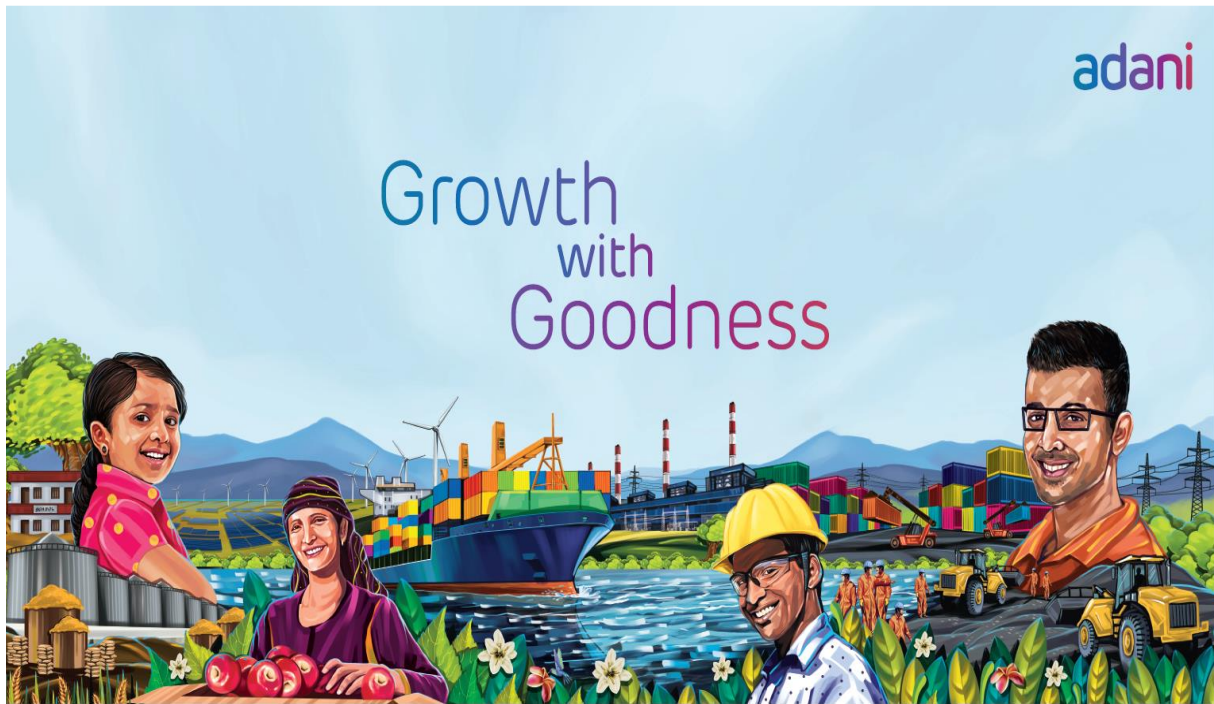


Adani Hazira Port Ltd



OUR VALUES: COURAGE, TRUST AND COMMITMENT

BPTS_Hazira_Issue-03_Rev-09_Apr'2024 | w.e.f. 01st Apr' 2024

Note:

1. Changes in the existing BPTS from the previous edition have been highlighted.
2. The tariff and scale of rates are subject to revisions. In view of the same, please refer to the trade notices for the latest rates / tariff for a particular service or commodity.

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Record of Changes

Rev. no	Date	Changes
01	01.04.2022	Revised charges for Port Dues, Berth Hire, Pilotage and Port Environment Charges
		Performance of the liquid tankers
		Amendment of text in clause 4.9 and 4.10
		Stevedoring Tariff
02	15.05.2022	Seniority of a vessel
03	15.06.2022	Updated list of documents required for vessel declaration
		Pilotage Detention applicability
		Update on vessel deficiencies list
		Update on oil spill pollution clean-up charges
		IMDG cargo applicability
		Update on applicability of vessel crane idling charges
		Updated list of contact details
04	01.09.2022	Amendment of text in clause 4.9 and 4.10 related to shifting charges
		Amendment of text in clause 8.2 related to vessel performance
05	01.10.2022	Merger of Tanker and Dry cargo vessels pilotage charges
		Additional Pilotage charges based on age of the vessels
		Amendment of text in clause 4.11 related to shifting charges
		Pipeline charges
06	01.04.2023	Revised charges for Port Dues, Berth Hire, Pilotage, Mooring and Port Environment Charges & Dredging charges
		Text addition in clause of seniority of a vessel
		Amendment of text in Anchorage Charges
		Text addition in clause of section B (II) (Fuel Surcharge on Pilotage)
		Abeysance on additional Pilotage Charges based on Age of the Vessel in section B(iii)
		Text addition in section F (Lay Up Berth Hire / Berth Idling Charges)
		Text addition in section L (Shifting / Turnaround Charges)
		Text addition in section M (Warping Charges per GT of vessel)
		Text addition in section Q (Tug/ Boat hire charges)
		Text addition in section Y.2 (Late declaration charges)
07	01.05.2023	Amendment of text in clause 10.7 iii (Request for additional berth stay should be made at least 24 hours prior)
		Removal of priority berthing for liquid tankers (Clause No. 21)
		Amendment of text in section W (Tariff for Bollard Pull Test)
		Failure to report stowaway incident to port and Stowaway Onboard.
		Fine for violation of Port Security Rules
		Wrong declaration of Gross Tonnage of Vessel
		Violation of Using Satellite phones banned by Gov. of India
		Vessel / Vessel agency engaged in illegal Activities reported by Govt Authorities / Vessel master
		Failure to report release of CO2 at berth or within Port limit
		Amendment of text in section Z-Fire Fighting Assistance Tariff (Fire Fighting at alongside the berth on vessel or at on shore through port tug in case of emergency)
		Tariff for Salvage operation
08	01.10.2023	Amendment of text in clause 10.1 related to layup charges
		Amendment of text in clause 13.1 (General Documents required for vessels declaration)
		Revised Pilot Attendance, Mooring, Dumb barge, Tug hire, Hydra, Separate/Spilt Invoice, VCN Cancellation, Gate entry permission, IMDG cargo handling and Annual Agency Registration charges.
		Addition of Sustainability Charges

Introduction

Adani Hazira Port Limited

- Adani Hazira Port Ltd. (AHPL) is being developed as the second largest private port in the country. It is located at Hazira, in the southern entrance of the Gulf of Khambhat, en-route major maritime routes making it one of the most convenient gateways for EXIM trade of the country. Hazira is around 270 KM north of Mumbai and 38 KM from Surat city. Its proximity to the western, north-western and northern hinterland gives it a strategic advantage to service the industry and trade of this landlocked region which contributes to about 70% of India's total international containerized cargo. Adani Hazira Port is connected by a 4-lane road to the National Highways which connect to the cargo catchment areas in South Gujarat.
- The salient features of Adani Hazira Port are as follows:
 - Mechanized Cargo Handling Systems with two Liebherr shore cranes per berth for faster turnaround of Cargo. In addition to this, large backup areas of covered godowns and Liquid Tank Farms (Proposed) are being developed.
 - **Phase-1:** 4 multipurpose berths and 2 dedicated container berths that can handle Panamax size bulk vessels, tankers and large container vessels.
 - **Phase-2:** Propose to add 2 container berths and 5 more multipurpose berths (Total of 7 berths).
 - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.

Section A

I. Policies

- **Security Policy**

“We are committed to provide a safe and secure working environment to all its employees, port users, cargo, ships and its personnel. This will be achieved by establishing and maintaining the required security measures to prevent unlawful acts against people, cargo and marine assets.” “We shall strive to detect and deter unauthorized entrants and criminal activities in port facilities and react timely and correctly when such activities are encountered.”

- **Quality Health Safety and Environment Policy**

Adani is committed to Quality, Occupational Health, Safety and Environment in port business. We consider QHSE responsibilities are integral part of our business. To meet this commitment, port shall abide by the following principles:

- Satisfy our customers by maintaining a standard of service that consistently meets the agreed requirements;
- Focus on occupational health & safety of employees, pollution prevention, preservation & protection of environment at all times and in all circumstances;
- Identify and analyse the HSE risks arising from our activities to reduce them to the lowest possible levels;
- Eliminate or reduce the potential and severity of injuries, damages to material and non-material assets, and impact on environment & community arising out of our operations;
- Conform to applicable legislations, regulations and other requirements on QHSE and take additional measures considered necessary;
- Shall strive to achieve the QHSE goals and performance objectives, using effective management system; and reviewed to improve performance;
- Develop, conduct and promote education and training to improve QHSE performance; Continually improve QHSE management system by monitoring, evaluating and reviewing through the definition of operational standards, assessments and audits.
- Communicate our policies and standards to employees, suppliers, business partners and where necessary work with them to raise their standards.

II. 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.
- **Beam:** The width of the ship.
- **Berth:** A space for a ship to dock or anchor.
- **Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which Payment of duties is deferred until the goods are removed.
- **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.

- **Bunkers:** A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.
- **Calendar day:** A Calendar day time period is considered from midnight to midnight (i.e. 0001 to 2359hrs).
- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.
- **CB:** Container Berth.
- **CBM (CM):** Abbreviation for “Cubic Meter.” CBM measurement is L x B x H.
- **CFS:** Abbreviation for “Container Freight Station.” A shipping dock where cargo is loaded (“stuffed”) into or unloaded (“stripped”) from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.
- **Cold move:** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.
- **Commence work:** For Inward vessel, after POB manoeuvring command commenced by the pilot and for outward vessel, as confirm by the pilot, vessel is ready for unberthing in all respect
- **CT:** Container Terminal.
- **Deadweight Tonnage (DWT):** Appropriate seasonal deadweight.
- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier’s equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
- **Draft:** Vertical distance between the vessel’s water line and the lowest part of its hull.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.
- **Drifting:** Vessel not at anchor or made fast to a berth. In simple words when a **vessel** is afloat and in no **way** is touching the ground or seabed.
- **ETA:** Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **FCFS:** First Come First Served.
- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as “Ocean Intermediaries.
- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.

