



ADANI HAZIRA PORT LTD (AHPL)

PORT & TERMINAL INFORMATION BOOK

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ISO 9001:2015
Certified by IRQS



MGMT. SYS.
RvA C 071



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CONDITION OF USE DOCUMENT**Error! Bookmark not defined.**

APPENDIX

INTRODUCTION LETTER

Dear Captain,

We welcome you and crew to Adani Hazira Port Ltd.

A. For your information and compliance, we enclose the following documents.

- a. Condition of Use Document
- b. Safety & Pollution Prevention Requirements.
- c. General Information

B. Please note that “CONDITION OF USE” letter is a legal document and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

The following documents are to be completed and handed over to the Pilot.

- a. Inward Pilot Certificate (after berthing)
- b. Declaration of Security (DOS)
- c. Ship Shore Safety Checklist
- d. Feedback Form (To be handed over to the Sailing Pilot)
- e. Outward Pilot certificate (To be handed over to the Sailing Pilot).

- 1 **RESPONSIBILITY:** While we have taken all reasonable care to ensure that the Port waters, berths, facilities as well as gear and equipment used (including gangway where provided) thereon, are safe and efficient, any vessel using them shall do so, and remain, at the sole risk of the vessel, its Master and Owners.
- 2 **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 **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.
- 4 **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. 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.

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.

We hope you have a pleasant stay.

Yours truly,

Capt. Ashish Singhal,
Head-Marine Services,
Adani Hazira Port Ltd.
Contact No: 91-9879589770
Email: ashish.singhal@adani.com

ADANI HAZIRA PORT LTD
STANDARD MESSAGE – INBOUND VESSEL

1. Please acknowledge receipt of this Standard Message.
2. Please advise your best **ETA in local time in HHMM format (UTC +5.5hrs) at 72, 48, 24, & 12 hours** before arrival at the pilot boarding point (Non LNG) in position **Lat: 21 02.0'N Long: 072 34.0' E**.
3. AHPL Terminal may be contacted on the following:
 - i. Telephone: Marine Control: +919909957115; +91-261-2207755
 - ii. Facsimile : +91-261-2207777
 - iii. E-mails: Marine Control – ahppl.marinecontrol@adani.com
Capt. Ashish Singhal – ashish.singhal@adani.com
 - iv. VHF Channel : 16 & 69 (about 3-4 hrs before arrival)
Call Sign: Hazira Port Control
4. Vessel should report to VTMS Khambhat as per ALRS VOL.6
5. Pilotage is compulsory. Pilot will board vessel **by tug** at Pilot Boarding Position as indicated above.
 - a. Kindly provide a good pilot ladder/combination ladder complying with SOLAS- Ch- V- Reg. 23 on your lee side about 4 meters above the water level with gangway about 7meters above water level.
 - b. Pilot boarding speed should be about 4-5 knots.
 - c. Please have a strong heaving line ready to hoist Harbour Pilot Equipment bags belonging to the pilot.
 - d. Do not use mechanical hoist or weighted heaving lines or forward facing accommodation ladders.
 - e. Tugs will be made fast using **heavy tugs' rope**. Please prepare **strong messenger rope with a heaving line** to pick up the tug rope.
 - f. Your agent, customs, port health authorities, surveyors, will board your vessel once the vessel is alongside and all made fast.
6. Use of Tugs is mandatory. The pilot will discuss tug arrangement with the Master.
7. Particular care needs to be taken while crossing the Magdalla Port limits. Vessel should keep well clear of the lighterage area. The latest corrected charts (Indian charts 2101 & 2034) need to be used.
8. Kindly complete the following documents and revert by e-mail **as soon as the vessel is declared** (if not already sent):
 - A) AHPL Vessel & Cargo Particulars: MAR/F/011
 - B) PANS: Please send the PANS on the following email Ids as well: indsar@vsnl.net, opsdhq1@yahoo.co.in, vtskhambhat@aatash.com, pomagdalla@gmail.com, icgmrc_mumbai@mtnl.net.in, psc@dgshipping.com , wncmocmb-navy@inc.in
→ All the above formats will be provided by your agent on request
 - C) Q88 (In case of a tanker)
→ **Non declaration of correct information & vessels deficiency in AHPL Vessel & Cargo Particulars: MAR/F/011 or during VHF contact with the port will attract penalty as per Port Tariff.**
→ Vessel Cargo Particulars Form & Acceptance Checklist (MAR/F/011) and Port Information Booklet can be downloaded from our official website (www.adaniports.com → Hazira Port → Port Operations → Information to Vessel Master/ Agents)
9. Please send the scanned copies of the following certificates/ documents by e-mail (if not already sent):
 - a. Berthing application - MAR/ F/ 003
 - b. Vessel & cargo particulars part A - MAR/ F/ 011
 - c. Vessel acceptance navigational checklist- Part B
 - d. International Tonnage certificate.
 - e. International Air Pollution Prevention certificate (IAPP)
 - f. Ship particulars.
 - g. P&I certificate & Liability for the Removal of Wrecks Certificate

- h. Certificate of Class (IACS class)
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. Documents of compliance
- l. ISM Safety Management Certificate (SMC)
- m. Civil Liability Convention (CLC) 1992 Certificate:
- n. Civil Liability for Bunker Oil Pollution Damage Convention
- o. International ship security certificate
- p. International oil Pollution Prevention Certificate (IOPP)
- q. Load line certificate
- r. Safety equipment certificate
- s. Safety construction certificate
- t. Safety Radio certificate.
- u. Ship sanitization control Exemption
- v. Agency appointment letter from Owner of vessel
- w. Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement
- x. Bill Of Lading of cargo to be discharged
- y. Stowage Plan (for Bulk & Liquid)
- z. Loading/ Unloading Plan (for Bulk vessels)

In case of a tanker, please send the below mentioned documents also (in addition to above)

- K) SIRE Inspection Report
- L) CDI Inspection Report
- M) Load Port Ullage Report
- N) Heating Instruction

10. Pilot will bring the COU (Condition of use of Port Facility) document, same to be signed and stamped by Master without remarks (copy of COU is attached in Port Information Book).
11. **Current Security Level – 1** (Contact details for PFSO/ Dy. PFSO can be obtained from the Agent/ Port Information Booklet.
12. As per Directorate General of Shipping (DGS) Order No. 02 of 2012, ***“The use of Thuraya, Iridium and other such Satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.”*** and hence should not be in use and should be declared in the PANS.

