs. 2.35
5.3.	Other Craft(Tug/barges and other harbor crafts)	Rs.2.82 per day or Rs. 70.50 per month

Specific Terms & Conditions

1. Berth Hire charges are statutory dues and payable to GMB as per Gujarat Government Gazette Notification.
2. The Berth hire charges shall be payable as per the actual berth occupancy period.
3. Period of Berth occupancy shall be reckoned from the time when the first line of rope is tied up on the bollard till the time when the last rope is untied.
4. All berth hire shall be payable in advance. Initial payment shall be based on the basis of an estimate of the total berth occupation time of the vessel.
5. In addition to the normal berth hire charges as specified above, penal berth hire charges shall be levied at double the normal rate in case the vessels continue to occupy the berth for more than the declared time after cargo operations is finished.
6. The vessel for whose convenience adjacent berths are kept vacant on account of the nature of the cargo being handled at that particular berth or for any other reason shall be charged additional berth hire for each of the berths so kept vacant at the rate applicable for that particular vessel.

6. PILOTAGE CHARGES

S.NO.	Vessel Chargeable	Rate includes one berthing and one un-berthing OR one Inward and one outward movement.	Vessel
6.1.	Foreign Vessel	USD 7750	Vessel upto 20,000 GRT
		USD 7750 +USD 0.31 per GRT over 20,000 GRT	Vessel from 20,000 – 60,000 GRT
		USD 20,940 +USD 0.271 per GRT over 60,000 GRT	Vessel above 60,000 GRT
6.2.	Coastal Vessel	Rs. 1,90,000	Vessel upto 20,000 GRT
		Rs 1,90,000 +Rs. 7.663 per GRT over 20,000 GRT	Vessel from 20,000 – 60,000 GRT
		Rs. 5,17,620 + Rs. 6.699 per GRT over 60,000 GRT	Vessel above 60,000 GRT

Specific Terms & Conditions

- Pilotage Services is provided by EBTL and all Vessels navigating in the Navigation Channel whether by entry, leaving or shifting within the Terminal shall be under the charge of a pilot. EBTL maintains the Depth of the Navigation Channel by way of Maintenance Dredging and keep the channel marked by buoys and beacons.
- Pilotage charges shall be levied and payable in advance before rendering any pilotage or navigational assistance to the vessel. Use of electronic Navigation Equipment (Harbour Pilot) will be at the discretion of Pilots.
- Pilotage boarding time will be intimated by the Terminal authorities to the vessel agent/Vessel master.

6.a PILOTAGE CANCELLATION CHARGES : Once Pilot Boarding Time is notified and accepted by the vessel/Agents, any cancellation of pilot on account of vessel will be charged as below

- Before Departure of the Pilot for boarding – 50 % of the Full charges
- After Departure of the Pilot for boarding –Full Charges

6. b PILOTAGE ATTENDANCE CHARGES : This is levied on the vessel when the master of the Vessel request the Terminal to post Pilot on board for the safety of the vessel.

- Pilot Attendance Charges at the Berth : Rs. 10,000 per hour

7. TOWAGE CHARGES

Towage service by a Terminal Tug for moving vessel from Pilot boarding point to the berth and from berth to out of navigation channel for safely sailing the vessel.

S.NO.	Vessel Chargeable	No of Tugs Used/movement	Rate in USD or Rs.	Vessel
7.1.	Foreign Vessel	One	USD 5000 per Movement	Vessel upto 7,000 GRT
		Two	USD 10000 per movement	Vessel from 7,000 – 60,000 GRT
		Three	USD 15000 per movement	Vessel above 60,000 GRT
7.2.	Coastal Vessel	One	Rs. 2,25,000 per Movement	Vessel upto 7,000 GRT
		Two	Rs. 4,50,000 per movement	Vessel from 7,000 – 60,000 GRT
		Three	Rs. 6.75,000 per movement	Vessel above 60,000 GRT

Specific Terms & Conditions

- Charges for Towage shall be levied in advance and shall be collected before rendering the services for which such charges are collected
- For shifting/warping between the berths, Towage charges shall be calculated at the rate of 50% of the corresponding rate and shall be levied only if such services are requested by the vessel.