- **GT:** Gross Tonnage. The unit of measurement for the gross content of a Seagoing Vessel as referred to in the International Convention on Tonnage Measurement of Ships, London 1969 (Treaties journal 1979, no 122 and 194) as mentioned in the vessel latest International tonnage certificate.
- **Hold Washing/Cleaning:** “Normal Cleaning / sweeping / moping for the change of cargo requiring the holds to be swept to remove all previous cargo remains, washed down and dried ready to receive a similar or compatible cargo.
- **International Ship and Port Facility Security Code (ISPS):** It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to “detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade.”
- **IWPM / OWPM:** Inward Pilot Memo / Outward Pilot Memo.
- **Idling:** If a vessel is alongside the berth without carrying out any cargo operations.
- **Kg:** Kilogram.
- **LOA:** Length Overall.
- **LPG:** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'liquefied petroleum gas'
- **LNG:** Liquefied natural gas is natural gas that has been converted to a liquid form for the ease and safety of natural gas transport.
- **Kg:** Kilogram.
- **LOA:** Length Overall.
- **Monsoon Period for Hazira Port:** Monsoon period at Hazira Port is from 15th May to 30th September each year.
- **Mtrs:** meters.
- **MW:** Megawatt.
- **NH:** National Highway.
- **O.D.C:** Over Dimension Cargo.
- **On Board:** A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
- **P&I:** Protection & Indemnity.
- **PANS:** Pre-arrival notification of security.
- **Per day:** 24hrs calculated from commencement of the mentioned activity. Any period part thereof will be considered as full day and charged accordingly.

- **POB:** Pilot onboard it is the time when pilot onboard before Berthing, Unberthing and shifting of the vessel.
- **POC:** Port Operation Center.
- **Priority Berthing:**
 - **Ousting Priority:** If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.
 - **Priority:** If a vessel having a priority for a given berth arrives, then she will be berthed ahead of other vessel waiting for that berth once the berth falls vacant.
 - **Overriding Priority:** If a berth has been allotted to a specific cargo/receiver, then these vessels will have priority on that berth. However, if a vessel with overriding priority arrives and requires the use of that berth, she will be berthed ahead of other waiting vessels having the same cargo/receivers.
- **Ro/Ro:** A shortening of the term, “Roll On/Roll Off.” A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry Ro/Ro cargo.
- **Salvage operations:** Salvage is one service offered by the port under the general heading of emergency response to distressed vessels – that is, emergency response to render assistance to vessels in danger, or potentially in danger and/or the process of rescuing a vessel, her crew and cargo from hazard and danger in port or at sea.
- **TEU:** “Twenty feet Equivalent Unit.” is an exact unit of cargo capacity often used to describe capacity of container ships.
- **Timings:** All timings will be based on Pilotage Certificate which is signed by the vessel’s Master.
- **TPH:** Tons per hour.
- **Trans-shipment Port:** Place where cargo is transferred to another carrier.
- **VCN:** Vessel Call Number.
- **Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
- **Warping:** Physical shifting of the vessel ahead / astern on the same berth.
- **Types of Ships:**
 - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
 - **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll-on/roll-off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.
 - **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.

- **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.
- **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
- **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
- **Roll-on/Roll-off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
- **STS:** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products.
- **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.
- **Free pratique:** means permission for Ship/vessel to enter into the port limits, embark or disembark, discharge or load cargo or stores. Free Pratique is granted by Public health officer (PHO).
- **Quarantine:** Quarantine means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner so as to prevent the possible spread of infection or contamination.

III. Berthing Policy

1. Berthing Objective

The objective of the Berthing Policy at Adani port is to provide well-defined, transparent, and non-discriminatory guidelines for the allocation of berths at the Port, based on vessel pre-notification, arrival, and administrative compliances.

2. Rationale

The aim of this BPTS is to provide the user with relevant information for planning of a vessel call at the port and the charges that are likely to be incurred.

3. Berthing scheme: First Come First Serve (FCFS)

The Port, as a general rule, adopts the policy of First Come First Serve (FCFS) basis. Container vessels are generally accepted basis their berthing windows as agreed between the shipping line and the Container Terminal. For all other vessels, the following criteria will be used by the Port for determining the berthing priority:

- 3.1** The vessel has duly submitted the required Declaration / Information / PANS (ISPS) prior vessel's arrival / statutory compliance of government directives as issued from time to time. Vessel agents are required to declare their vessels through APMS. All vessels related details are to be updated in vessel definition and vessel registration. The details should be entered as per the vessel's particular. In case any information is incomplete or missing in APMS, the vessel's application for berth will not be accepted.
- 3.2** Vessel's agent have to pay in advance all the charges as per the PAA raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges

will be adjusted in the final invoice. Maximum 6 digit digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.

- 3.3** Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports or the voyage duration is around 1 day, which are required to provide one day notice.
- 3.4** Vessel who has physically arrived within the port limits or at defined position and registered herself with Port Marine Control giving all the vessels particulars. Physical arrival means the time of arrival of vessel into Port Limits or at defined position.
- 3.5** Seniority of a vessel:
- I. Vessels which have given at least 5/3/2/1 days notices will be counted basis the time of her physical arrival and filing of IWPM.
 - II. For the vessel calling from nearby port or voyage duration around 1-day, seniority of a vessel will be counted after 24hrs of her physical arrival and filing of IWPM.
 - III. For the vessels who have physical arrival physical arrival and not filed her IWPM, seniority of a vessel will be counted 24hrs after filing IWPM.
 - IV. However, vessel will be berthed after clearance from concerned department with respect to cargo readiness and terminal readiness (cargo gear / pipeline readiness) whichever is later.
 - V. Tankers intend to load cargo will be counted and berthed once her nominated 100% cargo is available in the designated shore tank and after her physical arrival and filing of IWPM.
 - VI. Tankers intend to discharge cargo will be counted and berthed once 100% ullage is available in the designated shore tank and after her physical arrival and filing of IWPM.
 - VII. Tanker will be berthed after clearance from concerned department with respect to Ullage and/or cargo availability and terminal readiness.
- 3.6** Contractual agreements in place: Customers who have entered into long term contracts with the Port will be given priority in berthing as per their contractual terms & conditions. Port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.
- 3.7** In case of pipe export vessels, seniority will only be considered for vessels if “80% Let Export Orders” of each type/size/ diameter of pipe is available in the Port for loading. If cargo is found to be less than the aforementioned quantity, such vessels will not be considered / discussed in Port berthing meeting and seniority of such vessels will only be considered upon meeting the aforementioned norms. Similarly for other export cargoes, seniority will only be considered provided 80% with LEO of the cargo is inside the Port.

4. General guidelines for all Vessels

- 4.1** Vessels calling Adani Hazira Port required to send nomination to obtain vessel acceptance from the Port prior to arrival. Vessel will be accepted by the Port based on their declared berth parameters and marketing clearance.
- 4.2** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If a vessel's engine or steering fails during any point of the berthing / un-berthing /shifting manoeuvre, it will be treated as cold move and will be charged as per Port tariff.

Note: If vessel engine fails during outward Pilotage and cold move charges become applicable to such vessels, the vessel may be required to wait at anchorage until payment confirmation for cold move charges is received from the vessel owners.

- 4.3 Any vessel deficiency must be reported to the port well in advance through email (ahppl.marinecontrol@adani.com) or through VHF on Channel 69 to AHPL Marine Control prior berthing / un-berthing / shifting warping operations. None reporting of such deficiency will attract charges as per BPTS vessel depending upon the type of deficiency. If engines or steering is not available, then these manoeuvres will be considered as cold move and charged as per Port tariff.
- 4.4 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.5 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion.
- 4.6 Priority berthing is also granted to long term contractual partners, as a general rule, ousting priority is not available. However, if the port is forced to grant ousting priority to any vessel for whatsoever reason, all related charges including but not limited to viz. shifting, time lost, equipment idling etc. will be payable by the vessel requesting ousting priority.
- 4.7 A '2 hours' notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice has to inform Port Control well in advance through her agent and via VHF as defined in the ALRS (AHPL Port – Ch 69) Channel.
- 4.8 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.
- 4.9 Most of the times it is observed that vessels handling rain sensitive cargoes (like Agri & fertilizer), either cargo operations could not be started and/or stopped continuously for more than 48hrs due to rain. This leads to enormous financial losses to all the waiting vessels. Additionally, vessels that could have worked their cargo during rain waited and suffer huge unjustified demurrages / financial losses. In the interest of trade, vessels intend to handle rain sensitive cargoes should plan their call during non-monsoon period, however if any vessel carrying rain sensitive cargo, calls AHPL during monsoon period (For the purpose of this policy monsoon /rainy season is considered from 15th June to 30th September), to get desired berth productivity and to save vessels demurrage during persistence rainy weather, port may decide to berth a junior vessel before rain sensitive cargo vessel. Furthermore, if a rain sensitive cargo vessel at berth is not performing (After cargo commencement – during 24hrs of operation total rain stoppage time more than 12hrs) due to rain, Port may shift such vessel to another berth or anchorage and berth next junior vessel carrying non- rain sensitive cargo. In such case vessel seniority will remain and shifting charges will be applicable as below:
- a) For first two shifting 50% charges will be applicable.
 - b) For subsequent shifting 25% charges will be applicable.
- 4.10 Dry bulk vessel berthed at container berth (CB1 and CB2): Due to container vessel arrival port may decide and shift such vessel to another berth or to anchorage, in such case vessel seniority will remain and shifting charges will be applicable as below:
- a) For first two shifting 50% charges will be applicable.
 - b) For subsequent shifting 25% charges will be applicable.

- 4.11 Break bulk vessels berthed at any berth: Due to container vessel arrival at container berth or bulk cargo vessel arrival at MPT berth port may decide and shift such vessel, if vessel is shifted to another berth - no shifting charges will be applicable and if vessel is shifted to anchorage 50% of the shifting charges will be applicable and in all such cases vessel seniority will remain.
- a) For first two shifting 50% charges will be applicable.
 - b) For subsequent shifting 25% charges will be applicable.
- 4.12 By making an application for, an accepting, the berth or other services and facilities in the port, the Vessel and the agent agrees to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.
- 4.13 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.
- 4.12.1 Adani Hazira port will endeavour services to all Indian Naval Ships (INS) / Coast Guard Ships one vessel movement at a time subject to uninterrupted movements of commercial vessels, berth availability and charges as per port discretion.
- 4.14 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. For all pipe export vessels, vessel is to be declared with duly filed "Pre-Arrival Check list". In absence of same, port will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at port anchorage. However, the vessel will be considered for berthing seniority only after berthing clearance is received from Dry cargo or Marketing Team as required by the Port. Above procedure will be followed for all vessels arriving in port for import/export of bulk cargoes.
- 4.15 All ships calling the port to get free pratique clearance from the Port Health Officer, prior their arrival. In case vessel requires boarding of PHO for clearance the port will take 1.5 hrs. notices for berthing of vessel after it is cleared by PHO.
- 4.16 In case of project cargo, containers or ODC if a variation in weight/Dimensions between declared cargo weight/Dimensions and actual cargo weight/ Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.
- 4.17 (Applicable only for Adani Hazira Port Ltd for cross country pipelines)
- Any edible oil tanker will be allowed max 24 hours from all-fast to cast-off irrespective of quantity of discharge. In case vessel has not completed discharge in 24 hrs. vessel will be given 2 hrs. for disconnection and vacating the berth, failing which Lay-up berth charges will be applicable.
- 4.18 HDFC Bank TT Selling Rate will be used for dollar denominated tariff (first rate card published everyday). In case of holidays, the previous working day HDFC Bank TT Selling rate will be used. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not used berth, then arrival date will be considered for exchange rate.