PORT AND TERMINAL INFORMATION

(1) **PORT:** HAZIRA (SURAT) PORT **COUNTRY:** INDIA **UN Port Facility Code:** INHZA

(2) **TERMINAL:** ADANI HAZIRA PORT LTD (AHPL)

- a. Multi-Purpose Terminal (Dry Bulk & Liquid Terminal)
- b. Container Terminal

(3) **LOCATION:** LAT: 21° 06' North, LONG: 072° 37' East

(4) **BERTH INFORMATION:**

(4.1) Details of Berths

| Berth Details | | | Max. permissible vessel parameters | | | Cargo Type |
|---------------|------|----------------------------|------------------------------------|--------------|------|---------------|
| No | L | Remarks | LOA | Displacement | Beam | |
| MP1 | 330m | Total quay length 1260m | 300m | 187200 T | 45m | Bulk / Liquid |
| MP2 | 330m | | 300m | 187200 T | 45m | Bulk / Liquid |
| MP3 | 300m | | 270m | 187200 T | 45m | Bulk / Liquid |
| MP4 | 300m | | 270m | 187200 T | 45m | Bulk / Liquid |
| CT1 | 360m | Total quay length 720m | 350m | 153000 T | 48m | Container |
| CT2 | 360m | | 350m | 153000 T | 48m | Container |

Draft limited by:

1. Maximum permissible draft at MP 01, 02 & 03 and CB 01 & 02 is 14.0m, MP 04 is 13.0m.
2. More than 4 vessels can be berthed at MPT berths (MP01 to MP04) subject to collective LOA of vessels are fitting within total quay length.
3. Water Depth in approach channel: 15.5m
4. Minimum UKC in the approach channel: 15% of maximum draft and 10% of maximum draft in the basin.
5. Minimum UKC alongside berth: 1m.
6. Other information,
 Type of bottom: Soft mud
 Dock water density: 1020-1023

(4.2) **Depth alongside refers to:**

- Chart datum (Zero Tide).
- Lowest Low Water (LAT) is 0.3m and most of the LW is about 0.8m.

(4.3) **Other limitations (including minimum) of any kind:**

- Entry and Exit of vessels through the break water planned when the cross current is less than 2.5 Knots at the break water.

(4.4) **Berths details:**

- Height of Jetty = CD + 10.5m
- Bollard: 20m space in between two bollards, SWL 150MT
- Fender: Dual Cone type; Distance from jetty edge 1.8m; Fender spacing 20m;
- Max height of Manifold above sea level: No restriction (terminal uses flexible hoses).

(4.5)

- Multipurpose Terminal (MPT) consists of a Dry Bulk and Liquid Terminal (LT). The MPT is constructed as a straight-line Jetty having a total length of 1260m.
- Tankers are berthed with respect to the position of ship’s manifold and the position of flexible hose on the jetty. Since the jetty is in a straight line, distance from Manifold to Bow, Stern, F&A parallel body is not of any significance.

(4.6) Environmental Criteria for Berthing Operations

(4.6.1) Berthing Speed

Once the ship is positioned in front of the jetty head, the pilot must ensure that vessel touches the berth fenders at speeds which are within the acceptable limits of fenders.

The Berthing speed limit for the AHPL Terminal is 10 cm/sec.

(4.6.2) General Wind, Wave and Current Limitations

- Maximum current in the approach channel at one ship’s length outside the breakwaters is 2.5 knots. Cross – current in opposite direction in the channel are not acceptable
- Minimum UKC not below 15% of the deepest draft in the channel, not below 10% of the deepest draft in the turning circle and inner basin and not below 1.0 meter at the berth.
- The limiting wave height is $H_s = 1.5$ m in combination with a wind speed of 24 Knots (10 minutes average wind speed).

(4.7) Environmental Criteria for Suspending Operations and leave berth

| | Suspend Cargo Operations | Disconnect cargo Hoses (Applicable for Tankers only) | Vessel depart Berth (if safe to do so) |
|--------------------------------------|---|---|--|
| Wind Speed | 35 kts (Dry Cargo/ Container) 30 kts (Tanker) | 35 kts | 40 kts – depending on wind direction and strength of current |
| | Applicable only for Tankers | | |
| Accumulation of gases in area | Still air conditions | N/A | N/A |
| Electrical Storm | Loading/discharging operations have to be suspended on the approach of electrical storms/ lightning; regardless of whether or not an IG (inert gas) and/or vapour control system is in use. All tank openings, tank-venting systems and manifold valves must be closed. | | |
| Swell | If the swell conditions create vessel movements, which concerns the safe mooring loading and discharge operations has to be suspended and hoses/arms disconnected. Vessel departure should be considered. Normally, conditions of high swell will not occur in Hazira Port because it is situated within a break water. | | |

(4.8) Cargoes handled:

- Dry Bulk & Break Bulk Cargoes: All type of dry bulk cargoes, project cargo and steel cargo.
- Liquid Terminal: Oil, Chemical & Petro Chemicals.
- Container Terminal: Container and reefer container.

(4.9) Mooring Arrangements:

Mooring line configuration will depend on vessel LOA and weather conditions however Master should consult the Pilot.

Below is the normal sequence to be followed for mooring:

1. Spring Lines (2nos): One Line at a time to be passed by Heaving Line.
2. Headlines & Stern Lines (4nos): One Line at a time to be passed by Heaving Line.
3. Final Mooring: 4 headlines and 2 Spring Lines forward and aft (4+2 forward and aft).
4. Mixed mooring comprising of wire and rope is not permitted.

(4.10) Hoses/Arms:

1. Flexible hoses will be connected to the manifolds of tankers for cargo operations. The vessel has to present 8 inches manifold / reducer for connection to the shore.
2. Ship's crane will be used to lift shore flexible hoses.
3. Since the port uses flexible hoses, maximum height of vessel's manifold is not of concern.
4. Number of Pipelines available on the Liquid Terminal (LT): 1 X 08" Stainless Steel Pipeline, 4 X 10" Stainless Steel Pipelines (Out of 4 pipelines 1 x 10" is Hot Insulated), 5 X 10" Carbon Steel Pipelines, 7 X 12" Carbon Steel Pipelines (Out of 7 pipelines 4 x 12" are Hot Insulated), 1 X 12" Stainless Steel Pipeline and 1 X 14" Carbon Steel Pipeline.