8. VTS CHARGES

S. No	Particulars	Unit	Rate for VTS fees (Rs.)
8.1	Power Driven Vessel carrying non hazardous cargo inclusive of container Vessels for more than 500 GRT (inclusive of inward and outward journey in the gulf)	Per GRT	4.00
8.2	Power Driven Vessel carrying Hazardous cargo inclusive of container vessels for more than 500 GRT(inclusive of Inward and outward journey in the gulf)	Per GRT	6.00
8.3	All tugs ,tows ,dredger Barges and other vessels that is towing astern, alongside or pushing ahead another vessel(s), barges , irrespective of number of trips in one month "NO VTS fees for Towed Vessel , if without engines"	Per month	10,000.00
8.4	All tugs,tows ,dredger Barges and other vessels that is towing astern, alongside or pushing ahead another vessel(s), barges , but limited to three trips in one month. "NO VTS fees for Towed Vessel , if without engines "	Per Month	7,000.00

Specific Terms & Conditions

1. As per GMB Gazette Notification dated 8th Aug.2007 and subsequent to the VTPMS – Gulf of Khambhat operational and declared open by GMB w.e.f 15th Aug,2010 , VTS fees as specified above is charged.
2. VTS Charges are payable in advance.

9. FACILITY CHARGES

Facility charges are levied on all vessels using Terminal Facilities calling for discharging /loading cargo at the berth or using berth for some other purpose. These charges are levied to maintain the Navigation Channel depths and Navigational Aids in the Channel.

S.NO.	Vessel Chargeable	Rate of Port Dues Leviable. Rates per GRT per day in Rs. or USD
9.1	Foreign Vessel	USD 0.18
9.2	Coastal Vessel	Rs 9.00

Specific Terms & Conditions

1. Facility Charges is mandatory for all the vessels calling EBTL or using the Navigation Channel. EBTL maintains the Depth of the Navigation Channel by way of Maintenance Dredging and is keeping the markings of the Navigation Channel for safe passage.

10. SHIFTING/WARPING CHARGES

S. No	Vessel Chargeable	Shifting Charges	Warping Charges
10.1	Foreign Vessel	USD 10000	USD 5000
10.2	Coastal Vessel	Rs. 5,00,000	Rs 3,50,000

Specific Terms & Conditions

1. Above Charges are applicable if Shifting /Warping is done on vessel/Agent Request. The above includes Pilotage and Tug Assistance.

11. DUMB BARGE – PILOTAGE CHARGES

S. No	Activity	Rates in Rs. For one inward or one outward movement.
11.1	Transit through the Navigation Channel – Pilotage Charges	1,50,000

Specific Terms and Conditions

1. Any Dumb Barge using the Navigation Channel has to inform Terminal Control Room at least 24 hours before the movement. Movement through the channel to be confirmed from Terminal control room. Terminal is a restricted channel and Terminal Dredgers work to maintain the depths of the Channel which needs to clear off and provide passage.
2. Any Tug assistance required for Transiting /Berthing/Un-berthing will be charged as per the Tariff for Tug Hire
3. If Dumb Barge is alongside berth, she has to be kept secured alongside berth with sufficient manpower always available on barge for handling the lines.
4. Other Statutory charges to be applicable as per the Tariff.

12. OFFSHORE/ UNDER REPAIR/SEA TRIAL VESSELS

S. No	Particulars	Rates in Rs. For Facility usage per day
12.1	For Vessel LOA below 50 M	Rs. 1,00,000 per day
12.2	For Vessel LOA above 50 M and less than 100 M	Rs. 1,50,000 Per day
12.3	For Vessel LOA above 100 M	Rs. 2,00,000 per Day

Specific Terms and Conditions

1. Applicable to all the Non cargo handling vessels at the Terminal which uses Terminal Facility including Navigation Channel and Berth for carrying out Offshore work, Repairs, Sea trails of new Built Vessels or similar activities.
2. Customer needs to take prior permission from the Terminal Authority to carry out such activity at the Terminal giving details of the activity and Vessel and intended numbers of days of stay.
3. Necessary permission needs to be taken from Offices of GMB and Customs.
4. Any Tug assistance required for Transiting /Berthing/Unberthing will be charged as per the Tariff. All Other Statutory charges to be applicable as per the Tariff.
5. Facility charges for the intended numbers of days to be paid in advance and billing will be done on weekly cycle.