5. Clarification regarding acceptance of Notice of Readiness time

- 5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 5.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area, then the anchor dropped time will be considered as NOR time.
- 5.3 In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time of filing the inward pilot request will be considered as NOR time.
- 5.4 In case vessel anchors outside the port limit because of non-availability of anchorage in port limit, vessel which has physically crossed the Latitude of 20deg 54 min North & registered herself with the Port giving all the vessels particulars.

6. Daily Port Berth Planning Meeting (Port Operation Centre)

The Port holds Daily Berth Planning Meeting at 1100hrs. to plan the allocation of berths for the next 24 hours commencing from 1200hrs. on that day. The vessels agent and concerned parties shall be notified about the Tentative Berth Plan by 1300 hrs. of the same day via email through Marine Control. The decisions arrived in the Port berth planning meeting will be final. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

7. Dry cargo breaks timings

- 7.1 0900 to 1000 hrs Shift change.
- 7.2 1300 to 1400 hrs Lunch Break.
- 7.3 2100 to 2200 hrs Shift change.
- 7.4 After completion of break timing, the work should start at the strike of the clock.

8. General conditions for berthing / un-berthing and cargo operations of vessels.

8.1 Vessel will not be considered for berthing if the Vessel:

- 8.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.
- 8.1.2 Has invalid statutory certificate, including expired load test certificates of cargo gears.
- 8.1.3 Is blacklisted by Port State Control.
- 8.1.4 Is not manned as per Safe Manning Document.
- 8.1.5 If vessel does not produce proper proof to show that the vessel is suitably insured under DG Shipping authorized P&I club to cover the risk of damage to any port installations (fixed and floating), wreck removal, water, air Pollution and consequent civil liability and any other risks applicable. Restrictions / Instructions / Circulars issued by Government of India and State Maritime Board will be strictly adhered to.
- 8.1.6 Vessel should arrive and depart the port either on even keel or with a positive trim and minimum list. In no case should the vessel be trimmed down by the head or have a list of more than 0.3 degree. In case a vessel is found to be trimmed down by head, the movement of such a vessel may be cancelled for safety reasons as such vessels are very sluggish in handling which is not acceptable in a strong tidal port. Such vessels will be provided pilot

only after they have corrected their list and trim. For container vessels which have trim up to 40 cm down by head shall be permitted on case to case basis on prior intimation to Port Control.

- 8.1.7 Draft survey of a vessel which is down by head and listed more than 0.3 degrees will not be conducted unless the vessel comes on even keel and reduces the list to 0.3 degrees. All delay, detention and cost arising from negative trim, list exceeding 0.3 degrees and inability to comply with minimum draft and trim requirement will be on vessels account.
- 8.1.8 Delivery order has to be submitted by the agent to the Port prior berthing of the liquid vessel. Without DO, the vessel will only be berthed if the agent gives in writing that the agency agrees to pay the storage rent and / or any charges which may become payable due to the agent holding the delivery of the cargo.
- 8.1.9 Vessels shall be un-berthed only after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues. No marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
- 8.1.10 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final.
- 8.1.11 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting. Decision of the port on berth planning and allocation will be final and binding on all concerned.
- 8.1.12 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

8.2 A vessel may be removed from berth for the following reasons.

- 8.2.1 If the vessel is considered unsafe or hazardous for port safety.
- 8.2.2 If the vessel is equipped with poor and unsafe cargo gear.
- 8.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- 8.2.4 In case the weather deteriorates or is likely to deteriorate.
- 8.2.5 If the stowage of cargo is improper or incorrectly declared.
- 8.2.6 Makes a request for early un-berthing.
- 8.2.7 Has made a wrong declaration.
- 8.2.8 The vessel is under performing as per port norms or idling at the berth without proper justification, Work stoppages beyond the control of the vessel or the Port will be excluded

while evaluating the performance. Reasons such as lack of cargo and documents, poor or uneven stowage, unusually slow and unproductive cargo handling gears will not be accepted as valid reasons for poor performance of the vessel. the vessel will be unberthed and applicable shifting charges will have to be borne by the vessel.

8.2.9 Performance of the liquid tankers which are alongside the berth would be continuously monitored and will be discussed in the Daily Berth Planning Meeting. In case a vessel is underperforming, the vessel's agent will be advised in writing to improve the vessel performance. If the vessel performance is still not improving to the required port norms, a notice may be served to the Master to unberth the vessel from the berth on vessel account at the discretion of the port. While evaluating the performance, Bulk liquid cargo discharge rate is to be achieved by liquid tanker (vessel), the performance will be analysed mainly on minimum through put in m3 /hr for respective cargo and respective line size (10'' / 12'' Dia) given in below table:

Performance of the liquid tankers (MINIMUM FLOW RATE FOR IMPORT)					
SR NO	DOCKLINE SIZE	CARGO TYPE	MAX PRESSURE AT SHIP'S MANIFOLD (KG/CM2)	DESIGN FLOW RATE(M3/HR)	MIN FLOW RATE REQUIRE FROM VESSEL (M3/HR)
1	10" DIA DOCKLINE	BLACK OIL (HEATED)	7.1 BarG	450	250
		BLACK OIL (NON HEATED)	7.1 BarG	450	300
		VEG OIL (HEATED)	7.1 BarG	450	300
		VEG OIL (NON HEATED)	7.1 BarG	450	350
		POL WHITE OIL /Chemicals	7.1 BarG	450	350
		Chemicals/WHITE OIL (HEATED)	7.1 BarG	450	250
		WHITE OIL (VISCOUS)	7.1 BarG	450	250
		2	12" DIA DOCKLINE	BLACK OIL (HEATED)	7.1 BarG
BLACK OIL (NON HEATED)	7.1 BarG			525	350
VEG OIL (HEATED)	7.1 BarG			525	350
VEG OIL (NON HEATED)	7.1 BarG			525	400
POL WHITE OIL /Chemicals	7.1 BarG			525	400
Chemicals/WHITE OIL (HEATED)	7.1 BarG			525	300
WHITE OIL (VISCOUS)	7.1 BarG			525	300
3	14" DIA DOCKLINE	VEG OIL (HEATED)	7.1 BarG	650	450
		VEG OIL (NON HEATED)	7.1 BarG	650	500

8.3 For purposes of this policy: -

- A shifting movement means:
 - Physical shifting of the vessel more than 100mtrs ahead / astern.
 - From one berth to another berth or from one berth to anchorage and re-berth.
- A warping movement means:
 - Physical shifting of the vessel up to maximum 100mtrs ahead / astern on the same berth.

- A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side. Pilotage charges will be charged in case of turnaround movement.

9. Free time allowed to vessels prior cargo commencement and after completion

- 9.1 A vessel should be ready for commencement of cargo operation in all respect within 3 hours of all fast time and should be ready to sail 3 hours after cargo completion. In case the vessel unable to commence her cargo operation within 3 hours of all fast time and unable to file outward pilot request within 3 hrs of cargo completion, berth idling charges shall be applicable.
- 9.2 A vessel wanting to overstay beyond the allowed 3 hrs after cargo completion shall make a request for overstay at least 2 hrs prior vessel's sailing time. Such a request will be accepted on case-to-case basis provided there is no vessel waiting for the use of the berth and the Port has not planned any maintenance activity on the berth. The Port's decision on such request would be final. In case, the Port refuses permission to overstay, the vessel will have to vacate the berth. The additional time beyond 3 hrs will be given on lay-up berth hire till the outward pilot request time.
- 9.3 If cargo stoppage is more than 2 hours due to failure of vessel equipment's or gear, idling at berth or for any other reasons. Berth idling charges as per Port Tariff shall be applicable as per conditions laid below.
- 9.4 Total cargo stoppages should not exceed 2 hours during the entire port stay of the vessel or else berth idling charges will become applicable.
- 9.5 Whenever a vessel is given due notice by the Port to vacate the berth on account of either under performance or for safety reasons and the Master of the vessel refuses to vacate the berth after 2 hours of due notice by the Port, the Port will charge 2 times the berth hires as mentioned in the port tariff in addition to berth hire charges. Pilot detention and cancellation charges where applicable will be as per Port Tariff.

10. Lay-up berth / berth idling

- 10.1 In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment or due to any reason / fault of vessel, layup berth hire will become applicable The vessel will revert to normal berth hire when the vessel's machinery & equipment are operational or shore equipment deployed for resume the cargo operation on vessel request.
- 10.2 In case, a vessel is on layup berth hire, vessel Idling due to equipment failure and another vessel arrives and requires the use of same berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 10.3 Additional stay at berth after cargo completion may be permitted if there is no vessel waiting for the berth. The request for additional berth stays at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel must vacate the berth within 2 hours of receiving notice if the berth is required by Port or else "Non vacating of berth" charges as applicable will be applied on the vessel.
- 10.4 Berth idling charges will not be applicable to Country crafts, SPM, HMEL and container Vessels, unless the Port has instructed the Vessel to vacate the berth and if Vessel refuses to do so.
- 10.5 Berth idling charges will not be applicable on Tug which has towed the dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Layup charges in case of

additional stay on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.

- 10.6 Berth idling charges will not be applicable if there are cargo stoppages due to bad weather condition/rains unless the cargo was already stopped prior start of bad weather/rains period. The timings will be taken from respective SBU.
- 10.7 Port will not charge layup berth hire charges on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater / waste collection. This will be subject to the following conditions:
- I. There are no vessels waiting for that berth.
 - II. The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
 - III. The request for additional berth stay should be made at least 24 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
 - IV. The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

11. Import / Export voyage in same VCN

- 11.1 As a general rule after completion of discharge operations, a vessel has to vacate the berth for other vessels waiting at the anchorage. If the same vessel is fixed for loading, her arrival time for loading operation will be considered only after she has completed her previous cargo and is thereafter ready to load cargo in all respects.
- 11.2 In case a new VCN is issued upon request, the second call will be treated as a fresh call and all marine dues will be applicable to the vessel.
- 11.3 After completion of Import cargo, if vessel goes outside of the port limits for hold cleaning/operational requirements and coming back to load export cargo in same vessel, then New VCN will be provided for Export cargo operation. All the charges will be applicable as per BPTS.

12. Anchorage charges

Anchorage charges will be applicable, from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits and at OPL other than the below.

- Those vessels which are governed by individual long term Marine services contracts.
- SPM vessels which will continue to be charged as per their contracts or the full anchorage rates – Not applicable for Hazira.
- Anchorage charges shall be charged on hourly basis.

13. Documents require in prescribed format through IPOS/ITUP for declaration.

The vessel's agent should submit the following documents in the prescribed format through IPOS/ITUP for vessel declaration prior to physical arrival in Port. The vessel will be considered for berthing only after completion of declaration formalities and submission of pre-arrival documents as per Port Berthing Policy.