Berth & Cargo Information:

| Berth No. | Name | Connection No. | Hose / Hard Arm | Size (in) / ASA | Cargo/ Grade | Load (L)/ Discharge (D) | Vapour Return Line Yes / No | Note. |
|-----------|--------------------------|----------------|-----------------|-----------------|--------------|-------------------------|-----------------------------|-------|
| MP-1 | Multi-Purpose Berth No.1 | 9 | Hose | 8" (150#) | All | Both | No. | |
| MP-2 | Multi-Purpose Berth No.2 | 9 | Hose | 8" (150#) | All | Both | No. | |
| MP-3 | Multi-Purpose Berth No.3 | 12 | Hose | 8" (150#) | All | Both | No. | |
| MP-4 | Multi-Purpose Berth No.4 | 17 | Hose | 8" (150#) | All | Both | No. | |

In addition, please note that:

- There are adequate facilities provided for disposal of hose draining.
- There are safety facilities available i.e. Water Hoses, Showers, Hazard warning signs & firefighting facilities.
- Vessel will be required to blow the pipelines and shore hoses up to the shore manifolds with Air/Nitrogen depending upon the product handled.

| Sr. No | Cargo Handling Equipments | Specification |
|--------|--------------------------------------|---------------------------------|
| 1 | Hose Size (ASA) | 8" dia. (150#) |
| 2 | Size of Reducer/Manifold Connection | 8 Inches. |
| 3 | Number of Pipelines available | As per given table |
| 4 | Discharge Pressure (Maximum) | 7.1 Bars at the Ship's Manifold |
| 5 | Discharge Rate on 12" Line (Maximum) | 525 M3/ Hr @ 7.1 Bar pressure |
| 6 | Discharge Rate on 10" Line (Maximum) | 450 M3/ Hr @ 7.1 Bar pressure |
| 7 | Discharge Rate on 14" Line (Maximum) | 600 M3/ Hr @ 7.1 Bar pressure |

(4.11) Cargo Handling Equipments:

Multipurpose Terminal:

- Liebherr Cranes : 4 X SWL 75T
- Grabs : 5 X 46CBM Capacity
: 2 X 14CBM Capacity
- MP-2: Mechanized Conveyor System : Max 5000MT/Hr Discharge Rate
- Hoppers (Rail Mounted) : Max 2 x 2000MT/Hr Discharge Rate
- Hoppers (Rubber Tyre) : Max 4 x 1000MT/Hr Discharge Rate

Container Terminal:

- Quay Cranes : 6 Nos (4 Post Panamax & 2 Super Post Panamax)
- Max lifting capacity : Single Lift – 40 MT and Twin Lift – 65 MT

- E Rubber Tyre Gantries : 14 Nos
- Max lifting capacity : 41T

(4.12) Ballast & Slop Handling:

No facility is available. Vessel is permitted to pump out clean ballast only.

(4.13) Other:

Gangway:

- Shore Gangway can be provided on request. The vessel to fix the safety net for the gangway, even if the gangway is provided by shore.
- All vessels moored at Adani Hazira Port Ltd. are required to provide a suitable gangway to enable safe access between ship and shore, complete with suitable safety net.

(5) WEATHER:

| Period | Season | Characteristics |
|----------------|----------------|--|
| Mid Jun-Sept | SW monsoon | Winds mod-strong SW, Occasional cyclones |
| Oct-Nov | Interim period | Winds lighter, Occasional cyclones |
| Dec-Feb | NE monsoon | Winds light NE, effectively no cyclones |
| March-Mid June | Hot season | Winds mod-strong SW, May/June frequent mostly distant cyclones |

Wind conditions:

The wind velocities presented below are based on statistical information. The prevailing wind direction is 250o. The following table summarizes the distribution of wind speed. [10 minute means at 10 m above Mean Water Level]

| Wind speed [knots] | December- March [NE monsoon] [%] | April-May [%] | June- September [SW monsoon] [%] | October- November [%] |
|--------------------|----------------------------------|---------------|----------------------------------|-----------------------|
| < 6 | 95.5 | 83.1 | 86 | 97.3 |
| 7-16 | 4.2 | 16.2 | 13.4 | 2.2 |
| > 16 | 0.3 | 2.7 | 0.6 | 0.5 |
| Total | 100.0 | 100.0 | 100.0 | 100.0 |

Cyclones:

Between 1877 and 1982 [105 years] 8 cyclones hit the region, out of which 6 cyclones were of a severe nature, with wind speeds exceeding 24.2 m/s. This results in an average of one cyclone every 13 to 17 years [only the severe storms are counted].

Air temperature: Information regarding air temperature has been obtained from the nearby Surat airport. A summary of results are provided in the following table:

| Month | Daily max [oC] | Daily min[oC] | Highest in the month [oC] | Lowest in the month [oC] |
|--------------------|----------------|---------------|---------------------------|--------------------------|
| Nov, Dec, Jan, Feb | 32 | 16 | 36 | 10 |
| March, April, May | 36 | 24 | 42 | 20 |
| June, July, August | 32 | 26 | 35 | 24 |
| Sept, October | 35 | 24 | 38 | 19 |

(6) NAVIGATION AND OCEANOGRAPHIC INFORMATION:

