



Berthing Policy & Tariff Structure

# Dhamra Port Company Limited

BERTHING POLICY & TARIFF STRUCTURE



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**Note:**

1. 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.

[Index](#)

**Table of Contents**

**INDEX..... 1**

**RECORD OF CHANGES ..... 3**

**I. INTRODUCTION..... 4**

**II. POLICIES..... 5**

**III. DEFINITIONS..... 6**

**IV. BERTHING POLICY..... 9**

1. Berthing Objective ..... 9

2. Rationale..... 9

3. Berthing scheme: First come First serve (FCFS)..... 9

4. Berth allotment criteria..... 10

5. General guidelines for all Vessels. .... 10

6. Clarification regarding acceptance of Notice of Readiness time. .... 11

7. Daily Port Berth Planning Meeting ..... 12

8. Dry cargo breaks timings. .... 12

9. Berth Parameters for easy reference,..... 12

10. General conditions for berthing / un-berthing and cargo operations of vessels. .... 12

11. Free time allowed to vessels prior cargo commencement and after completion..... 14

12. Lay-up berth hire / idling charges..... 15

13 Import / Export voyage in same VCN..... 15

14 Anchorage charges : ..... 16

15	Documents require in prescribed Format through APMS. ....	16
16	Cancellation and amendment for outward moves.....	17
17	Swapping of Seniority .....	17
18	Shifting of vessels.....	17
19	Immobilization Permission.....	18
20	Tug requirement for various berths:.....	18
21	Berthing / Un-berthing restriction for vessels.....	19
22	Documents required for vessel registration and statutory compliance to be uploaded on APMS. ....	19
23	Standard time for cargo commencement and completion.....	19
V.	<b>MARINE TARIFF</b> .....	20
VI.	<b>CONTACT DETAILS</b> .....	26



## I. Introduction

The Dhamra Port Company Limited (DPCL) has been entrusted, by way of a concession granted by Government of Orissa to build and operate a deep draught, all weather, multi user port at Dhamra in Bhadrak district on BOOST (Build, Own, Operate, Share and Transfer) basis.

Situated between Haldia and Paradip, Dhamra Port is well sheltered between the mainland and Kanika Sands Island on the mouth of the river Dhamra. The location of Dhamra is in close proximity to the mineral belt of Orissa, Jharkhand and West Bengal and its dedicated connectivity helps serve this hinterland with the greatest efficiency.

Dhamra Port's strategic location allows it tap into a large hinterland, the most prominent of which is the Chota Nagpur plateau. This region is a store house of minerals like mica, bauxite, copper, limestone, iron ore and coal. The Damodar valley, around the Bengal-Bihar border is rich in coal and it is considered as the prime centre of coking coal in the country. Massive coal deposits are found in the central basin spreading over 2,883 km<sup>2</sup>. Coal deposits are also spread over central parts of Orissa and northern Chhattisgarh. Dhamra Port is well located to serve for domestic movement of coal from this region.

The region also houses the largest iron ore deposits in the country. Ore rich districts of Keojar and Mayurbhanj in Orissa and East & West Singhbhum in Jharkhand account for 45% of iron ore exports in India and are well within the hinterland of Dhamra Port.

In addition to the rich mineral deposits, the region is also home to the some of the biggest industrial houses. A number of large Steel Plants dot the hinterland of Dhamra Port with a host of new plants in the pipeline.

The port has acquired a 125 meter wide corridor from Dhamra to Bhadrak which can accommodate two rail tracks and a four lane road along with service lines viz. transmission line and pipe lines. For Phase-I, DPCL has constructed the 62 km rail connectivity (single rail track) from Dhamra to Bhadrak/Ranital Link Cabin on the main Howrah-Chennai line. From Bhadrak, East Coast Railway Network connects Dhamra to industrial regions of southern Orissa and Chattisgarh while South eastern Railway Network provides connectivity to the mineral rich belt of Jharkhand, West Bengal & Northern Orissa.