13.1 General Documents required for all vessels declaration.

- 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. Ballast water Management system certificate
- w. Agency appointment letter from Owner of vessel
- x. Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement

13.2 In addition to general docs following additional documents required for Bulk & break bulk:

- a. Last port draft survey report for fertiliser vessel.
- b. Fertiliser checklist
- c. Pre arrival pipe export stevedoring check list
- d. Stowage Plan.
- e. Discharge or loading sequence.
- f. IGM to be submitted 24 hrs prior arrival of vessel
- g. Cargo declaration with client details, Requirement shore crane, Forklift
- h. Export General Manifest is to be submitted within 9 days of vessel sailing
- i. Complete Packing list for discharge / Load with Length x Width X Height (CBM) and Metric ton for calculating Package wise FRT (Freight Ton).” In case of Break Bulk cargo, above documents are required to be submitted by the vessel agent before berthing of vessel, both in Excel as well as PDF formats.

Note: The dimension to be considered should be of the biggest package and not of the smaller ones packed in the bigger package. Packing list submitted by the agent will be final. Receivers full details for each package to be submitted to port prior berthing. CIF/FOB value of the cargo for Imports/Exports to be provided by the concerned prior to berthing of vessel. In case of non-submission or incomplete documentation port will be constraint to berth the vessel.

13.3 In addition to general docs following additional documents required for Liquid vessel:

- a. Q-88 (All trading certificates should be valid).
- b. Stowage Plan.
- c. IGM to be submitted 24 hrs prior arrival of vessel.
- d. Cargo declaration with client details
- e. Temperature report for heated cargo
- f. Certificate of Origin
- g. Pre-arrival exchange information checklist
- h. MSDS for all cargoes (loading/discharging and transit cargoes)
- i. Export General Manifest is to be submitted within 9 days of vessel sailing.
- j. Latest SIRE / CDI inspection report.

13.4 In addition to the general docs following additional documents are required for LPG vessel:

- a. Q-88 (All trading certificates should be valid).
- b. Two valid SIRE certificates
- c. IGM to be submitted 24 hrs prior arrival of vessel.
- d. MSDS for all cargoes (loading/discharging and transit cargoes)

Note: Apart from above documents all compliance of DG Shipping / GMB or any other authorities to be followed by the vessels / vessel agent while vessel calling in Adani Hazira Port limit.

14. Minimum Notice required for filing Pilot request through IPOS/ ITUP

Dry, Liquid and Containers	
Inward Pilot request	Minimum notice 3 hrs 00 minutes from Pilot request time
Outward Pilot request	Minimum notice 2 hrs 00 minutes from Pilot request time
Pilot Cancellation and amendment can be accepted through email to ahppl.Marinecontrol@adani.com or through VHF on Channel 69 to Hazira Port Marine Control with minimum 1 hrs 15 minutes' notice for IWPM and 00 hrs 45 minutes' notice for OWPM. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.	

15. Swapping of seniority

Swapping of berthing-seniority between vessels may be permitted by the Port provided the agent or agents of the affected vessels and /or the respective cargo interests jointly request the Port for exchange of seniority in the pre prescribed application form and agree to indemnify the Port against any claims whatsoever may arise there from. The agency which intends to swap the seniority of its vessels must take into consideration other agents whose vessel will be adversely affected due to swapping of seniority. LOA / Productivity of vessel being swapped will be considered before accepting the swapping request.

16. Shifting of vessels

- 16.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:
- 16.2 If a working cargo vessel at berth or at mooring point is shifted for port to undertake hydrographic survey work, dredging, repair and maintenance of berth, or such other similar activities whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.3 If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".
- 16.4 Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE".

- 16.5 Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.6 Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE"
- 16.7 Whenever as vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 16.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 16.9 Similarly shifting charges will also be applicable in the following cases of shifting:
 - I.Non-cargo vessel which in any case must vacate the berth when cargo vessels arrive.
 - II.Vessels which are idling at berth without doing any cargo handling operations.
 - III.Vessel vacating the berth due to bad weather/storm – 50% of the shifting charges will be applicable.

17. Immobilization Permission

If vessel wants to carry out M/E maintenance work during her Port stay the Port will grant Immobilization permission subject to the following terms and conditions on port's discretion. After completion of permitted time, fresh Immobilization requisition must be filed for completion of the remaining work. The Immobilization should be completed prior to completion of cargo operations. The Master of the vessel should inform Marine Control on VHF Ch-69 prior immobilizing the ships engine and after repairs have been carried out. In case the vessel is unable to sail out after cargo completion due to engine repairs in progress, then layup berth hire will be applicable.

- 17.1 Permission will have to be obtained in writing.
- 17.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.
- 17.3 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.
- 17.4 In case, the vessel is unable to remain alongside the berth for whatever reason, any pilot / tug / mooring crew assistance provided by the Port will be on a chargeable basis.
- 17.5 Due care should be taken by ship's crew in tending the ship's mooring lines, as Adani Hazira Port has strong tidal currents or offshore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.
- 17.6 Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request, then once permission granted the charges will remain applicable.

18. Standard time for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
18.1	Containers	IMPORT / EXPORT	Cargo commencement takes place after unlashng of containers the first container loaded or unloaded.	After handling of gearbox the last container loaded or unloaded.

18.2	Bulk	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
18.3	Break Bulk / Project Cargo	IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.
		EXPORT	Commencement of dunnage Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment.
18.4	Liquid	IMPORT	When cargo passes the ships manifold into the shoreline.	Air blow completion time and when receiver gives the go ahead for hose disconnection.
		EXPORT	Commencement time of Cargo pumping from Terminal.	When the vessel is informed to close the manifold valve.

SECTION B

19. Berth Parameters, the indicative berth allocation

Berth Parameters, the indicative designed berthing parameters are given in the following table:

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

Notes:

- 19.1 Maximum permissible draft at MP 01, 02 & 03 and CB 01 & 02 is 14.0m, MP 04 is 13.0m. The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on monthly basis, any changes issued to Trade.

- 19.2 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.
- 19.3 Non container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum of 6 hours' notice for shifting will be given to the vessel.
- 19.4 A minimum safe clearance of 25m to 30m meters will be maintained in between vessels depending upon LOA of vessels.
- 19.5 A Minimum safe clearance of 75 meters is required during berthing of PCC (Car Carriers) While minimum safe clearance of 65 meters is required during un-berthing of PCC (Car carriers) – Not applicable for Hazira.

20. Berth allotment criteria

BERTHING POLICY	
MP Berth - 1	Priority: <ol style="list-style-type: none"> 1. Reliance coal vessels 2. Other bulk vessels 3. Break bulk vessels 4. All other vessels except containers
MP Berth - 2	Priority: <ol style="list-style-type: none"> 1. Coal vessels 2. Other bulk vessels 3. Break bulk vessels 4. All other vessels except containers
MP Berth 3 & 4	Priority: <ol style="list-style-type: none"> 1. Tankers 2. All other vessels except containers
CB 1 and CB 2	Priority: <ol style="list-style-type: none"> 1. Container 2. Dry break bulk & project vessels

Notes:

- Tankers arriving from nearby port shall give a minimum of 24 hrs notice of Arrival (NOA) with an indication of the IWPM filing time with 3 hours accuracy.
- If the vessel (as per above point) arrives outside the 3 hours window or files her IWPM outside the 3 hours window, it will be considered for berthing only after 24 hrs.
- Non container vessels may be allocated berth at the container terminal when the container berth is expected to remain vacant for a period of more than 24 hours and subject to certain conditions.
- Non container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum 6 hours of notice for shifting will be given to the vessel.

- The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- The port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

21. Berthing/Un-berthing guidelines for vessels

- 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 Hs = 1.5 m in combination with a wind speed of 12 m/s (10 minutes average wind speed).
- As a normal procedure for berthing, 1 tug is provided for OSVs/tugs, 2 tugs are provided for vessels less than 170m, 3 tugs are provided for vessels LOA 170 - 220m (2 made fast to the vessels and 1 stand by) and 4 tugs are provided for vessels more than 220m (3 made fast to the vessels and 1 stand by). It is ports discretion to use lesser or higher no of tugs based on the vessel and weather condition.
- For un-berthing, 1 tug is provided for OSVs/tugs, 2 tugs is provided for vessels less than 270m and 3 tugs is provided for vessels more than 270m.

IV. Marine Tariff

A. PORT DUES:		
Port dues for LNG Vessels	USD 0.3661 per GRT	
Port dues for non-LNG Vessels	USD 0.063 Per GRT of Vessel (Minimum Charges USD 450 per vessel applicable.)	
Port Dues are applicable per VCN and the maximum validity is 15 days. After 15 days period, the vessel (if it stays) will be charged for another 15 days.		
B (i). PILOTAGE CHARGES PER GT OF VESSEL:		
Pilotage for LNG Vessels	USD 0.6312 per GRT	
Pilotage Charges for Container Vessels	USD 1.0343 per GRT	Minimum USD 9500
Pilotage Charges for Other Vessels (including tanker and Dry cargo)		
USD 1.2821 per GRT of vessel	Minimum USD 4830	Upto 3,000 GRT
	Minimum USD 9710	3,001 – 15,000 GRT

	Minimum USD 20580	15,001 GRT and above
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Includes one Berthing & one Un-berthing (all tug charges inclusive)

B (ii). FUEL SURCHARGE ON PILOTAGE:

Fuel Surcharge on Pilotage	USD 0.1 per GRT of vessel	Escalation/ de-escalation in fuel-surcharge: Any cumulative increase or decrease in bulk fuel rate less than Rs. 1.0 / litre will not have any change in the fuel surcharge, however any cumulative increase or decrease of Rs. 1.0 / Litre or more in bulk fuel rate will have an increase or decrease in the ratio of Rs. 1.0/ Litre: USD 0.003/ GT. Aforesaid Fuel Surcharge will be reviewed fortnightly.
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Applicable in addition to the regular pilotage charges

(The base price for bulk fuel rate for this purpose is the total landed price at Hazira which is currently at Rs 115.30/Litre.)

Above charges are applicable on each pilotage, shifting and warping on vessel account. No fuel surcharge applicable for shifting on port convenience.

Example:

- a) One pilotage – One fuel surcharge
- b) One shifting - One fuel surcharge
- c) 50% shifting – 50% fuel surcharge
- d) Warping – 50% fuel surcharge

(Applicable to Non-LNG vessels).

Note: w.e.f. 1st July'2022, the revised rate for fuel surcharges is available on our website under "Trade Notices" section, which can be accessed through <https://www.adaniports.com/Ports-and-Terminals/Hazira-Port/download>.