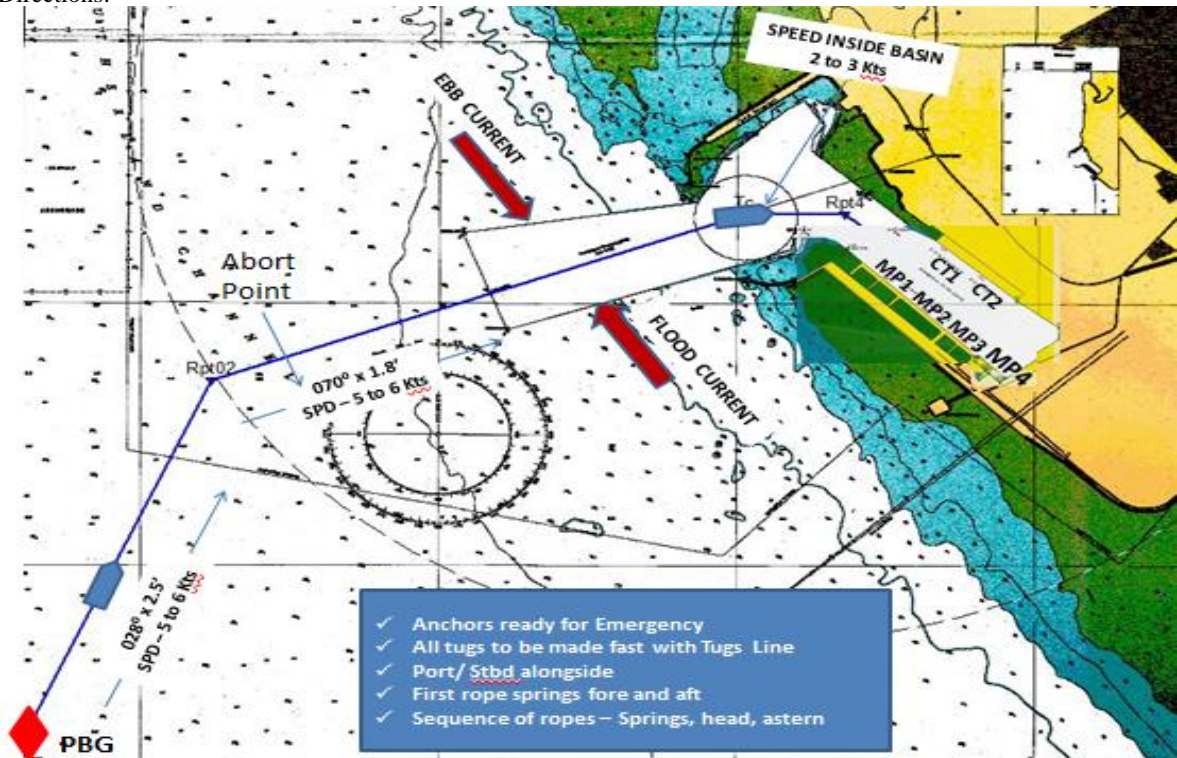
Pilotage within port limits is compulsory. No movements are to be undertaken without a licensed pilot on board and without express instructions from the Port Control Office (VHF Ch: 69).

(6.1) Charts and sailing directions:

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.

Indian Chart 2101 – APPROACHES TO HAZIRA is available through the usual sources or on request through the agent. A larger scale chart (Indian Chart 2034) for the Hazira (Surat) Port (1:10000) has been published by the Indian Hydrographic Office on 31.01.2013

Sailing Directions:



ROUTE WPT COORDINATES (FROM AHPL PILOT BOARDING GROUND TO AHPL BASIN)

| Waypoint | Latitude | Longitude | Course | Distance (NM) | Speed |
|-----------|---------------|----------------|--------|---------------|------------|
| (LNG PBG) | 20° 54.000' N | 072° 35.000' E | 353.7 | 8.6 | |
| AHPL PBG | 21° 02.000' N | 072° 34.000' E | 028 | 2.5 | 5 to 6 Kts |
| WPT02 | 21° 04.702' N | 072° 35.232' E | 069 | 1.8 | 5 to 6 Kts |
| WPT03 | 21° 05.342' N | 072° 37.020' E | 090 | 0.3 | 2 to 3 Kts |
| WPT04 | 21° 05.344' N | 072° 37.360' E | 132 | 0.4 | 2 to 3 Kts |
| WPT05 | 21° 05.053' N | 072° 37.707' E | | | |

Charts: Indian Hydrographic Organization has published the following charts for the area:

Chart No. 2101: Approaches to Hazira

Chart No.: 2034: Hazira Port

Pilot Boarding Ground for Adani Hazira Port: Lat: 21° 02.0' N, Long: 072° 34.0E

Fishing net information: Fishing nets have been reported in the past inside Hazira-Magdalla Port Limits. So you are advised to follow the Route above and Navigate with caution.

Approaches to Hazira through Magdalla Port waters:

Vessels bound for Hazira Port (Surat) approach through the Magdalla port waters. Ships bound for Hazira will have to report to Magdalla Port Control two miles south of the Magdalla Port Limits. The whole route from pilot station to Hazira Port dredged approach channel is 3-4 NM long. Strong tidal currents are present in the channel in North and South directions. There are no cross-currents. The Malacca banks act as a natural breakwater for waves and swells during low water but at high water waves and

swell pass unrestricted over these banks. During strong SW monsoon conditions and at high water the waves in the Hazira approach can be as high as 2 meters coming from a 250 degree- direction.

An AIS and long range RADAR has been installed in the Hazira (Surat) Port Control building with a direct link to Magdalla Port Control through which the Magdalla Port control has full knowledge of all traffic in Magdalla Port waters and the locations of ships engaged in lighterage and/or transit.

The co-ordinates of the General Lighterage Area are:

- A) 21° 02.0'N, 072° 34.5'E; B) 20° 59.0'N, 072°34.5'E;
 C) 20° 59.0'N, 072° 36.5'E; D) 21° 02.0'N, 072° 36.5'E

Ships engaged in lighterage operations are instructed to anchor only in this area.

Important Information regarding Hazira LNG Terminal:

The Hazira (Surat) Port Pilot will board the LNG carrier bound for the Hazira Port LNG terminal well south of General Lighterage Area as a precautionary measure to pass vessels at anchor in the General Lighterage Area with pilot on board.

The one-mile wide corridor between the General Lighterage Area and the Malacca Banks will be used for the safe passage of the LNG Carrier bound for Hazira (Surat) Port as well as for tankers proceeding to and from the Reliance SPM. Only one tanker at a time is allowed in this corridor. Magdalla Port Control should be informed by Shell LNG Tankers and Reliance Tankers and latest traffic position should be taken before proceeding to North of General Lighterage Anchorage.

All vessels following LNG tankers shall keep behind, such LNG Tankers at a safe distance of not less than 1 NM. Similarly, LNG tankers following another vessel ahead of her shall keep a safe distance of at least 1 NM, behind such vessel.

A 54 ton bollard pull Tug will escort the LNG Carrier when passing the General Lighterage Area advising other traffic to keep clear or to assist the LNG carrier to turn in case of an emergency.

A tanker anchorage area has been designated for the tankers waiting for berthing at the Reliance SPM, north of the approach channel. The coordinates are:

- (A) 21* 06.0' N 072* 35 0' E (B) 21* 06.0' N 072* 33.5' E
 (C) 21* 05.0' N 072* 33.5' E (D) 21* 05.0' N 072* 35.0' E

(6.2) Tidal Information: _

Hazira Water levels -Astronomical Tide

| Hazira Water levels - | Astronomical Tide |
|---------------------------------|-------------------|
| Highest Astronomical Tide [HAT] | CD + 8.68 m |
| Mean Higher High Water [MHHW] | CD + 6.96 m |
| Mean Lower High Water [MLHW] | CD + 5.84 m |
| Mean Sea Level [MSL] | CD + 4.19 m |
| Mean Higher Low Water [MHLW] | CD + 2.11 m |
| Mean Lower Low Water [MLLW] | CD + 1.37 m |
| Lowest Astronomical Tide [LAT] | CD + 0.32 m |

Storm Surge:

Cyclones were combined with a mean spring tide, which resulted in a maximum Still Water Level of CD +9.05 m.