The comprehensive design of Dhamra Port allows for great flexibility in terms of evacuation of imported cargo by rail/barges/daughter vessels. The Port offers one composite tariff without any hidden costs and serves as a one stop solution for all handling needs of the customer.

Commercial operations of Phase – I commenced on 6th May, 2011. The Port has commissioned two dry bulk berths (one for imports and the other for exports/coastal movement) along with fully mechanized bulk material handling system, capable of handling two Capesize vessels drawing a draft up to 17.50 m.

The cargo handling plant has been designed to achieve discharge rates of over 50,000 MT/day for coal and load rates of over 40,000 MT/day for iron ore. The Bulk Material Handling System is also capable of loading rakes in 1.25 hours and unloading fully loaded rakes in 3 hours.

The proposed master plan of the port provides for berths to handle all types of cargo such as dry bulk, break bulk, liquid bulk, LNG and containerized cargo. In addition to this a trans loading berth has also been proposed to cater to the increasing demand for trans loading operations in sheltered waters.

## II. Policies

### Security Policy

- We are committed to provide a safe and secure working environment to all our 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, DPCL 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 analyze 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.

### III. 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.
- **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.

- **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.
- **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.
- **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.
- **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.
- **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.
- **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.

## IV. Berthing Policy

### 1. Berthing Objective

- 1.1 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

- 2.1 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. In case more than one vessel requires the use of a particular berth, the following criteria will be adopted by the Port for determining the priority for berthing of vessels:

- 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 owner / agent have paid in advance all the charges as per the PAA raised by the port.
- 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 which has physically arrived within the port limits or 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 defined position
- 3.5** Seniority of a vessel will be counted basis the time of her physical arrival, filing of IWPM, Cargo readiness, clearance from concerned department such as Dry Cargo, Liquid and Container with respect to cargo readiness, receipt of pipe check list, verification of packing list and Terminal readiness whichever is later and applicable for that vessel.
- 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.
- 3.8** Vessels which have been properly declared before 1000 hrs will only be considered for allocation of berth during the next 24 hrs. Vessels which have been declared later than 1000 hrs will be considered for berthing in the next Berth Planning Meeting or earlier if a suitable berth is available.

#### 4. Berth allotment criteria.

BERTHING POLICY	
BB-1	Import Mechanised.
BB-2	Export Mechanised.
BB-3	Manual Handling.

**Note:**

- The Port permits, priority berthing for vessels carrying government cargoes, (as maybe declared from time to time) for which 100% additional berth hire will be charged, and also for long term contractual partners as per Port's discretion.

#### 5. General guidelines for all Vessels.

- 5.1** 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.

- a. **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.
- 5.2** Any vessel deficiency must be reported to **the port** prior berthing / un-berthing / shifting warping operations and non-reporting of such deficiency will attract additional charges as per BPTS vessel deficiency charges. If engines or steering is not available then these operations will be considered as cold move and charged as per the Port tariff.
- 5.3** A vessel refusing an allocated berth for any reason will lose her seniority.
- 5.4** The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire will be charged as per Port's discretion. 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.
- 5.5** A '60 minute' 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 or via VHF .
- 5.6** 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.
- 5.7** By making an application for and 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.

## 6. Clarification regarding acceptance of Notice of Readiness time.

- 6.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 6.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area, than the anchor dropped time will be considered as NOR time.
- 6.3 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.
- 6.4 In case vessel anchors outside the port limit because of non-availability of anchorage in port limit, vessel has to physically enter the Dhamra Port Limit, register herself with the Port giving all the vessels particulars, then proceed to its anchorage position outside the port limit.

## 7. Daily Port Berth Planning Meeting

The Port holds Daily Berth Planning Meeting at 1030 hrs on all working days, to plan the allocation of berths for the next 24 hours commencing from 1200 hrs on that day. The vessels agent and concerned parties shall be notified about the Tentative Berth Plan. 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.