13 COLD MOVE CHARGES

S. No	Particulars	Charges
13.1	Cold move with prior approval from Terminal Authorities for each process of berthing& unberthing	3 times the Pilotage charge for the vessel Tug hire as applicable for hourly basis Cold move charges will be in addition to the Pilotage Charges
13.2	Whenever Engines fail during berthing/unberthing/ shifting /warping ,it will be treated as Cold move	2 times the Pilotage Charges Tug Hire as applicable on hourly basis.

14. TUG HIRE CHARGES

S. No	Activity	Rates
14.1	Transportation for passenger – maximum 5 persons to Anchorage only (per tug per trip) or for carriage of stores/spares.	Rs. 1,00,000/- for maximum 4 hours and Rs. 30,000/- for every hour thereafter.
14.2	Tug hire charges for any activity for tug assistance at berth other than personnel transfer.	Rs. 20,000/- per hour per tug
14.3	Tug Hire For Towage of Barge	Rs.2,25,000 per tug per movement



SECTION C

CARGO

RELATED

CHARGES

15. STEVEDORING CHARGES

15.1 PROJECT / GENERAL CARGO

S. No	Description	Charges
15.1.1	Upto 25 freight ton	INR 250 per freight ton
15.1.2	Over 25 & upto and incl. 50 freight ton	INR 350 per freight ton
15.1.3	Over 50 freight ton	INR 650 per freight ton

Above does not include any Dunnage, Lashing and Securing Cost.

Specific Terms & Condition

1. Before moving project cargo through the Terminal, Detailed information of the Cargo along with packing list needs to be sent to the Terminal for confirmation.
2. The entire responsibility for evacuation from ships hook to the Yard/Customer location will be the Customers responsibility. The entire Project cargo to be directly offloaded on the trailer/multi-axle trailers and the cargo to be evacuated from EBTL only after customs clearance. Offloading the project cargo directly on the wharf is not allowed.
3. The Customer has to provide multi-axle, short turning radius, low bed trailers (as applicable) to carry the cargo. The cargo has to be properly lashed on the trailers in order to safely transport it to the EBTL Yard /Customer Location. The Trailers should have enough wheels to spread the weight of the cargo equally in order not to exceed the load bearing capacity of the berth (5 tons/sq metres). The axle load to strictly conform to the cargo requirement and the requirement specifications. The entire evacuation plan and trailer details of heavy parcels to be furnished before hand to EBTL operations team.
4. In case of any cargo restow is required during cargo operations, the stevedoring charges for the restow qty will be applicable as per port tariff, If same carried out onboard without using storage facility on wharf
5. Heavy lift gears such as slings (above 40 T) or Spreader beams to be provided by the Customer.
6. Any changes in the Terminal structures for the movement of project cargo will be taken up on case to case basis.
7. Free period in the Terminal is allowed as 7 days. After the free period Storage charges will be levied as per below scales and will be chargeable on the opening balance of the cargo qty (FRT) during the billing cycle.

S. No	Period Slab	Rs./FRT	Frequency /billing cycle
15.1.4	1 -7 day	Free period	Not applicable
15.1.5	8-21 days	50	Weekly
15.1.6	22-42 days	100	Weekly
15.1.7	43-60 days	150	Weekly
15.1.8	After 60 days	200	Fortnightly

15.2 DRY BULK CARGO

Dry Bulk Import /Export

Vessels bringing in dry bulk cargo should forward their discharge sequence at least 72 hours to the Terminal. The approved sequence should be discussed in person between the vessel and Terminal operations person prior discharging of Cargo. For bulk operations all hatches are only swept clean by the stevedores after complete discharge.