Currents:

The general pattern of the tidal currents in the approach channel of the Hazira port is as follows;

NEAP CURRENTS

| Location | Flood | Current | Ebb | Current |
|---------------|-------------------------|-----------------------|-------------------------|-----------------------|
| | Maximum current [knots] | Direction [Deg North] | Maximum current [knots] | Direction [Deg North] |
| Channel entry | 3.6 | 360 | 3.0 | 180 |

SPRING CURRENTS

| Location | Flood | Current | Ebb | Current |
|---------------|-------------------------|-----------------------|-------------------------|-----------------------|
| | Maximum current [knots] | Direction [Deg North] | Maximum current [knots] | Direction [Deg North] |
| Channel entry | 4.8 | 360 | 3.6 | 180 |

(6.3) Anchorage(s):

The recommended anchorage is at outer port limits in a location approximately 11 miles SW of the harbour, outside the Magdalla Port Limits, where the sea bottom is sand and is of good holding ground. Anchoring is prohibited within Port Limits, unless it is used temporarily to support vessel manoeuvring or in case of an emergency. Vessels are advised to take anchoring position from VTS Khambhat at Ch. 16/69.

(6.4) Approach and Departure Channel:

An entrance channel connects the port with the deep water of the Sutherland Channel. The approach channel to the port is presently dredged to a depth of 15.5m below chart datum. The maximum allowed draft of the vessel is 14.5m. The straight approach channel has a clear width of 700m at the seaside tapering off to a width of 470 meters between the breakwaters to allow unobstructed easy entrance/departure of ships. The orientation of the approach channel is heading 070 - 250 degrees north.

(6.5) Turning Basin:

The port contains a turning circle of 630 meter for manoeuvring vessels during berthing and un-berthing. The turning basin is presently dredged to a depth of 14.5m. The planning of vessels is done in such a way that they are able to leave the berth at any point of tide.

AHPL Channel: Channel leading to AHPL berths is 360 meters. As per the Port's UKC (Under Keel Clearance) Policy, the maximum draft permitted is 14.5m.

(6.6) Fog Signals: Not Applicable

(7) PILOTAGE

Pilotage is compulsory at Hazira Port. Pilot Boarding Ground for Adani Hazira Port Ltd (AHPL) is at Lat: 21° 02.0' N, Long: 072° 34.0E. A tug will be used for boarding Pilot on to the vessel. Port Control shall advise the vessel regarding boarding speed and boarding arrangement required. A good lee will be required to be created to ensure safe boarding of pilot. A good heaving line will be required to be kept standby at the Pilot Embarkation area to pick up PPU (Portable Pilot Unit) equipment safely from the tug which will be used for navigation of the ship through the channel till the berth.

Pilot Ladder: Pilot Ladder/combination ladder shall comply with the requirements as per SOLAS. Non-compliance shall result in delays/cancellation of the movement and penalty on the vessel.

Main Engines, Navigational and Mooring equipments: Vessel's main engines, navigational equipments viz. radars, tachometers, telegraph, gyro compass and repeaters etc shall be in good working order and tested before arrival at Pilot Station and. Any deficiency shall be reported to the Port Control. Windlasses, anchors and mooring winches shall also be in good working condition. Non-reporting of deficiency of critical equipments may attract fines to the vessel.

(8) TOWAGE

The port is equipped with 5 ASD tugs (2X70T, 2X54T and 1X56T of bollard pull).

| Tugs | Bollard Pull Capacity | Fire Fighting Capacity |
|---------|-----------------------|------------------------|
| 02 Nos. | 2 x 55 T | Full FIFI |
| 01 No. | 1 x 55 T | Half FIFI |
| 01 No. | 1 x 70 T | Half FIFI |
| 01 No. | 1 x 70 T | No FIFI |

The Tugs will use their own heavy towing lines and therefore the ships' winch will be required to pick up the towing lines using good heaving/messenger lines. A minimum of two tugs are required for any vessel movement. Third/Fourth tug will be used, depending on the dimensions of the vessel or as decided by the pilot. The number and position of tugs will be decided by the Pilot.

(9) IGS AND COW: COW is not permitted. Vessels without IGS are not permitted to operate cargo.

(10) COMMUNICATIONS:

Please note that Vessels calling at Hazira port has to keep strict watch on VHF Channel as mentioned below.

VHF channels on which watch has to be maintained
 Hazira Port Control : 16 & 69
 Magdalla Port Control : 16 & 09
 VTS Khambat (E) : 09
 AHPL Port Control may be contacted on the following:
 Mobile Phone: +919909957115;
 Land Phone: +91-261-2207755
 E-mail : ahppl.marinecontrol@adani.com
 VHF Channel: 16 & 69 (about 3-4 hrs before arrival)
 Call Sign: Hazira Port Control

INFORMATION REGARDING GULF OF KHAMBAT VTMS

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

Mandatory Reporting: All Vessels in the VTS area or intending to enter VTS area.

Service Provided: Information Service [INS],
 Navigational assistance Service [NAS]
 Traffic Organization [TOS]

Note: For detailed Reporting Procedure, please refer to Admiralty List of Radio Signals (ALRS) Vol-5.