## 8. Dry cargo breaks timings.

There is no break in the cargo operation. The port operates 24x7 as per below shift schedule :

- a. 0600 to 1400 hrs
- b. 1400 to 2200 hrs
- c. 2200 to 0600 hrs

## 9. Berth Parameters for easy reference,

The indicative designed berthing parameters are given in the following table:

Berth			Vessel		Cargo Type	Remarks
No	L	B	LOA	Deadweight		
BB1	350	24	300	180000 T	Bulk	
BB2	350	24	300	180000 T	Bulk	
BB3	384	24	300	180000 T	Bulk/ General	

### Notes:

The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on monthly basis.

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

### 10.1 Vessel will not be considered for berthing if the Vessel:

- 10.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.
- 10.1.2 Has invalid statutory certificate, including expired load test certificates of cargo gears.
- 10.1.3 Is blacklisted by Port State Control.
- 10.1.4 Is not manned as per Safe Manning Document.
- 10.1.5 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.

- 10.1.6** 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 upto 40 cm down by head shall be permitted on case to case basis on prior intimation to Port Control.
- 10.1.7** 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.
- 10.1.8** 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.
- 10.1.9** 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.
- 10.1.10** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability.
- 10.1.11** 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.
- 10.1.12** 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.
- 10.2 A vessel may be removed from berth for the following reasons.**
- 10.2.1 If the vessel is considered unsafe or hazardous for port safety.
- 10.2.2 If the vessel is equipped with poor and unsafe cargo gear.
- 10.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- 10.2.4 In case the weather deteriorates or is likely to deteriorate.
- 10.2.5 If the stowage of cargo is improper or incorrectly declared.

- 10.2.6 The vessel is under performing as per port norms or idling at the berth without proper justification, the vessel will be un-berthed and applicable shifting charges will have to be borne by the vessel.
- 10.2.7 Makes a request for early un-berthing.
- 10.2.8 Has made a wrong declaration.
- 10.3** Performance of the vessels which are alongside the berth would be continuously monitored up to 08:00 hrs and will be discussed in the Daily Berth Planning Meeting. If a vessel is underperforming, the vessel's agent will be advised in writing to improve the vessel's performance. If by next day 08:00 hrs, the vessel's performance is still found to be unsatisfactory, a notice may be served to the Master to un-berth the vessel. 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.
- 10.4** Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.
- 10.5** For purposes of this policy:-
- 10.5.1 A shifting movement means:
- I. From one berth to another berth or
  - II. From one berth to anchorage and re-berth.
- 10.5.2 A warping movement means: Physical shifting of the vessel ahead / astern on the same berth.
- 10.5.3 A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side.

## **11. Free time allowed to vessels prior cargo commencement and after completion.**

- 11.1** A vessel should be ready for commencement of cargo operation in all respect within 3 hours from the time she is all fast alongside the berth. In case the vessel cannot commence her cargo operation within 3 hours, layup berth hire / Idling charges as per Port Tariff shall be applicable.
- 11.2** A vessel wanting to over stay beyond the allowed 3 hrs after cargo completion shall make a request for over stay 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 over stay, the vessel will have to vacate the berth. The additional time beyond 3 hrs will be given on lay-up berth hire / Idling charges till the outward pilot request time.
- 11.3** 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. Lay-up berth hire / Idling charges as per Port Tariff shall be applicable as per conditions laid below.

- 11.4** Total cargo stoppages /idling should not exceed two hours during the entire port stay of the vessel or else lay-up berth hire / Idling charges will become applicable.
- 11.5** 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 at the rate 3 times the berth hire mentioned in the port tariff. In addition to berth hire, Pilot detention and cancellation charges where applicable will be as per Port Tariff.