Terminal bulk berth for import cargo is a mechanized berth with ship un-loaders and conveyor system. For bulk export cargo Ship's gear will be used. Customer to send the details of the vessel for confirmation.

Bulk cargo will be handed on the commercial Terms and conditions agreed between the customer and the Terminal.

15.3 STEEL CARGO

Steel Export/Import:

Terminal provides stevedoring services to the vessel with labor and cargo handling gear only.

Stevedoring Charges on Steel Cargo

S. No	Cargo		Amount (Rs/MT)
15.3.1	Steel coils (HR/CR) , Sheet Packs,	Export /Import	65
15.3.1	Steel plates /Slab	Export /Import	65

Activities included:

1. Gears such as slings, shackles, spreader beam for plates
2. Stevedor labor for working on wharf and for loading the cargo on board.

Supply of dunnage, Lashing and securing – to be arranged by shippers and if it is required to be supplied by the Terminal, the charges for the same will be applicable.

Forklift if required by the vessel in the vessel holds, will be charged as per the Terminal tariff.

Forklift	15 MT SWL and below	20000 per shift
Forklift	Above 15 MT SWL	28000 per shift

15.4 STEEL PIPE EXPORT

Stevedoring cost of Steel Cargo - Pipes Export

S. No	Cargo	Dimension	Amount
15.4.1.	Steel Pipes	equals and below 12 inches OD	Rs. 250 per FT
15.4.2	Steel Pipes	equals and below 24 inches OD and above 12 inches OD	Rs. 225 per FT
15.4.3	Steel Pipes	equals and below 56 inches OD and above 24 inches OD	Rs. 210 per FT
15.4.4	Steel Pipes	Above 56 inches up to 70 inches OD	Rs. 225 per FT

Specific Terms & Conditions:

1. Stevedoring rates are basis handling of Steel Pipes up to a maximum 70" OD for pipe length of 12.0 Meter. For Pipes above 12.0 meter in length, please contact Terminal Commercial team.
2. Scope of Work in Liner in Charges
 - a. Dunnage for chocking/shoring and ship sides per pipe stake inside vessel hold. Dunnage of 4" X 4" on tank Top load bearing strips ,maximum 06 nos per pipe will be used.
 - b. Rubber strip protection on tank top and ship's sides
 - c. 2 lines Lashing/securing with 16mm conventional wire ropes and compatible wire clips and turns buckle per pipe stake inside vessel hold.
 - d. Lifting gears/spreaders/slings/ conventional pipe lifting hooks
3. Any additional dunnage line, rubber padding or lashing wire will be charged as per actuals.

16. WHARFAGE CHARGES

Wharfage charges for Essar Bulk Terminal is governed by the Govt. of Gujarat Gazette Notification No. G/PT/62/2012/GMB/102012/G/14/GHI dated 20th July'12.

All cargo that is landed or shipped at berths, jetties, wharfs, quays or pier at Gujarat Maritime Boards shall be liable to pay Wharfage charges as per the following table.

Section	Classification of cargo	Unit	Rate in Rs. For Captive Jetty which are under set off	Rate in Rs. For GMB jetty	Rate in Rs. For Captive Jetty after completion of set off period or where set off is not applicable
Column as per SOPC	2	3	4	6	7
A)	Iron & steel and other Metals				
	1. Sponge Iron, Pig Iron and hot Briquetted iron	T	60	60	50
	2. Hot Rolled and Cold Rolled Coils	T	60	60	50
	3. Iron Slabs, Pipes, Plates, Sheets, wires, cables etc.	T	68	68	56
	4. Empty Drums	E	10	11	9
	5. Scrap				
	I. Mill Scale	T	21	25	21
	II. Other Scrap	T	60	60	50
	6. All other iron & steel products and other metals	T	68	68	56
B)	Minerals				
	1. Iron Ore including fines	T	42	40	32
	2. Coal & Coke	T	34	32	26
	3. Lignite	T	30	28	23
	4. Limestone	T	30	28	23
	5. Sand (other than Ballast)	T	21	20	16
C)	Machinery and Parts including belting	T or T (Meas)	68	64	52
D)	Other Dry Cargo				
	1. Cement & Clinker	T	38	35	28