B (iii). ADDITIONAL PILOTAGE CHARGES BASED ON AGE OF VESSELS

Additional Pilotage Charges based on Age of the vessels will be not charged for the vessels arriving on or after 0001 hrs/1st April' 23., till further notice.

B (iv). PILOT ATTENDANCE CHARGES:

Pilot Attendance Charges	USD 300 per hr	When a pilot is required to stay on board the vessel on request of the Master or when the port
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decides to post a pilot for safety of the vessel / port.

B (v). PILOT EXEMPTION CHARGES

Pilot Exemption Charges **USD 1000** / Exemption Certificate (Maximum validity 30 days)

C. MOORING CHARGES

Mooring Charges **USD 0.0410** Per GRT of vessel. Minimum charges **USD 210** (Applicable to Non-LNG vessels).

D. SUSTAINABILITY CHARGES

\$ 0.030 PER GT PER VCN Minimum charges **USD 200** (Applicable to Non-LNG vessels).

E. PORT ENVIRONMENT PROTECTION SAFETY AND DREDGING CHARGES

For other than container vessels. Charges applicable per vessel call. (Applicable to Non-LNG vessels).
 USD 400: Up to 10,000 GT
 USD 600: 10,001 to 30,000 GT
 USD 800: 30,001 and more GT

Container Vessels Local and restow
 For 20 Feet - \$ 0.307338
 For 40 Feet - \$ 0.614676
 For 45 Feet - \$ 0.614676

Container Vessels Transshipment - Double handling.
 For 20 Feet - \$ 0.614676
 For 40 Feet - \$ 1.229352
 For 45 Feet - \$ 1.229352

For all container vessels:
 Will be charged by container terminal directly to Container Operating Agent (COA).

F. BERTH HIRE CHARGES

Berth Hire for Tankers	USD 0.0078 per GRT per hour* upto 15000 GT
	USD 0.0122 per GRT per hour* from 15001 to 30000 GT
	USD 0.0146 per GRT per hour* for more than 30001 GT
Berth Hire for other than tankers	USD 0.0117 per GRT per hour*

*Minimum charges **USD 725** per day for all vessels.

The charge is leviable on each call of vessel. Berth Stay is considered from the First Line ashore to all cast off.

G. LAY UP BERTH HIRE / BERTH IDLING CHARGES

Berth Idling If vessel unable to commence cargo in stipulated time.

Layup berth hire (First line ashore to All cast off) Same rate as berth hire and applicable in addition to the berth hire. Minimum berth hire charges are applicable for those vessels which call Hazira Port purely for lay-up berth hire.

Note: Berth idling (Penal berth hire) not applicable if delay is attributing to the port.

- 1.1 Berth idling: If vessel unable to commence cargo within 3 hrs of all fast, unable to book OWPM for sailing within 3 hrs of completion time, then lay-up berth hire becomes applicable after free time allowed to the vessel. Refer page no.16 point 9.
- 1.2 Berth idling: In case cargo stoppage more than 2 hrs during entire operation.
- 1.3 Lay Up berth: can be granted on sole discretion of port subject to availability of berth.
- 1.4 If vessel exceeds granted lay-up berth time, then the vessels will be shifted out at her own cost. Lay-up berth hire is charged in addition to normal berth hire for the duration that the vessel requires the use of the berth but is not carrying out cargo operations.
- 1.5 The vessel is allowed to stay on the berth on payment of Layup berth hire charges provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.

H. NON-BERTH VACATING CHARGES

3 times the berth hires as mentioned in the port tariff (minimum berth hire charges will be applicable). This charge is in addition to berth hire charges.

Whenever for any reason Port requires vessel to vacate the berth, the port will give 2 hrs notices to vacate the berth, If vessel fails to vacate the berth, then Non berth vacating charges will be applicable.

I. ANCHORAGE CHARGES

Anchorage Charges: **USD 0.00114** per GT per hour.

***Minimum charges USD 90 applicable.**

Anchorage charges will be applicable to all vessels calling Adani Hazira port from the time of vessel dropping anchor till the time the pilot board the vessel for berthing other than the below:

- 1.1 Those vessels which are governed by individual long term Marine Services Contracts.

	1.2	SPM vessels which will continue to be charged as per their contracts or the full anchorage rates – Not applicable for Hazira.
	1.3	Drifting within the port limit is generally not permitted. Drifting on case-to-case basis may be permitted by Hazira port control. Vessel drifting more than 3 hours within the port limit, anchorage time will be considered from the time of vessel arrival.

J. BERTHING PROCESS CHARGES

Pilotage Cancellation Charges	\$ 600	If cancelled within 1.00 hrs from nominated pilot boarding time.
	\$ 1500	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	Upto 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	Per 30 minutes slab and applicable when delay is more than 30 minutes.
Pilotage Detention Charges after boarding	\$ 1500	Delay in approach due to any reason / fault of vessel more than 30 minutes detention charges will be applicable. For subsequent delays on a slab of 30 minutes.

K. UN-BERTHING PROCESS CHARGES

Vessel should be ready in all respect for sailing at the nominated Pilot boarding time. In exceptional cases, a maximum delay up to 15 minutes after Pilot boarding time will be allowed if the unberthing of the vessel is delayed beyond 15 minutes after POB timing due to non-readiness of the vessel, pilot detention charges will become applicable.

Pilotage Cancellation Charges	\$ 600	If cancelled within 45 minutes from nominated Pilot boarding time.
	\$ 1500	If cancelled after pilot boarding.
Pilotage Detention Charges	\$ 600	Upto 30 minutes delay from the nominated pilot boarding time till commence work.

	\$ 1500	For subsequent delays on a slab of 30 minutes.
Note: Pilot cancellation and detention charges will not be applicable if the vessel is cancelled or delayed due to cold move / bad weather condition.		
L. SHIFTING / TURNAROUND CHARGES		
Shifting / Turnaround charges	Same as pilotage	Minimum Pilotage charges are applicable as per <u>point B.</u>
<p>Note: Shifting means:</p> <ul style="list-style-type: none"> i) Unberthing from berth to anchorage and re-berthing anchorage to berth. ii) Shifting from one berth to another berth iii) Physical shifting of vessel more than 100m ahead / astern. 		
M. WARPING CHARGES PER GT OF VESSEL		
Warping charges	50 % of pilotage	
Physical shifting of vessel up to 100m ahead/astern.		
N. CARGO LIGHTRAGE CHARGES		NA
O. DUMB BARGE:		
\$ 2000 per activity	<ol style="list-style-type: none"> 1. All applicable VRC charges will be additional. 2. Pilotage will start only when the barge is secured as a hip tow to the towing tug. 3. If LOA is more than 100m and beam more than 25m, then acceptance will be on case by case basis. 4. All barges must have a minimum of 6 mooring lines of adequate length i.e. minimum length of 40m with eye at one end. The agent must also arrange for 6 personnel to be placed on the barge for mooring operations. 	
P. VESSEL DEFICIENCIES:		
Restricted main engine power	\$ 2000 per Movement	Vessel unable to provide 80% of rated M/E RPM or minimum 12 consecutive kicks.

<p>Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)</p>	<p>\$ 500 Per incident</p>	<p>In case of unsafe pilot boarding / Disembarking arrangements, poorly maintained pilot ladder or inability to rig combination ladder when freeboard of vessel is greater than 9 meters.</p>
<p>Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per movement).</p>	<p>\$ 500 per Movement</p>	<p>Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, rudder angle indicator, tachometer etc.</p>
<p>Charges for Failure to report critical equipment Deficiency in advance.</p>	<p>\$ 500 per Movement</p>	<p>Berthing / Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.</p>
<p>Failure of mooring winches, windlass or capstan during berthing / un-berthing operations.</p>	<p>\$ 500 per failure</p>	<p>Pilot detention charges will be in addition to this charge.</p>
<p>1) Garbage regulation violation 2) Charges for wrong hoisting of Indian flag or soiled, poor condition. 3) Cargo falling overboard, 4) Non-compliance with port regulations.</p>	<p>\$ 500</p>	<p>For each incident.</p>
<p>Wrong declaration of draft which can jeopardize safety of vessel and Port assets.</p>	<p>\$ 500 per declaration</p>	<p>In case of wrong declaration of arrival / departure draft.</p>
<p>Anchor missing, Single Anchor Missing / anchor fluke damage</p>	<p>\$ 500 vessel deficiency charges applicable per movement for Single Anchor Missing / anchor fluke damage cases</p>	<p>An additional Tug will be applicable for safe berthing of vessel (If both anchors missing).</p>
<p>Liquid cargo temperature more than permissible temperature</p>	<p>\$ 500</p>	
<p>Wrong declaration of liquid cargo temperature</p>	<p>\$ 500</p>	

Q. TUG / BOAT HIRE CHARGES		
Tug hire for transportation (per trip). Note: During bad weather port tug will not wait at anchorage more than one hour.	\$1800	For first 3 hours and \$ 600 for every subsequent hour thereafter. If the same tug is used by two different parties for different vessels, then each party to pay the said charges. (Maximum 10 persons at a time)
Ship Store supply charges through tug:	\$ 3800 for minimum 3 hours \$ 600 for every subsequent hour	<ol style="list-style-type: none"> 1. Not applicable for Quantity less than 500 kg. 2. Quantity upto 5 MT. Excess of 5 MT, USD 200 per ton will be applicable. 3. Maximum quantity not allowed more than 10 MT per trip.
Service boat (per hour).	\$ 250	Allowed at alongside berth only during settled weather. (Permitted for garbage collection of LNG vessels only)
Note: If tug is hired for medical purpose (passenger/crew injury) charges for the same will be borne by vessel agent.		
R. COLD MOVE CHARGES:		
1.1 Planned Cold Move	<p>Planned Cold move for a berthing vessel will be carried out only with prior approval of the concerned agency. However, no prior approval will be necessary for cold move of a vessel which is already at the berth. Port decision to vacate the berth (to accommodate any waiting vessel) will be final. Charges for each process of berthing /un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below.</p> <p>All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p> <p>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges (minimum clauses apply)</p>	

<p>1.2 Un planned Cold Move</p>	<p>Un Planned Cold Move If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / un-berthing / shifting / warping manoeuvre (irrespective of the fact whether movement is on vessel/Agent or port account), the same will be treated as a cold move & charged to the vessel/agent. Additional tugs if used for the movement will be charged as per port tariff on an hourly basis. Cold move charge is in addition to the normal Pilotage charge.</p>
	<p>Cold move charge as at the rate of 1.5 times the pilotage charges (minimum clauses apply)</p>

S. PIPELINE CHARGES FOR LIQUID TANKERS

<p>USD .0413/- per MT</p>	<p>Pipeline usage charges applicable on all Liquid cargo.</p>
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T. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT

<p>Immobilization permission will be granted at port's discretion.</p> <p>Note:</p> <p>1. Immobilization charges will not be applicable if same is carried out at anchorage.</p> <p>2. Cancellation of Immobilization request shall be considered only if it is rendered 6 hours prior to All fast time or else charges will be applicable. If vessel is already at berth at the time of request, then once permission granted the charges will remain applicable.</p>	<p>An immobilization charge of \$ 300 for the first 12 hrs is payable, and thereafter at the rate of \$ 150 per 12 hours slab. Failure to take prior approval will result in additional charges as per note 2 of Marine Tariff.</p>
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U. ADDITIONAL TUG HIRE CHARGES

<p>Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer.</p>	<p>\$ 1000 Per Hour per Tug</p>
<p>Outside port limit tug hire charges for Escorting/Standby for towing operation subject to necessary approval including MMD approval.</p>	<p>\$ 2000 Per Hour per Tug</p>

Outside port limit tug hire charges for towing or engaged in salvage operation of any type of vessels subject to necessary approval including MMD approval.	\$ 5000 Per Hour per Tug
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V. CHARGES FOR OIL SPILL POLLUTION RESPONSE

\$ 35100 Per Day	Spillage above 500 Ltr. USD \$35100 + charges as per actuals based on resources mobilised.
\$ 5000	Spillage 100 Ltr to 500 Ltr. Content clean up within AHPL harbour + charges as per actuals based on resources mobilised.
\$2000	Spillage less than 100 Ltr. Content clean up within ship's length + charges as per actuals based on resources mobilised.