## **12. Lay-up berth hire / idling charges.**

- 12.1** In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment, layup berth hire / Idling charges will become applicable after the stipulated time allowed for such stoppages. The vessel will revert to normal berth hire when the vessel's machinery & equipment are operational or shore equipment deployed for operation on vessel request.
- 12.2** In case, a vessel is on layup berth hire / Idling due to vessel equipment failure and another vessel arrives and requires the use of that berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 12.3** The port may turn down a vessel request for berth stay on layup berth hire / Idling if it will result in cascading impact on other arriving vessels.
- 12.4** The port shall remove a vessel from the berth on vessel account if, the vessel is unable to meet port's productivity norm due to failure of her equipment and the port is not in position to provide shore resource. The shifting of the vessel from berth will however be done only if another vessel arrives and requires the use of that berth.
- 12.5** Port will not charge layup berth hire charges on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater. This will be subject to the following conditions:
- a. There are no vessels waiting for that berth.
  - b. The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
  - c. The request for additional berth stay should be made at least 3 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
  - d. 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.

## **13 Import / Export voyage in same VCN**

- 13.1** 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.

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.

#### 14 Anchorage charges :

- 14.1 Anchorage charges will be applicable, from the time of vessel dropping anchor till the time the pilot board the vessel for berthing or in case of vessel diverting to other port till departure from Dhamra port limit.

#### 15 Documents require in prescribed Format through APMS.

- 15.1 The vessel's agent should submit the following documents in the prescribed format through APMS 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.
- 15.2 Berth Application through APMS.
- 15.3 Vessel and Cargo Particulars Part A through APMS.
- 15.4 Vessel acceptance navigational checklist to be uploaded in APMS.
- 15.5 IWPM / OWPM / Shifting Pilot Memo filed in prescribed format with minimum 2 hrs notice.
- 15.6 Import General Manifest(IGM)/ Booking list & Shipping Bill/ Bill of Coastal Goods(BOCG) copy to be submitted at least 24 hours before vessel arrival;
- 15.7 Vessel Stowage Plan at least 24 hours before vessel arrival;
- 15.8 Packing List for project cargo receiver wise in excel sheet stating L x B x H (CBM) and weight.
- 15.9 Loading/Unloading Sequence.
- 15.10 Cargo gear declaration with respect to (1) No of cranes available (2) SWL of each crane (03) Outreach of crane.
- 15.11 Cargo declaration with respect to (1) Declaration of cargo above SWL of cranes (2) Requirement of shore crane (3) Requirement of Fork Lift.
- 15.12 Service Agreement and advance payment of assessed vessel related charges.
- 15.13 Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement.
- 15.14 Export General Manifest is to be submitted within 9 days of vessel sailing.
- 15.15 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 notice for berthing of vessel after it is cleared by PHO.

## 16 Cancellation and amendment for outward moves

- 16.1 Cancellation and amendment for outward moves can be accepted via VHF Ch-14 request with a minimum 45 minute notice. Only one cancellation and revision of OWPM timing will be accepted. Thereafter a minimum of 2 hrs notice has to be given for OWPM. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.

## 17 Swapping of Seniority

- 17.1 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 scribed 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.

## 18 Shifting of vessels

- No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:
- 18.1 If a working cargo vessel at berth 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".
- 18.2 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".
- 18.3 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".
- 18.4 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".
- 18.5 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".
- 18.6 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel requesting ousting will be required to pay shifting charges of working vessel.

18.7 Similarly shifting charges will also be applicable in the following cases of shifting:

- a. Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
- b. Vessels which are idling at berth without doing any cargo handling operations.

### 19 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 has to 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-14 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.

- 19.1 Permission will have to be obtained in writing.
- 19.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.
- 19.3 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.
- 19.4 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.
- 19.5 Due care should be taken by ship's crew in tending the ship's mooring lines, as Dhamra Port has strong tidal currents. The vessel will come off the berth in case the mooring lines are not tended properly.
- 19.6 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.

### 20 Tug requirement for various berths:

All tugs provided by the ports and charges included in the pilotage.

As a normal procedure for berthing, 1 tug is provided for OSVs/tugs, 2 tugs is provided for vessels of LOA less than 230 mtrs, 3 tugs are provided for vessels of LOA 230- 300 mtrs.

For un berthing, 1 tug is provided for OSVs/tugs, 2 tugs is provided for vessels less than 300 mtrs.

It is ports discretion to use lesser or higher no of tugs based on the vessel and weather condition.