OTHERS IMPORTANT NUMBER OF PORT OFFICIALS

| | |
|---|---|
| PIC (Pilotage/Marine Operations): Capt. Ashish Singhal Email id: ashish.singhal@adani.com Contact No. +91 9879589770. | PIC (Container operations): Mr. Madhu A Email id: madhu.a@adani.com contact no. +91 8939709979 |
| PIC (Dry Cargo operations): Mr. Vivek Singh Email id: Vivek.Singh@adani.com Contact no. +91 8980015440 | PIC (Liquid Operations): Mr. Anand Marathe Email id: anand.marathe@adani.com , Contact no +91 6358940320 |

(11) EMERGENCY PROCEDURES:

(11.1) Port Emergency Alarms & Siren

| Sr. no. | Location of the Siren | Type of the Siren | The Alarm (Signal) is heard (Seen) | Type of Emergency | Duration of Sounding |
|---------|--|-------------------------------|--|---|----------------------|
| 1 | At ER – 1 Building (Near MP Jetty) At SS-1 Building (Marine Control Room) | Double mounding, motor driven | Wailing Sound | Fire/ Liquid spillage / Gas leakage | 2 Minutes |
| | | | (Continuous for 2 minutes) | All clear/ Testing | 2 Minutes |
| 2 | Vessel | | Alarms as defined in the vessel’s emergency response | Any Emergency | |

- 1 On receiving any emergency alarms, you are requested to stop cargo operation immediately, keep VHF watch on CH-69 & await till 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.
- 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 lifeboat in readiness for launching.
- 6 Tankers are required to rig fire wires on the seaside.

(11.2) Emergency Communications

At Adani Hazira Port Ltd. the primary method of communication will be via the VHF – Ch 69 / Mobile No. +91 9909957115
Secondary means of communication will be verbal with jetty operator or boarding officer.

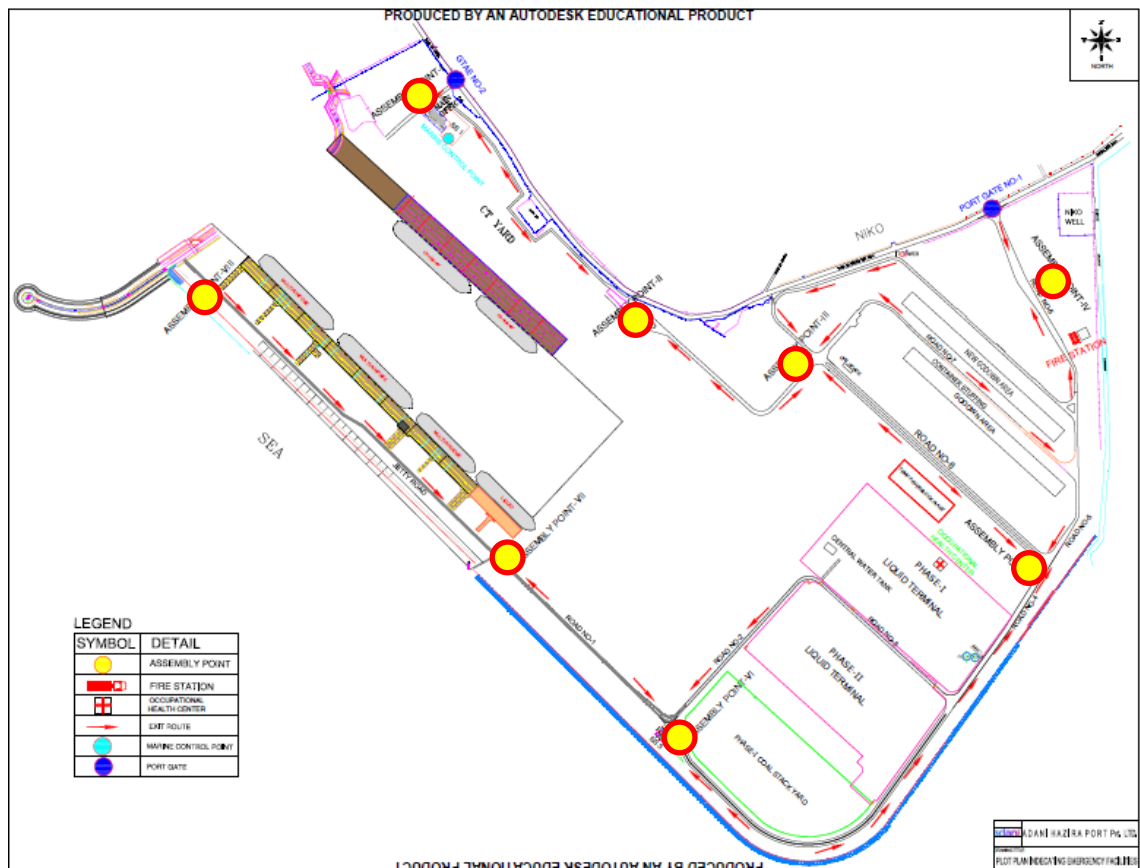
(11.3) Emergency Actions

The following table summarises action to be taken in the event of an emergency at Adani Hazira Port Ltd.:

| ACTION-SHIP | | ACTION-BERTH | |
|----------------------------------|---|----------------------------|---|
| Emergency on your ship | | Emergency on a ship | |
| 1 | Raise the alarm Cease all cargo/ballast operations and close all valves if discharging. If loading only close valve after terminal advise it is safe to do so, after stopping their pumps. | 1 | Raise the alarm |
| 2 | Inform Terminal Representative on Ch 69 | 2 | Contact ship |
| 3 | In case of fire, fight fire and prevent from spreading* | 3 | Cease all cargo operations and close all valves |
| 4 | Stand by to disconnect hoses | 4 | Stand by to disconnect hoses or loading arms |
| 5 | Bring engines to standby | 5 | If necessary, stand by to assist fire fighting |
| | | 6 | Inform all ships in the vicinity |
| | | 7 | Implement Terminal emergency plan |
| Emergency on another ship | | Emergency ashore | |
| 1 | Raise the Alarm | 1 | Raise alarm |
| 2 | Stand by, and when instructed: | 2 | Cease all cargo operations and close all valves |
| 3 | Cease all cargo/ballast operations and close all valves | 3 | In case of fire, fight fire and prevent it from spreading |
| 4 | Disconnect hoses | 4 | If required, stand by to disconnect hoses |
| 5 | Bring engines and crew to standby, ready to unberth | 5 | Implement Terminal emergency plan |

- * In case water for firefighting is required from shore: **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.

