

PORT INFORMATION SHEET

PIPAVAV PORT • UN/LOCODE: IN PAV

1. PORT GENERAL INFORMATION

Port Name	PIPAVAV PORT
Port UN / LOCODE	IN PAV
Mode of Operation	Alongside Berth — Sea Water
Port Location	Latitude: 20.9175° / Longitude: 71.50515°
BA Charts	2100
Anchorage Position	After consultation with Port Control — VHF Channel No. 16 / 71
Communication	VHF Channel No. 16 / 71
Night Navigation	Permitted — subject to Arrival Draught / LOA of the vessel
Tide	Tidal Port
Pilot Boarding	MANDATORY FOR BERTHING
Weather	All Weather Port
Stevedores Working Hours	24 x 7 — No holidays affecting port operations 1st Shift: 0800–1600 hrs 2nd Shift: 1601–2400 hrs 3rd Shift: 0001–0800 hrs

2. NEAREST AIRPORTS

Airport Name	Type	Code	Distance from Port
Diu Airport	Domestic	DIU	80 km (one way)
Bhavnagar Airport	Domestic	BHU	135 km (one way)
Rajkot Airport	Domestic	RAJ	215 km (one way)
Ahmedabad Airport	International	AMD	315 km (one way)

3. PORT RESTRICTIONS

GPPL JETTY

Draught (Berth)	14.00 m (Bulk & Dry) / 12.00 m (Liquid Vessel) / 14.50 m (Container)
LOA	240 m (Bulk & Dry) / 190 m (Liquid Vessel) / 335 m (Container Vessel)
Beam	40 m (Bulk & Dry) / 33 m (Liquid Vessel) / 50 m (Container Vessel)
Air Draught	Not Applicable
Water Density	1.020 – 1.025 WOG
Ship Crane Outreach	8 to 9.50 Metres (basis individual berth)

GCW / UTCL JETTY — ULTRATECH PRIVATE JETTY

Draught (Berth)	12.50 Metres
LOA	200 Metres
Beam	32.50 Metres
Air Draught	Not Applicable
Water Density	1.020 – 1.025 WOG
Ship Crane Outreach	8 to 9.50 Metres (basis individual berth)

4. PORT FACILITIES

Shore Crane	✓ Available (chargeable) at GPPL Jetty / Not available at GCW Jetty
Grabs	Not available — can be outsourced from other ports. Not available at GCW Jetty.
Floating Crane	Not Available
Bunker	✓ Available
Fresh Water	✓ Available — Authorised vendors through agent
Sludge Disposal	✓ Available — Authorised vendors through agent
Garbage Disposal	Not Available — Authorised vendors through agent
Provision	✓ Available — Authorised vendors through agent
Crew Change	✓ Available Restricted Countries: China, Pakistan, Bangladesh, Korea, Sri Lanka
Repairing	✓ Available — Authorised vendors through agent
Hold Cleaning Gang	Not Available

5. CARGO JETTY & BERTH PARAMETERS

Berth No.	Draught (m)	LOA (m)	Beam (m)	Displacement (t)	Air Draught	Shore Crane	Commodities
GPPL JETTY							
GP-1	14.0	240	40	100,000	—	YES	Bulk / Dry Cargo
GP-2	14.0	240	40	100,000	—	YES	Bulk / Dry Cargo
GP-3	13.5	315	50	100,000	—	YES	Bulk / Dry Cargo

Berth No.	Draught (m)	LOA (m)	Beam (m)	Displacement (t)	Air Draught	Shore Crane	Commodities
CONTAINER BERTH							
GP-4	14.5	367	50	150,000	—	—	Container Berth

Berth No.	Draught (m)	LOA (m)	Beam (m)	Displacement (t)	Air Draught	Shore Crane	Commodities
LPG / LIQUID JETTY							
LPG/Liquid Jetty	—	190	33	50,000	—	NO	LPG / Liquid Vessels

Berth No.	Draught (m)	LOA (m)	Beam (m)	Displacement (t)	Air Draught	Shore Crane	Commodities
GCWL — ULTRATECH JETTY (PRIVATE)							
UTCL Jetty	12.5	200	32.5	65,000	—	NO	Private berth — Ultratech Cement. No shore crane / grab available.

6. IMPORTANT NOTES

1	Every vessel desirous of entering port limits shall communicate to Harbour Master / Port Control with all available means at intervals not exceeding 72 hours and 24 hours prior to arrival. The communication shall include but not be limited to: Estimated Time of Arrival, vessel particulars including last ten ports of call, health questions for free pratique, cargo details, name of consignee and consignor, and name of ship's local agent responsible for port dues, indemnity for damage / wreck removal and Government levy as applicable. The said indemnity for wreck removal may be in the form of P&I; cover. Central Government may issue Gazette notification appointing receiver of wrecks with powers conferred by Part XIII of Merchant Shipping Act 1958 as amended. Vessels may also be subject to inspection from authorities from a Maritime Security point of view.
2	Immobilisation in port limits is strictly prohibited unless written permission is obtained from the Harbour Master. Port is in tidal waters. At least 6 good mooring ropes F&A; each are required for berthing and maintaining vessel alongside jetty.
3	It is mandatory for vessel and terminal to report any incident of oil pollution to Port Officer and the nearest GMB office by quickest means of communication and commence containment measures immediately. Use of dispersants, if any, is permitted subject to Coast Guard approval.
4	LPG Tankers when alongside shall isolate wireless aerials as appropriate and ensure good bonding wire connection or insulating flange between the vessel and the jetty to avoid static electricity charge building as a source of ignition. The vessel and terminal shall display red light and red flag 'B' as a warning sign. Cargo work shall only commence on Terminal Manager approving the appropriate ship/shore checklist.
5	It is mandatory for vessel and terminal to report any incident of oil pollution to Port Officer and the nearest GMB office by quickest means of communication and commence containment measures immediately. Use of dispersants, if any, is permitted subject to Coast Guard approval.
6	NO HOT WORK is permitted on any vessel when handling petroleum cargoes alongside.