### 21 Berthing / Un-berthing restriction for vessels

- The limiting wave height is  $H_s = 1.8$  m in combination with a wind speed of more than 25 Kts (10 minutes average wind speed).

### 22 Documents required for vessel registration and statutory compliance to be uploaded on APMS.

- 22.1 Berthing application
- 22.2 Vessel & cargo particulars part A.
- 22.3 Vessel acceptance navigational checklist.
- 22.4 International Tonnage certificate.
- 22.5 Ship particulars.
- 22.6 P&I certificate.
- 22.7 Certificate of class
- 22.8 Certificate of registry.
- 22.9 Certificate of appointment from operator

### 23 Standard time for cargo commencement and completion.

Sr.no.	Types	Case	Cargo commencement	Cargo completion
23.1	Bulk	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First cargo arrival to ship's cargo hold by shore loader/ First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
23.2	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.

### V. Marine Tariff

#### A. PORT DUES:

US\$ 0.05 Per GT of Vessel	Applicable to all vessels.
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#### B. PILOTAGE CHARGES PER GT OF VESSEL :

US\$ 2.0743	Applicable to all vessels of 60000 GT and above.
US\$ 1.9731	Applicable to all vessels below 60000 GT.
Includes one Berthing & one Un berthing ( all tug charges inclusive)	

#### C. PILOT ATTENDANCE CHARGES :

Pilot Attendance Charges	<b>US\$ 100 per hr</b>	When a pilot is required to stay on board the vessel on request of the Master or when the port decides to post a pilot for safety of the vessel / port.
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#### D. : Pilot Exemption Charges

Pilot Exemption Charges	<b>US\$ 900</b> / Exemption Certificate ( Maximum validity 30 days)
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#### E. Berth hire Charges

US\$ 0.0105	Applicable to all vessels of 60000 GT and above.
US\$ 0.01	Applicable to all vessels below 60000 GT.

#### F. LAY UP BERTH HIRE / IDLING CHARGES :

<b>Layup / Idling charges :</b> <b>2 times the berth hire</b> in port tariff ( Chargeable per hr slab)	<ol style="list-style-type: none"> <li>1.1 If vessel unable to commence cargo within 3 hrs of all fast and unable to book OWPM for sailing within 3 hrs of completion time then lay-up berth hire / Idling Charges become applicable.</li> <li>1.2 Lay Up berth hire / Idling can be granted on sole discretion of port subject to availability of berth.</li> <li>1.3 If vessel exceeds granted lay-up berth hire / Idling time then the vessels will be shifted out at her own cost. Lay-up berth hire / Idling 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.</li> <li>1.4 The vessel is allowed to stay on the berth on payment of Layup berth hire / Idling charges provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.</li> </ol>
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G. NON BERTH VACATING CHARGES :		
<b>Non berth Vacating charges : 2 times the berth hire</b> (Chargeable per hr slab)	Whenever for any reason Port requires 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 in addition to normal berth hire.	
H. ANCHORAGE CHARGES		
Anchorage Charges: <b>US\$0.001</b> per GT per hour.	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. Anchorage charges shall be charged on an hourly basis.	
I. BERTHING PROCESS CHARGES :		
Pilotage Cancellation Charges	<b>US\$ 2945</b>	If cancelled between 3.00 hrs till pilot Boarding.
	<b>US\$ 2945 + US\$ 640 for each 30 minutes slab</b>	If cancelled after pilot boarding.
Pilotage Detention Charges	<b>NIL</b>	First 30 minutes delay from the nominated pilot boarding time.
	<b>US\$ 1500</b>	Per 30 minutes slab and applicable when delay is more than 30 minutes.
J. UN-BERTHING PROCESS CHARGES :		
Pilotage Cancellation Charges	<b>US\$ 500</b>	If cancelled between 45 minutes till Pilot boarding.
	<b>US\$ 1250</b>	If cancelled after pilot boarding.
Pilotage Detention Charges	<b>NIL</b>	First 30 minutes delay from the nominated pilot boarding time.
	<b>US\$ 1500</b>	Per 30 minutes slab and applicable when delay is more than 30 minutes.
K. SHIFTING CHARGES :		
Shifting/ Turnaround charges	Same as pilotage	Applicable to all vessels.
L. WARPING CHARGES :		
Warping charges	50 % of pilotage	
M. DUMB BARGE :		
<b>US\$ 1975 per Activity</b>	<ol style="list-style-type: none"> <li>1. Port dues and pilotage charges will be additional.</li> <li>2. Activity includes berthing and un-berthing.</li> <li>3. Pilotage will start only when the barge is secured as a hip tow to the towing tug.</li> <li>4. If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case by case basis.</li> <li>5. All barges must have a minimum of 6 mooring lines of adequate length i.e minimum length of 40 mtrs with eye at one end. The agent must also arrange for 6 personnel to be placed on the barge for mooring operations.</li> </ol>	
N. VESSEL DEFICIENCIES :		
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	<b>US\$ 440</b>	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.