W. TARIFF FOR BOLLARD PULL TEST

Bollard Pull Test	<p>a. \$ 2700 for tugs up to 100 tons.</p> <p>b. \$ 5400 for tugs above 100 to 150 tons.</p> <p>This is inclusive of VRC charges and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).</p>
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X. TARIFF FOR DIVING OPERATIONS

1.1	Under water videography Charges	\$ 1800 per hr in addition to tug hire charges as above.
1.2	Diving services by outside agency	<p>a) License Fee of \$ 500 per vessel per day.</p> <p>b) The external agency should have certified divers.</p> <p>c) In case a mooring boat is required for carrying out diving operation on a ship which is alongside, the charges for the same will be \$ 900 per 4 hours Slab.</p>

Note: Port does not have diving team. External diving agency /divers should submit valid diving license to POC. Prior starting diving operations, Permission from Marine control is to be obtained.

Y. MISC SERVICE CHARGES

1.	Creation of IPOS/ITUP request number behalf of agent for vessel declaration	\$ 100	Per request [exception for agent's first five vessels]
2.	Late declaration charges: Vessel declared within 48 hrs of arrival & all mandatory documents to be sent 24 hrs of arrival (Excluded for new contracts or vessel diverted to Adani port within 24 hrs). No charges applicable if vessel is declared before 48 hrs of arrival. Note: Late declaration charges not applicable if vessel last port less than 48hrs / vessel got diverted to AHPL.	\$ 500	
3.	Security Guard	\$ 200	Per 8 hrs shift /per Guard. (onboard vessel)
4.	Gangway Security Guard	\$ 200	Per 8 hrs shift /per Guard.
	Shift time: 0700 hrs to 1500 hrs, (ii) 1500 hrs to 2300 hrs, (iii) 2300 hrs to 0700 hrs.		
5.	Applying NDC for wrong VCN	\$ 100 per VCN	
6.	Domestic Garbage (Plastics, Food wastes, Incinerator ashes and Domestic waste) collection at berth	\$ 200	Per collection / Trip (Not to exceed 3-Cubic Meter)
	Oil rags removal & Disposal	\$ 450	Per CBM
	Cooking oil	-	charges case to case basis
	Bio Medical waste	-	charges case to case basis
	Sewage collection	-	charges case to case basis
	Noxious liquid substances	-	charges case to case basis
	Domestic Garbage (Plastics, Food wastes, Incinerator ashes and Domestic waste) collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	\$2000	Including Tug charges for maximum 3 hours and \$400 for every subsequent hour.
<p>a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources.</p> <p>b. Garbage collection will be done only during day light hours (0900-1700).</p>			

	<p>c. Garbage collection at anchorage will be done subject to availability of tug.</p> <p>d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.</p> <p>e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour.</p>		
7.	Gangway (Request to be made prior berthing).	\$ 110	Per calendar day.
	Gangway Extension ladder	\$ 55	Per calendar day.
8.	Hydra	\$ 250	Per 4-hour slab (minimum) and \$65 for every subsequent hour.
9.	Crawler Crane	NA	Service not available
10.	Fresh water at berth	\$ 7	Per MT
11.	<p>Fresh water at anchorage [Tug hrs should not exceed 6 hrs. Charges are inclusive of tug hire and fresh water] Note: Only in case of urgent requirement.</p>	\$2000 per trip.	<p>Maximum Quantity that can be supplied at anchorage is about 20 MT per trip depending on tugs pumping capability. Port will endeavour to supply FW as close as possible to 20 MT. However, quantity supplied in excess of 20 MT will be charged as per tariff.</p>
	(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)		
12.	<p>Permission for tank cleaning of HFO Tank/Cargo Hold /Cargo tank / Deck space through authorized vendors. The charges are per tank basis.</p> <p>[Only Port authorized agencies can carry out cleaning activities [charges for tank cleaning is based on the volume of tank / hatch which is to be cleaned]</p>	<p>I. Upto 250 CBM \$ 2239 II. 251- 500 CBM \$ 2986 III. 501- 750 CBM \$ 4478 IV. More than 750 CBM \$ 5971</p>	
13.	Spillage on Hatch / Hold cleaning/Tank Squeezing through authorize vendors (Non-hazardous cargo)		USD 500 including labour entry
14.	Magnetic Compass adjustment through port including compass adjuster fees.		<p>a. \$ 600 per vessel. b. Tug charges will be charged as per tariff.</p>

15.	Hot work permission	\$ 60	Per 4 hour slab (minimum)
16.	Shore Generator for Welding Work	NA	
17.	Ambulance Charges	\$ 300	For medical purposes (passenger/crew injury) same will be borne by the vessel agent. For first 3 hour and \$ 100 for every subsequent hour.

Note 2: A vessel will not undertake any activity which requires prior permission & payment of charges to the Port. Violation of the above will affect additional charges which will be thrice the charges which are applicable for that service.

18.	Invoice revision.	\$ 100	Per cancellation of Invoice.
19.	Separate / Spilt Invoice charges	\$ 60	Per Invoice
20.	VCN Cancellation	\$ 25	Per VCN.
21.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable	\$ 100	Per VCN.
22.	Charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Adani contract staff.		
23.	Cherry Picker	Rs. 30000/-	Per 4 hour for equipment.
		Rs.4000/-	Per Shifting
24.	Bunker Handling Charges	USD 1.40 Per KL	Minimum Charges USD 200
25.	100 MT crane capacity crane on barge Hire Charges	NA	
26.	Mooring Ropes	NA	
27.	Gate entry permission charges for on-board workshop, repairing and other activities.		
	a. For repairing of on-board ship's equipment.		INR 10000/-per transaction

	<ul style="list-style-type: none"> b. Gate In/Out permission for Landing gears / equipment from ship. c. Transshipment permission for supply of goods like spares / ships equipment / medicines. d. Provision supply to vessels per shipping bill gate entry. e. Gate entry permission of labour/technician for workshop onboard i.e diving, cleaning, repairing, fumigation, etc. (Stay onboard permission mandatory for all type of workshop onboard valid till vessel stay) 		
	<p>Permission for the external equipment entry in Port for cargo operation of other miscellaneous activities.</p> <ul style="list-style-type: none"> a. Hydra b. Shore Crane upto 150 MT c. Cherry picker 	<ul style="list-style-type: none"> a. USD 120 for 12 hours b. USD 250 for 12 hours c. USD 120 for 12 hours 	
	<p>Note 1:</p> <ul style="list-style-type: none"> a. Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website. b. If a registered vessel agent is nominated by the vessel owner to deliver stores to their vessel, the activity will be permitted subject to submission of appointment letter from the principals. No license fee will be charged in such cases, however ship chandelling charges will be applicable as is the case for registered ship chandlers. c. If in case, after completion of gate formalities at Port, vessel master rejects the supply or ship chandlers are unable to complete supply due to any reason prior to sailing of vessel, in that case neither the charges will be refundable, nor it will be adjusted in the next supply which may please be noted. d. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg. e. 50% Discount will be given for supply through Transshipment Permission (T.P) 		
28.	<p>IMDG: Class 1 & 7 cargo is not acceptable for handling at Adani port. It may be permitted in transit if it is approved by Govt of India.</p> <ul style="list-style-type: none"> 1. Undertaking letter as per format of the port from the shipping line. 2. Approval letter from Department of Defence Production, Ministry of Defence. 3. Permission from Atomic Energy Regulatory Board (AERB) for class 7. 	<p>USD 2000 per day (Including Fire tender and security standby arrangement) Time will be consider as per FL-berthing to LL-unberthing)</p>	
29.	Crew change Facilitation charges	\$ 50	Per crew

30.	Annual Agency Registration charges.	Rs. 20000 per Financial year for new Registration. Rs. 15000 per Financial year for renewal registration. Rs. 50000 per Financial year for Fast Registration (within 7 days) Rs.5000/- Late payment charges for renewal registration	
31.	Permission for Cargo hold/ tanks washing and retention onboard within the port limit.	\$500	Per Permission
32.	Permission for Lifeboat Lowering Within Port Limit.	\$ 200	Per activity Permitted during day light hours.
33.	Port Facility charges	Case to case basis depends on the complexity of operations.	
34.	Anchor Retrieval charges	NA	
35.	Port Doctor consultation	\$ 50	Per visit per person
36.	Landing of vessel gear, pontoon, equipment or any other material ashore during her port stay.	\$ 1.0 per sqm	Per calendar Day
37.	Mooring winches charges	NA	
38.	Laser Range finder	NA	
39.	Sludge / slop removal charges	As per commercial contract	
40.	Sanitization of vessel gangway	NA	
41.	Tug boat sanitization charges	NA	
42.	Vaccination charges for use of port facility	NA	
43.	Failure to report stowaway incident to port. Note: Vessel to report each stowaway incident through PANS and a mail declaring stowaway in subject.	\$ 1000 per Incident	
44.	Stowaway Onboard	\$ 1000 per Stowaway (No disembarkation allowed of stowaway as per Govt. regulations)	
45.	Fine for violation of Port Security Rules	\$ 50 per act (Subsequently person will be blacklisted by the Security)	
46.	Wrong declaration of Gross Tonnage of Vessel	\$ 1000	

47.	Violation of Using Satellite phones banned by Gov. of India (will be reported to MRCC and Other Govt. agency in case of violations found)	\$ 1000	
48.	Vessel / Vessel agency engaged in illegal Activities reported by Govt Authorities / Vessel master	\$ 500 per Incident.	
49.	Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission)	\$ 1000 per incident.	
50.	Permission for painting of draft mark, ship's side and vessel name change within harbour	\$ 500	Permitted during day light hours for 08 hrs.
51.	Videography/photography (By company tied photographer)- Charges in INR.		
	Photography (4 Hours)	5400	
	Photography (6 Hours)	9600	
	Photography (Full day up to 12 Hours)	12000	
	Videography (4 Hours)	6600	
	Videography (6 Hours)	10800	
	Videography (Full day up to 12 Hours)	14400	
	Photography by Drone (4 Hours)	14400	
	Photography by Drone (6 Hours)	18000	
	Photography by Drone (Full day up to 12 Hours)	21600	
	Photography and Videography by Drone (4 Hours)	18000	
	Photography and Videography by Drone (6 Hours)	21600	
Photography and Videography by Drone (Full day up to 12 Hours)	24000		

Note: - Any service requisition (such as Gangway, Hydra, Ship Chandelling, Fresh Water and Hot Work) has to be made at least 24 hrs prior vessel sailing and during office hours so that the service can be organized. Service tax will be charged on above all services as applicable. In case any services / permission request receives from vessel/ vessel agent apart from mentioned in BPTS, Port will provide service subject to availability of resources and charges will be provided based on complexity of services.