(11.4) Evacuation Plan



(12) SAFETY PROCEDURES:

- 1 Please ensure that all moorings are tended 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 normally not permitted at berth. If permission is granted, the work will be carried out under attendance of the port's Fire & Safety unit and subject to payment of specified charges.**
- 4 **Smoking is strictly prohibited in the berth area and on-board ships alongside Adani Hazira Port Ltd.** except in those spaces on board that are specifically designated by the Master and Terminal Representative as "Smoking Areas."
Smoking is also prohibited in any place within the Terminal and berth areas, except designated areas as directed.
- 5 An efficient deck watch under a responsible officer must be maintained at all times when at berths.
- 6 **Personal Protective Equipment (PPE):** The following minimum dress code shall be adhered to by ship's personnel while on duty alongside Adani Hazira Port Ltd.:
 - Boiler suit or trousers and long-sleeved shirt.
 - Suitable shoes, preferably safety shoes or boots with steel toe caps.
 - Life jacket or buoyancy aid when working in such risk identified areas.
 - Helmets

(12.1) Addition Safety Procedures for Tankers

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.
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 Adani Hazira Port Ltd. area.
Visitors to ships at Adani Hazira Port Ltd. are required to leave matches and lighters at the jetty gate.
6. Only approved intrinsically safe or EX rated electrical equipment may be used on Adani Hazira Port Ltd. 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:
8. Permanent buildings as designated by the Terminal Manager.
 9. Areas on the ship designated by the Master.
 10. **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
 11. **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.
 12. **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. Alarms should be tested prior to operation and be operational both during loading and discharging operations
 13. **Enclosed space entry:** No entry into any enclosed space as per ISGOTT definition is allowed on the ship when alongside the terminal.
 14. The main engines and other essential machinery of all ships alongside must be maintained in a state of readiness for vacating the berth at short notice.
 15. **Tank cleaning, gas freeing or purging operations** are not permitted on board any ships while alongside

(13) 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.

The following restrictions are applicable to vessels while they are berthed alongside:

- **No Hot work to be carried out without prior port permission**
- **Main Engines shall not be immobilized without permission from Port.**
- **Lifeboats shall not be lowered without permission from Port. On receiving confirmation from the port lifeboat may be lowered, unhooked in water but not permitted to maneuver in the water.**

SECURITY

- 1 Current Security Level of AHPL Port **"Security Level-1"**
- 2 PFSO & DY. PFSO details of AHPL

| | |
|--|---|
| Capt. Ankur Basu PFSO (Hazira (Surat) Port) PHONE: 91-0261-4151301 (O) MOBILE: 91-6357078104 (AOH) FAX: 91- 0261-4151158 E-MAIL:-ankur.basu@shell.com | |
| Capt. Ashish Singhal (HOD Marine) Dy. PFSO: AHPL PHONE: 91- 0261-2207755 (O) MOBILE: 91-9879589770 (AOH) E-MAIL: ashish.singhal@adani.com | Capt. Prasan Tokas (HOD Security) DY. PFSO; AHPL PHONE: 91-0261-2207626 (O) MOBILE: 91- 6357160030 (AOH) E-MAIL: prasan.tokas@adani.com |

Non LNGC Vessels calling Hazira Port, may contact the AHPL Marine Control or the above for any security related information.

- 3 PANS (Pre arrival Information)

Please send PANS report to below mention email Ids, Report to be send 96 hrs prior to arrival.

If any vessel carrying ARM guard / Security Personnel, then additional information to be send as mention below along with PANS.

- 1.1. Flag state authority letter for carrying arms guard onboard said vessel.
- 1.2. Arm Guard supply company Name and contact No with email address
- 1.3. Weapon details
- 1.4. Passport copy of Arm guards.

Please forward following details on following email ids:

indsar@vsnl.net , opsdhq1@yahoo.co.in, vtskhambhat@aatash.com , pomagdalla@gmail.com , icgmrc_mumbai@mtnl.net.in, psc@dgshipping.com , wncmocmb-navy@inc.in

(14) POLLUTION

✓ BEFORE ARRIVAL TO HAZIRA, OVERBOARD VALVE CONNECTED TO BUNKER OR OIL/ CHEMICAL TO BE SEALED AND SEAL NO. TO BE RECORDED IN VESSEL'S LOG BOOK

- 1 It is an offence to discharge or allow escape, will fully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Hazira Port limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew.
- 2 **Replenishment of bunkers, whether from sea or shore, will be permitted only on special application, monitored by the port's Marine/ Safety personnel and shall be carried out in day light hours only.**
- 3 Inter - tank transfers of oil or ballast water, de-ballasting or discharge over board of wash water etc. Should not be carried out without permission of the Port.
- 4 Emission of dense smoke is prohibited from vessels within Port limits. Violations of stipulations under current Indian laws will incur heavy penalties.
- 5 It is an offence to throw or dump galley refuse, garbage, and rubbish, hold sweepings etc. into the water or on the berths. Offending vessel is liable to large fines. No chipping or painting to be carried out alongside berth.

(15) ADDITIONAL INFORMATION'S:

Documents generally request by agent on arrival:

Customs Authority

1. Original Last Port Clearance
2. Maritime Declaration Of Health- 3 Copies
3. Vaccination List- 3 Copies
4. Voyage Memo (Ports called in last 30 days or last 10 ports of call) with arrival and departure dates and security levels)- 3copies
5. Bills of Lading, Cargo Manifest and Transit Cargo if any - 1 Copy
6. List of Ships Stores Including Bonded Stores and Deck Store- 3 copies
7. Personal Effects Declaration with Crew Currency- 3 Copies
8. Ships Currency Declaration- 3 Copies
9. Nil List (If there are no Passengers, Stowaways, Animals, Arms, Ammunitions)- 3 copies
10. List of Narcotic Medicines- 3 Copies
11. Crew List (Name, Rank, nationality, Passport Number, Seamen book number, Date of and Place, Place of Embarkation)- 7 Copies
12. Following Statutory Certificates- 2 Copies Each
13. Ship Registry Certificate,
14. ISPS Certificate
15. International Load Line Certificate
16. Cargo Ship Safety Equipment Certificate
17. Cargo Ship Radio Certificate
18. Cargo Ship Safety Construction Certificate
19. International Oil Pollution Certificate
20. Ship Sanitation Control Exemption Certificate

Quarantine Authority

At Hazira Port, the customs-boarding officer usually gives quarantine (Free Pratique) clearance. However, if the vessel is coming from Yellow Fever area, Port Health Officer from Kandla Port will board the vessel.

Following set of documents is required:

1. Crew List- 1 Copy
2. Maritime Declaration of Health- 1 Copy
3. Vaccination List- 1 Copy
4. Ship Sanitation Control Exemption Certificate - 1 Copy

Immigration Authority:

Custom Authorities clear the vessel on behalf of Immigration Authority. For Sign on and Sign off of Foreign Nationals 48 hours notice with confirmed air ticket is required. Ship's Agent will have to get landing permission from the local police. For Indian National above requirement is not applicable.