Non-functional critical navigation Equipment which affects safe berthing / un-berthing. (Charges per Movement for use of electronic navigational equipment (Harbour Pilot).	<b>US\$ 270</b> per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, will only be berthed using ports Harbour Pilot equipment.
Charges for Failure to report critical equipment Deficiency in advance.	<b>US\$ 200</b> per Movement	Berthing/ Un-berthing of vessel liable to be cancelled if in port's opinion same is considered unsafe.
Failure of mooring winches, windlass or capstan during berthing / un-berthing operations.	<b>US\$ 265</b> per failure	Pilot detention charges will be in addition to this charge.
Wrong declaration of draft which can jeopardize safety of vessel and Port assets.	<b>US\$ 880</b> per declaration	If case the wrong declaration of arrival / departure draft.
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.	<b>US\$ 250</b>	For each incident.
Anchor missing		An Additional Tug Standby on chargeable basis. Will be applicable to Berthing vessels. For un-berthing its applicability will be as per ports discretion.

### O. TUG / BOAT HIRE CHARGES :

Tug hire for transportation	<b>US\$ 540</b>	Per 30 minutes slab. 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:	<b>US\$ 540</b>	Per 30 minutes slab. Quantity not allowed more than 5 MT (Space permitting) per trip & Maximum 10 persons at a time.
Service boat (per hour).	<b>US\$ 200</b>	Allowed only during settled weather.

**Note:** If tug is hired for medical purpose (passenger/crew injury) same will be borne by the vessel agent.

### P. COLD MOVE CHARGES :

1.1	<p><b>Planned Cold move</b> 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. All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p>
Cold Move - PLANNED (per GT)	Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 7 times the pilotage charges.

1.2	<p><b>Un Planned Cold Move</b> 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 &amp; 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>
Cold Move - UNPLANNED (per GT)	Cold move charge as at the rate of 2 times the pilotage charges.

### Q. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :

1	<p>Immobilization permission will be granted at port's discretion. An immobilization charge of <b>US\$ 250</b> for the first 24 hrs is payable, and thereafter at the rate of <b>US\$ 125</b> per 12 hours slab.</p> <p><b>Note:</b> 1. Immobilization charges will not be applicable if same is carried out at anchorage. 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>
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### R. ADDITIONAL TUG HIRE CHARGES :

<b>US\$ 800</b> Per Hour per Tug	Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer.
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### S. POLLUTION CONTAINEMENT CHARGES :

<b>US\$ 35100</b> Per Day	Includes Mob/Demob charges of oil spill containment resources and collection. Storage and Disposal charges as per actual (case to case basis).
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### T. TARIFF FOR BOLLARD PULL TEST :

Bollard Pull Test	<p><b>a. US\$ 2700</b> for tugs up to 100 tons. <b>b. US\$ 5400</b> for tugs above 100 to 150 tons. This is inclusive of Port Dues, berth hire, pilotage and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).</p>
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### U. TARIFF FOR DIVING OPERATIONS :

1.1	Diving services by outside agency	<p>a) License Fee of <b>US\$ 500</b> per vessel per day. b) The external agency should have certified divers. 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 <b>US\$ 900</b> per 4 hours Slab.</p>
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Note: External diving agency /divers should submit valid diving license to POC. Prior starting diving operations, Permission from Marine control is to be obtained.