Z. FIRE FIGHTING ASSISTANCE TARIFF:

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	\$ 4500

2.	Fire Fighting at alongside the berth on vessel or at on shore through port tug in case of emergency.	Per tug per hour.	\$ 2000
3.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges USD 6 pre MT will be applicable in addition to Water tender charges)	Per one hour.	\$ 200
4.	Foam tender or water tender standby with crew.	Eight hour shift.	\$ 250
5.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	\$ 200
6.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 250
7.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 100
8.	Fire operator standby.	Eight hour shift.	\$ 200
9.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 10
10.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	\$ 10
11.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 20
12.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	\$ 30
13.	Providing Smoke exhauster unit.	Per hour.	\$ 30

14.	Providing SCBA set.	One time use per Set.	\$ 50
15.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 150
16.	Fire crew for on board for fire fighting	Per eight hour shift.	\$ 400

AA. Facility for Discharge of Ship generated waste

Vessels have to discharge ship generated waste (Like sludge, Slop, Garbage, scrap etc.), which are generated during voyage period, at any port of call. Disposal of ship generated waste into sea water is strictly prohibited as per MARPOL 73/78 convention as amended. India is signatory to this convention of IMO (International Maritime Organisation). For collection and disposal of ship generated waste, as per MARPOL 73/78, it has been made compulsory for all the countries, who are signatory to IMO, to provide shore reception facility. Accordingly, the port provides this facility to vessels calling at this port through the private firms registered with Central Pollution Control Board and having valid approval to operate from State Pollution Control Board. These private registered firms make the necessary arrangement for discharge / reception of the ship generated waste from the vessel. **All the vendor details for sludge, slop, scrap and garbage are hoisted in Port website.**

Note: Following charges will be payable to The Adani Harbour Services Pvt Ltd

- Pilotage charges / Fuel surcharge/ Additional Pilotage Charges Based on Age of Vessels
- Pilot Attendance Charges/Pilot Standby Charges
- Berthing process charges : a) Pilotage Cancellation Charges b) Pilotage Detention Charges
- Unberthing process charges : a) Pilotage Cancellation Charges b) Pilotage Detention Charges
- Shifting Charges
- Warping Charges
- Tug Hire for transportation of passenger only, Ship Store supply charges through tug,
- Tug for Custom formalities (Inward/Outward), Service boat
- Cold Move -Planned / Unplanned
- Additional Tug Hire (for assistance). Pull back tug charges
- Charges for Oil Spill Pollution response
- Fire Fighting at anchorage/offshore through port tug

- Garbage collection at Anchorage
- Fresh water at anchorage

AB. Wharfage charges

Hazira Port Wharfage / Water front Royalty

Sr.No.	Item	Unit	Amt. (Rs.)
1.	Iron, Steel & Other Metals:		
	a Steel Coils	MT	94
	b Steel Pipes, Steel Plates / Steel Angles / Steel Bar / Steel Rebar / Steel Bends/Steel Rail/Any Steel product Shredded Scrap	MT	94
2.	Minerals:		
	a Fluorspar	MT	74
	b Sulphur	MT	84
	c Calcium Carbonate	MT	75
	d Coal / Steam Coal / Met Coke / Coking Coal / Foundry Coke / Anthrasite Coal / Pet Coke	MT	66
	e Iron Ore Pallets / Iron Ore Fines / Iron Ore Coarse / Lumpy Ore	MT	74
	f Stone Core & Sec. Armour	MT	74
	g Bentonite	MT	74
	h Mill Scale	MT	74
	i Granulated Blast Furnace Slag	MT	44
	j Salt	MT	44
3.	Petroleum Products & Derivatives:		
	a Naphtha/Ammonia	MT	175
	b Lube Oil / Base Oil	MT	110

	c	Crude Oil	MT	135
	d	Petrol /Diesel/SKO Furnace oil, bitumen, CBFS	MT	135
4.	Chemicals:			
	a	All other Liquid Chemicals and Petrochemicals	MT	115
5.	Food Products:			
	a	Edible Oil / Vegetable Oil	MT	110
6.	Agri Commodities:			
	a	Soyabean Meal / Rape Seed Meal / DOC	MT	65
	b	Grains / Chick Peas / Wheat / Yellow Peas / Red Lentils / Rice / Mung Dal/ Barley / Tur Dal / Chana Dal / Maize/ Sorghum / Sugar	MT	65
7.	Other Commodity:			
	a	Project Cargo	FRT	95
	b	Cement, Clinker	MT	74
	c	Fertilizers & FRM (Rock Phosphate) (DAP, Urea, NPK, MOP)	MT	75
	d	Gypsum / Lime Stone	MT	44
	e	Timber Logs / Pine Logs / Pine Lumber	FRT	70
	f	Jumbo Bags	MT	94
	g	Soda Ash	MT	74
8.	Containers			
	a	Loaded	TEU	696
	b	Loaded	FEU	1008

	c	Empty	MT TEU	174
	d	Empty	MT FEU	252

V. PIDC Charges

Not Applicable for AHPL

VI. Tariff for Salvage operation

Charges Vessel in Emergency and/or under Salvage operations (Applicable w.e.f 01 st April' 2023)	
\$ 2000 per tug per hour	Tug hire charges for the Salvage operations assistance within the Port limits
\$ 2000 per tug per hour	For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval
\$ 5000 per tug per hour	For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval
As per actual	Business loss or claim from third party
1. \$2000 per hour with 100 tons crane. 2. \$3000 per hour with 200 tons Crane. 3. \$4000 per hour with 300 tons Crane. 4. \$ 5000 per hour with 400 tons Crane. 5. \$ 6000 per hour with any crane more than 400 tons.	Jack up Barge (JUB) With Crane mounted designed capacity. Note: Not available with the port, port will try to hire the same ASAP.
\$ 1000 per hour per pilot	Pilot Service attended charges for salvage and any emergency handling
\$ 250 per hour	Service Boat charges
\$ 500 per hour	Flat Rack Barge hire charge Note: Not available with the port, port will try to hire the same ASAP.
1. \$ 1000 per hour for Grab dredger	Dredging Assistance hire charges for salvage operations or Wreck removal

2. \$ 2000 per hour for Cutter suction Dredger (CSD) 3. \$ 3000 per hour for Trailer Head suction Dredger (THSD)	
\$ 2000 per hour per location (Tug hire / Boat hire charges will be extra in addition to Diving operations charges)	Diving operation charges for Salvage operations Note: Not available with the port, port will try to hire the same ASAP.
\$ 7500 per day (Only for one channel / Basin / berth pocket)	Bathymetric Survey during, on or after the salvage operations
\$ 1000 per day	Manpower cost per day for Involved in Salvage operation (Max 10 persons)
\$ 500 per day	Administration charges
\$ 100 per day per vehicle	Vehicle hire charges used for Salvage operations
1. \$ 1000 per container 2. \$ 200 per Pkgs / Bags / Pcs / Units	Penalty for Cargo falling overboard
\$ 2 per GRT	Re-floating of vessel after grounding in addition to charges for other resources used.
Technical / Legal Consultancy Fees for Liability Claim	As per actual and invoice furnished by the Legal firm or by the consultants

Note:

- Charges mentioned for emergency and salvage operation is minimum tariff and may differ as per severity and complexity of the operation and time duration.
- Above mentioned resources and equipments is subject to availability and if any resources and equipment are made available from outside port then mentioned tariff may differ as per the complexity of the operation and time duration.

VII. Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING

Sr. No	Equipment	RATE	Slab charges
1.	Forklift* Shifting by shore Crane	USD 75.0 (Minimum)	Per slab of 15mins
2.	Utilities Requirements will be served on case to case basis depending on the requirements		
3.	Weigh Bridge Charges	USD 1.50	Per vehicle
4.	Pay loader HM 2021	USD 21.0	Per hour

5.	Ex-200	USD 27.0	Per hour
6.	Equipment deployment for cargo collection on jetty. (Applicable basis deployment of shore crane for vessel carrying cargo over 20,000 Mt)	USD 0.25	Per MT
7.	Shore power supply	Rs 50/-	Per Unit

Above equipments will be provided as per availability - Outside equipment to be hired only if port equipment is not available, only after prior permission from Port, complying with all port norms. (* Forklift can be provided as per availability however 5 working days' notice is required for the same)

B. SHORE CRANE CHARGES

TARIFF FOR HANDLING BULK CARGO OTHER THAN WHEAT

1.	Crane + Grab Hire	USD 0.45 per Metric Ton + Applicable Service Tax. [Shore crane will be provided as per availability]
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TARIFF FOR HANDLING BREAK BULK / PROJECT CARGO

1.	Shore Crane Hire:	USD 300 / hr [MHC /Shore crane will be provided as per availability] USD 600 / hr or 2 times shore MHC charges for QC at container berth
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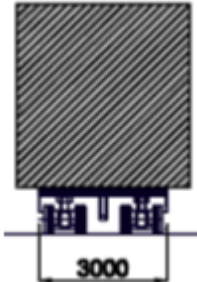
C. Handling of Jumbo Bags

1	Handling of Jumbo Bags	USD 2.1 per Metric Ton
	Note: Subject charges are for Jumbo bags up to 1.5 MT	

D. PROJECT CARGO STEVEDORING RATES

1.	Up to 2500 Freight Tons parcel size per vessel	USD 5.40 Per FRT with minimum slab of \$ 7260
2.	Above 2500 Freight Tons parcel size per vessel	USD 4.40 per FRT with minimum slab of \$ 12040
3.	Windmill or Wind Mould or its part (As specified in BL/Relevant custom document)	USD 4.00 per FRT.