Section	Classification of cargo	Unit	Rate in Rs. For Captive Jetty which are under set off	Rate in Rs. For GMB jetty	Rate in Rs. For Captive Jetty after completion of set off period
Column as per SOPC	2	3	4	6	7
E)	Container				
	Other containers				
	I. 40 feet loaded	E	1020	720	580
	II.40 feet empty	E	255	180	150
	III. 20 feet loaded	E	510	390	300
	IV. 20 feet empty	E	127	100	75
F)	Project Cargo	Ad Valorem	N.A	0.20%	0.20%

Specific Terms and Conditions

1. In respect of goods landed or shipped, wharfage charges shall be applicable in advance on the entire cargo before start of handling operation.
2. Wharfage shall be levied on the manifested quantity. However in case of Bulk cargo if the quantity ascertained by draft survey is higher than the quantity as manifested by the consignor/consignee in the statement of fact, then the wharfage shall be payable based on the actual quantity ascertained by draft survey.
3. Wharfage Charges prescribed for the commodities do not include charges for any on shore or offshore operations.
4. Any concession in the Wharfage Charges given by GMB to EBTL will not be passed on to the customer.
5. Transshipment Cargo:
 - a. Cargo discharged and reloaded on to the same vessel, single wharfage will be applicable for the quantity of the cargo reloaded
 - b. Discharged from one vessel and reloaded on the other vessel, 100% of the wharfage at time of discharge & 50% of wharfage at the time of reloading on another vessel shall be levied.



SECTION D

MISCELLANEOUS
SERVICE
CHARGES

17. EQUIPMENT HIRE CHARGES

S. No.	Equipment	Capacity	Rate (Rs.)
17.1 SHORE CRANE CHARGES			
	Mobile harbor crane	80 T hook capacity	10000 per hour
	Mobile harbor crane	140 T hook capacity	15000 per hour
17.2 FORKLIFT CHARGES			
	Forklift	15 MT SWL and below	2500 per hour
	Forklift	Above 15 MT SWL	3500 per hour
17.3 PAYLOADER CHARGES			
	Pay loader	3 MT	1500 per hour
17.4 Hydra			
	Hydra	10 MT	2000 per hour
17.5 Trailer			
	Trailer (For movement within Terminal Area)	50 MT SWL	5000 per shift

Specific Conditions:

1. The appointment of mobile harbor cranes and other equipments is subject to the availability and weights/distances to be lifted.
2. Vessel /Agents/Customers to give at least 4 hour notice for the equipment
3. Timing for the equipment hire will be calculation from the time Equipment is available to the customer till the time equipment is released by the Customer.

18. MISCELLANEOUS SERVICES CHARGES

18.1. Service Provided by the Terminal

S. No	Services	Charges
18.1.1.	Garbage Collection (Excluding oily waste)	INR 3000 per CBM
18.1.2	Security person	INR 2500 per day per guard
18.1.3	Weigh Bridge Charges	INR 80 per vehicle below 60 MT

18.2. Other Services

Below services are to be arranged by the Vessel Agents, However Terminal will allow the services on request

S. No	Services	Charges
18.2.1	Facility Charges - Bunker Supply	Rs. 200 per MT
18.2.2	Facility Charges - Fresh Water Supply	Rs. 50 per MT

Specific Terms and Conditions for bunkering

1. Authorized Vendors are permitted to provide bunkers coming to the Terminal on Tanker trucks with customs permission.
2. Not more than 2 Tankers will be allowed at a time to come at the Wharf for supply of bunkers.
3. Bunkering during night time (from 19:00 hrs till 06:00 hrs) is not allowed.

18.3 Fire Fighting Services

S. No	Services	Charges
18.3.1	Fire Fighting at anchorage/offshore through port tugs	Rs. 2,00,000 per hour