### V. MISC SERVICE CHARGES:

1.	Vessel declaration on behalf of agents	US\$ 100	Per declaration
2.	Service request on behalf of agents including NDC request	US\$ 50	Per case
3.	Security.	US\$ 55	Per 8 hrs shift /per Guard.
4.	Security Vehicle (with driver).	US\$ 105	Per 8 hrs shift
5.	Oil rags removal & Disposal	US\$ 450	Per CBM
	Garbage collection at berth (Quantity not to exceed 3 m <sup>3</sup> /per trip)	US\$ 150	Per collection / Trip (Not to exceed 3-Cubic Meter)

	<ul style="list-style-type: none"> <li>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.</li> <li>b. Garbage collection will be done only during day light hours (0900-1700).</li> <li>c. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.</li> </ul>		
6.	Gangway (Request to be made prior berthing).	US\$ 100	Per calendar day.
7.	Gangway Extension ladder	US\$ 50	Per calendar day.
8.	Hydra	US\$ 150	Per 4 hour slab (minimum).
9.	Fresh water at berth by outside agency	US\$ 3	Per MT as Wharfage Charges.
10.	Hot work permission	US\$ 20	Per 4 hour slab (minimum)
<p><b>Note :</b> A vessel will not undertake any activity which requires prior permission &amp; 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.</p>			
11.	Invoice revision.	US\$ 100	Per cancellation of Invoice.
12.	VCN Cancellation.	US\$ 9	Per VCN.
13.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	US\$ 100	Per VCN.
14.	Bunker Handling Charges. Supplied by outside agency.	US\$ 4	Per KL as Wharfage charges.
15.	Mooring Ropes	US\$ 90	Per Rope/ Per Calendar Day
<p><b>Gate entry permission charges for on-board work shop, repairing and other activities.</b></p>			
16.	<ul style="list-style-type: none"> <li>a. For repairing of on board ship's equipment including critical navigational equipment.</li> <li>b. For Hose test, Load test, Lime washing, Pest control, Fumigation etc. This will include permission for entry of labour and material.</li> <li>c. Gate In/Out permission for Landing gears / equipment from ship.</li> <li>d. Transhipment permission for supply of goods like spares / ships equipment / medicines.</li> <li>e. Provision supply to vessels per shipping bill gate entry.</li> </ul> <p><b>Note :</b></p> <ul style="list-style-type: none"> <li>a. Only authorized ship chandlers will be permitted.</li> <li>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.</li> <li>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.</li> <li>d. Ship chandelling charges will not be applicable to supply of BA charts and medicines upto 25 kg</li> </ul>	<p>US\$ 100/- per Job</p>	

**Note:** - Any service requisition (such as Gangway, Hydra, Ship Chandelling, Fresh Water and Hot Work) has to be made at least 12 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.

### W. 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.	US\$ 4500
2.	Use of foam tender or water tender for fire call, spraying water and supplying water.	Per one hour.	US\$ 130
3.	Foam tender or water tender standby with crew.	Eight hour shift.	US\$ 215
4.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	US\$ 165
5.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	US\$ 215
6.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	US\$ 60
7.	Fire operator standby.	Eight hour shift.	US\$ 25
8.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	US\$ 6
9.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	US\$ 6
10.	Providing fire extinguisher for hot work.	For one day (three shift).	US\$ 14
11.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	US\$ 25
12.	Providing Smoke exhauster unit.	Per hour.	US\$ 25
13.	Providing SCBA set.	One time use per Set.	US\$ 25
14.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	US\$ 110

### X. 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, Dhamra 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.

### VI. Contact details

Department	Name	Email	P/ M	Number
Site Head	Mr. Subrat Tripathy	<a href="mailto:Subrat.Tripathy@adani.com">Subrat.Tripathy@adani.com</a>	P:	06786270111
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