In case of export movement, Dunnage, Choking and lashing material cost shall be charged extra at actual if required.

(A)	In case of any cargo restow is required during cargo operations, the stevedoring charges will be applicable as per port tariff, for applicable commodity on restow qty only If same carried out onboard without using transport /storage facility on wharf.
(B)	In case of any cargo restow is required during cargo operation with storage at wharf (without any transportation) & reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on restow qty. - Single Stevedoring Charges.
(C)	In case of any cargo restow is required during cargo operation with storage at wharf & transportation for reloading, stevedoring as per port tariff (Applicable for unloading & reloading) will be applicable for respective commodity & in an addition to same, transportation charges/royalty will be applicable on case to case basis. - Twice Stevedoring Charges + Terminal Handling Charges.
(D)	In case of movement like roll on roll off or direct offloading to another vessel, stevedoring charges will be applicable as per port tariff.
(E)	In case of wrong declaration of FRT (less than actual FRT by 2% or more) the applicable charges: Twice stevedoring charges.
(E)	<p>IMPORTANT NOTE :</p> <ol style="list-style-type: none"> No. of axles deployed for the heavy lift after taking confirmation of the submitted drawing for even load distribution of the heavy lifts since the same shall have to be moved thru the jetty. No of axles shall be arranged in such a manner that total load (including self-weight of trailer) should not exceed 13.5 Mton in cross section, with complying all above safety and operational requirements. No. of axles deployed for moving the cargo thru the jetty should be as per satisfaction of the port. <ul style="list-style-type: none"> - Route survey of the trailer with cargo (considering its maximum height, width and turning) to be carried out by operation team. - Axle line spacing should not be less than 1.55 Mtr. - Trailer configuration (i.e. nos of wheels and axles in cross section) shall be as per attached figure. Two axles and 8 wheels are required per axle lines. Base width of trailer in a section shall be approx.3mtrs. Typical trailer arrangement is shown in below figure. 

4. Each axle shall have practically equal load and loading shall be uniformly distributed to all the axles.
5. Maximum speed of trailer on approach = 5 kmph
6. Weight of the cargo shall be verified before marching of trailer from approach.
7. Trailer shall stand/march beyond 4.0m from the berthing/extreme face the jetty, outreach of vessel cranes to be checked accordingly.

**E. STEVEDORING CHARGES ON STEEL CARGO (COIL, PLATE, SLABS, ANGLES & BARS)
(IMPORT/EXPORT)**

1.	Steel Plates / Slab – Import (For > 32 MT, USD 0.31 PMT additional)	UDS 2.60/ MT
2.	Steel Coils (HR) – Import (For > 32 MT, USD 0.31 PMT additional)	UDS 2.10/ MT
3.	Steel Coils (CR) – Import (For > 32 MT, USD 0.31 PMT additional)	UDS 2.10/ MT
4.	Steel Coils (HR) & Steel Plates - Export (For > 32 MT, USD 0.31 PMT additional)	UDS 2.10 / MT
5.	Steel Coils (CR/Other) – Export (For > 32 MT, USD 0.31 PMT additional)	UDS 2.10/ MT.
6.	Steel Angles / Bars / Rebars / Rods – Import	UDS 1.60/MT
7.	Steel billets (Import / Export)	UDS 4.10 / MT
8.	Carbon Steel Plates (Import / Export)	UDS 8.20 / MT
9.	Rails (Import / Export) up to 12.5meters in length	UDS 9.80 / MT
10.	Rails (Import / Export) Above 12.5meters but below 18meters in length	UDS 13.00 / MT
11.	Rails (Import / Export) Above 18meters up to 25meters in length	UDS 19.30 / MT

** For stevedoring export of coils / plates / slab / angles / bars / rods, All Dunnage & lashing material will be at actual.

F. STEVEDORING CHARGES ON STEEL CARGO - PIPES - IMPORT**

1.	Steel pipes / Tubes equal & below 14 inches OD	USD 7.40 / FRT
2.	Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD	UDS 5.10 / FRT

3.	Steel pipes equal & below 56 inches OD & above 24 inches OD	UDS 3.10 / FRT

G. STEVEDORING CHARGES ON STEEL CARGO - PIPES - EXPORT**

1.	Steel Pipes equals & below 18 inches OD	UDS 5.00 / FRT
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	UDS 3.30 / FRT
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD.	UDS 2.30/ FRT
4.	Steel Pipes above 56 inches up to 70 inches. (All dunnage & lashing material at actual additionally)	UDS 2.75/ FRT
5.	CWC / Cement coated Pipes / DI Pipes	UDS 5.00 / FRT

** Stevedoring rates are basis handling of Steel Pipes up to a maximum 70" OD for pipe length of 13.5 Meter. For Pipes above 13.5 meter in length, please contact Port Marketing Team.

Note: In case of wrong declaration of project/steel cargo weight (less than actual by 2% or more) the applicable charges: Twice stevedoring charges.

Note: In case, vessel arrives with unsafe stowed or shifted project/steel cargo applicable charges: Minimum twice the stevedoring charges.

Subject to condition of the cargo stowage.

H. STEVEDORING SCOPE (Pipe export) will be as per following:

Normal Dunnage Wood will be scope of stevedoring for Sr. No. 1 to 3 as per below table:

Pipe MT Range		Normal Wood Inclusive
0	2000	10
2001	4000	20
4001	6000	30
6001	8000	45
8001	10000	60
10001	12000	75
12001	14000	90
14001	16000	105
16001	18000	115
18001	20000	130

More than 20000	130CBM+(5CBM for every 2000MT)
STEVEDORING SCOPE (Pipe export)	
(a)	Dunnage (4" x 4") on tank top load bearing strips maximum 06 nos [at a distance of 2mtrs] and for chocking/shoring and ship sides per pipe stake inside vessel hold.
(b)	2 lines Lashing/securing with 16mm conventional wire ropes and compatible wire clips and turns buckle per pipe stake inside vessel hold. -refer Annexure 1
(c)	Rubber strip protection on tank top and ship's sides.
(d)	Lifting gears/spreaders/slings/ conventional pipe lifting hooks.
(e)	Above schedule of rates are applicable only for loading/stowage /securing of steel pipes inside vessel holds. In case of any ON DECK/HATCH TOP stowage/ securing, the same would be additional & ascertained on case to case basis as the situation demands. The rates/costs will be calculated on the basis of actual requirement indicated by Master/Chief officer/Port Captain where there are special requirements like fabrication/fitting of Stanchions, pad eyes, stoppers, heavy lashing/ securing materials, wooden wedges etc.
(f)	Any additional Dunnage line with rubber padding required to create flat top line for balance between two different pipes in each stake will be on additional basis as separate charges for additional Dunnage line & rubber respectively.
(g)	Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actual.
(h)	All taxes as applicable will be extra and subject to change from time to time as per Govt. circular / guidelines
	<p>Schedule charges for Additional Services for extra consumption :</p> <ul style="list-style-type: none"> -> Pine Wood : \$ 340 / CBM -> Dunnage Wood : \$ 195 / CBM ->Additional Dunnage Line : \$ 110 / Line (Normal)-refer Annexure 1 -> Additional Rubber Line : \$ 100 / Line -> Additional Lashing wire : \$ 3.6 / Meter -> Fumigation charges: \$ 360 per shipment per customer a notice of 72 hours (3 working days) required. -> Phytosanitary Certificate : \$ 215 per shipment per customer

I. STEEL CARGO HANDLING DIMENSIONS / WEIGHT

S. NO	COMMODITY	SIZE LENGTH	SIZE WIDTH	SIZE HEIGHT	SIZE THICKNESS	MAX. WEIGHT IN MT
1	STEEL COILS		1.8 Mtr	1.8 Mtr		32 Mt
2	STEEL PLATES / BUNDLE	12.5 Mtr	4 MTR		25.00 MM	24 Mt
3	STEEL SLABS	7.0 Mtr	2.0 MTR			32 Mt
4	STEEL BARS / STEEL ANGLES / STEEL RODS	12 Mtr	IN BUNDLES			10 Mt
5	PROJECT CARGO	15 Mtr	3.5 MTR	3.5 MTR		30 Mt
6	STEEL PIPES					
	2 OD - 12 OD (Inches)	13.5Mtr	IN BUNDLES (More than 2 pipes)			2Mt - 10 Mt
	Above 12 OD - 70 OD (Inches)	13.5Mtr	Single pipe			10 Mt
NOTE	<p>AHPL will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by AHPL, same is to be discussed with port marketing team on case to case basis.</p> <p>Other than above mentioned standard dimension for steel cargo, rates can be obtained from marketing desk.</p>					

Mis-declaration of vessels gear/capacity as prescribed in port information and tariff booklet: Escalated berth hire charge will be applicable till the time, vessels request for the shore crane.

Calculation of crane idling charges due crane failure for the vessels berthed at Adani Hazira Port

- I. Idling of vessel on account of following:
 - Wrong declaration of cargo as prescribed in clause 6.15: If vessels cranes are unable to discharge the said cargo, berth Idling charges will be applicable from the time of idling due to said package till the time vessel request for the shore crane.
 - Wrong declaration of vessel's gear/capacity: If in case of wrong declaration of vessel gear/capacity, berth Idling charge will be applicable till the time vessel request for the shore crane.
- II. Total idling of vessel's each crane exceeding 10% of total available crane hours / day will attract crane idling charges. However, vessel / vessel agent can request for shore crane. In case of unavailability of shore crane, the crane idling charges will not be applicable.
- III. Crane idling charges will be \$ 175/hr/hook as calculated below:

Note: In case of failure of ship crane, if the vessel agent request for shore cranes within 6 hours from crane failure time, then crane idling charges will not be charged to the vessel.

Example:

* Vessel: MV xxxx with ship's 4 cranes.

> Supposing the crane stoppages in last 24 hrs. (From 0700hrs – next day 0700hrs) are as follows:

- Crane 1 total stoppage 6.5hrs (allowed 2.4 hrs.) = 4.1hrs (Applicable crane idling hrs).
- Crane 2 total stoppage 1.0hr (allowed 2.4 hrs.) = Nil (Applicable crane idling hrs).
- Crane 3 total stoppage 4.0hrs (allowed 2.4 hrs.) = 1.6hrs (Applicable crane idling hrs).
- Crane 4 total stoppage Nil (allowed 2.4 hrs.) = Nil (Applicable crane idling hrs).
- Total crane idling charges hrs = 4.1 + 0 + 1.6 + 0 = 5.7hrs = 6hrs.
- Total amount applicable for crane idling charges = 6hrs x \$ 175 = \$ 1050 + taxes.

Housekeeping of storage area: All basic housekeeping requirement is to be done by occupier of all the storage area given on rent for long term basis.

VIII. Contact details

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