Documents required in case of Crew Change (Foreign or Indian national): -

1. Crew List – 1 Copy

2. Personal Effects Declaration- 1 Copy
3. Sign/Sign off crew passport- 1 Copy

Shore Leave: -

Vessel crew are permitted to land ashore after seeking clearance from immigration. They are required to carry their passport along with them. Surat city is around 30 Km from the port.

AMPLE

APPENDIX

Important Telephone numbers.Hospitals/Clinic.

| Name | Contact Numbers |
|--|---|
| BAPS Pramukh Swami Hospital, Near Adajan Circle, Surat. Dr. Pandya Neha | +91 261 2781000, 2787000 +919879644144 |
| Seventh Day Adventist, Ring road | +91 261 2669615, +91 261 2667344 +91 261 2668401 |
| Mahavira General Hospital (Dr. Arun John) | +91 261 2332828, +91 261 2347199 Fax: +91 261 2330051, +91 261 2331080 |
| Mahavira Cardiac Hospital (RTO Office) | +91 261 2462116, +91 261 2471770 Fax: +91 261 2462113 |
| New Civil hospital-Surat | +91 261 2233 322 |
| Civil Hospital-Surat (Board) | +91 261 2244456-59 |
| Surat General Hospital, CMO | +91 261 2422040, +91 261 2422041 |
| HPPL Terminal site Clinic (24 hrs) | +91 98247 04981, +91 261 3051100 |
| HLPL/HPPL Doctor (Dr. Gemawat) | +91 98243 75077, +91 261 3051233 |
| HLPL/HPPL Ambulance | +91 98247 04981, +91 261 3051233 |
| HLPL/HPPL Shift Nurse | +91 98247 04981, +91 261 3051233 |

Surat District Administration & Police.

| Name | Contact number | Residence number | E-mail address |
|---|---|---|----------------|
| District Collector, Surat | +91 261 2472471 (PA to Collector) +91 261 2471121 +91 261 2472050 | +91 261 2669080 +91 261 2669580 Fax:+91 261 2472419 | |
| Commissioner of police | +91 261 2463939 +91 261 2463940 | +91-261-2667322 2668373 | |
| Police Control Room-Surat | 100 +91 261 2462100 | | |
| Police station-Icchapore | +91 261 2860197 +91 98241 15498 | 9925143737 | |
| Bomb Disposal / Sniffer dog squad Officer Incharge | +91 261 2462100 | | |
| Mutual aid- District Disaster Management Centre | +91 261 2220229 +91 261 2226106 +91 261 2220053 +91 261 2474860 | 2465118 | |
| Fire Station – Main City Fire Control room | 101 +91 261 2414139 +91 261 2414195, 196 +91 261 2423751, 324 +91 261 2423450 | Chief Fire Officer 0261-2423750 9376844825 | |
| Chief Fire officer | +91 261 2436636 | +91 261 7451724 | |
| Surat Municipal commissioner | +91-261-2423751 to 57/ 2422244 | | |
| Flood control- Surat | 2471121 | | |

MAGDALLA GROUP OF PORTS:

Makaipul, Nanpura, SURAT – 395 001

Phone : (0261)2470533(G), 2463781 (D) Fax : 0261- 2475645

Gram : PORTAL, MAGDALLA

E-Mail : gmbpomin_adl@sancharnet.in

VTMS Khambhat (East):

VHF 16 and 69.

Reliance Port Terminal Marine Operations :

VHF CH 67

Essar Port Marine Operations:

VHF CH 71

CONDITION OF USE OF FACILITIES AND SERVICES AT ADANI HAZIRA PORT

The Business Head,
Adani Hazira Port Limited (AHPL), Hazira - Gujarat (India)

Dear Sirs,

I, **Capt** _____, Master (“**Master**”) of M.V. _____ (“**Vessel**”), owned by _____ (“**Owner**”) whose address is at _____ hereby acknowledge receipt of these Conditions of Use (“**Conditions of Use**”) of _____ Port (“**Port**”) and to avail the Port Facilities* and Port Services* as detailed hereunder and agree that:

- (a) The Master shall at all times and under all circumstances be responsible for the safe and proper operation, navigation and berthing of the Vessel at the Port operated by Adani Hazira Port Limited (“**Company**”). It is further agreed the Port Management shall not be responsible for delay in pilotage, berthing, ingress or egress, delay in cargo operation, etc., for any reasons whatsoever.
- (b) The Vessel shall abide by all rules, regulations, guidelines and recommendations with reference to prevention of pollution, including pollution due to bilges, ballast water, vessel waste, garbage and the like; in addition to any other laws, rules, regulations, or procedures, declared or issued by the Government of India, or the State of Gujarat, or by the Company (“**Port Management**”).
- (c) The Vessel will be held responsible for any loss or damage caused to the Port property and all costs, charges and expenses in that behalf, which shall be paid on a demand being made, without any demur and shall be responsible for, indemnify and hold harmless the Company from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every nature.
- (d) The Port endeavors that the berths, its facilities, equipment’s, tugs and crafts are deployed and operated safely, but does not guarantee any such safety. The Port shall not be responsible for any damage, delay or loss (including cargo loss) sustained by the vessel for any such reasons.
- (e) If the Vessel or any person on board or any object, article, substance, equipment or installation on its board sinks, grounds or otherwise becomes or is likely to become, in the sole opinion of the Port Management, an obstruction, threat, hazard or danger to navigation, operations, safety, health, security or environment in or adjacent to the Port, then the Master shall upon receiving the Port Management request, without any delay allow the Port Management to remove or deal with the obstruction, threat, hazard, for which reasonable costs shall be paid by the Vessel / Owner.
- (f) It is mandated by Gujarat Maritime Board that pilotage in this Port for all vessels is compulsory. The Master of a Vessel shall alone be answerable for any loss or damage caused by the Vessel or by any fault of the navigation of the Vessel in a manner as he would have been at pilotage.
- (g) A no due certificate shall be issued by the Port subject to clearance of all outstanding invoices by the Vessel / Owner.
- (h) All disputes between the Port and the Vessel, its Owner, Master, agents and charterers shall be subject to the exclusive jurisdiction of the Courts at Gujarat in India.

Signature:

Name: Capt.

(For and on behalf of) VESSEL OWNER/ MASTER (with Seal)

* “**Port Facilities**” mean all facilities, assets, equipment and installations, whether the same are fixed or movable, including, without limitation, the channel, berths, bunkering, loading facilities including buoys or other channel markings;