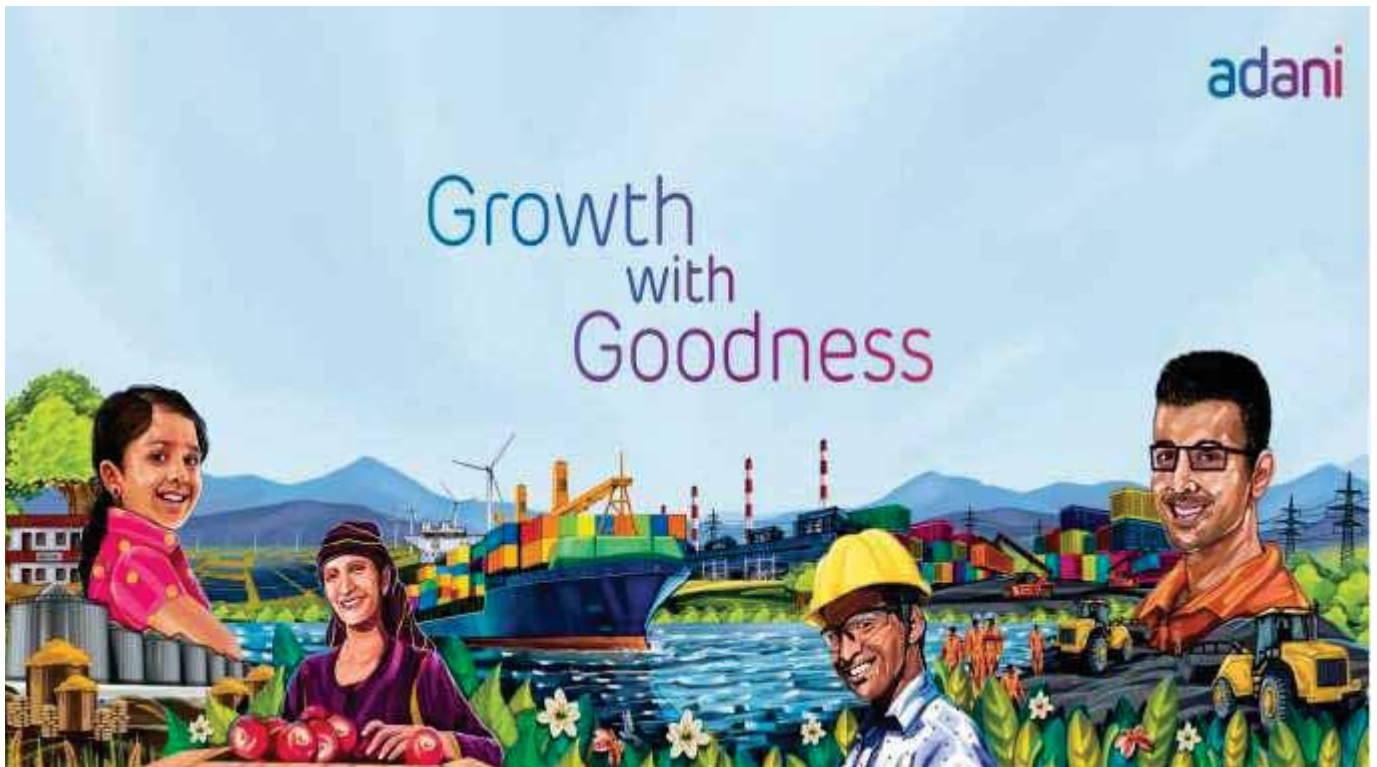


## Berthing Policy & Tariff Structure

# Dighi Port Limited



**OUR VALUES: COURAGE, TRUST AND COMMITMENT**

Issue: 02 Revision No: 03 | w.e.f. 01<sup>st</sup> Apr-2023

**Note:**

1. Changes in the existing BPTS from the previous edition have been highlighted. All trade notices issued till date have been incorporated in BPTS.
2. The tariff and scale of rates are subject to revision. 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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## Records of Changes

Trade notice no.	Issue date	Changes
07/2023	28-Feb-2023	Abeyance on additional Pilotage Charges based on Age Of the Vessels
08/2023	28-Feb-2023	Pilotage charges, Environment and dredging charges
		Bollard Pull Test
		Garbage Collection at Berth / Bio Medical Waste
		Garbage Collection at Anchorage
		HFO Tank Cleaning
		HOT Work Permission
		100 MT Crane Charge
		Transit Cargo Charge for Class 1 & 7
		MICS Charges
		Wharfage Charges

### **THE TARIFF CHANGE PROCEDURE: -**

The Berthing Policy and tariff Structure will be reviewed and updated BPTS sent in April and October month. The changes will be made basis the business scenario and cost of operations, keeping in view the best interest of the stake holders involved.

The changes also are reviewed from the perspective of implementation using the invoicing software.

Irrespective of the initiator of the change, the new changes will be reviewed by all SBUs and approved by the Business Head/COO and CEO.

All the trade notices will be uploaded on website <https://www.adaniports.com/Downloads>

All the trade notices issued from April to Sep and Oct to March will be incorporated in BPTS, October and April month revision respectively. The BPTS to be read in conjunction with trade circulars issued subsequently by the port from time to time which would also be uploaded on to the website.

Approved by	
Mr. Niraj Bansal ( CEO )	Dighi Port Limited

## Introduction Dighi

### Port:

Dighi Port Limited (DPL) is a multipurpose, multicargo and all weather port with deep draught and direct berthing of vessels having state of the art cargo handling facilities including adequate cargo storage yards, covered godowns, liquid tank farms and backup area. The Port is located approximately 45 Nautical Miles south of Mumbai and JNPT Ports. The Port after recent take over by APSEZ is being developed to become a large port in private sector in Maharashtra. The Port is conveniently located to serve the immediate hinterland of Maharashtra, hinterland to Northwestern/South Central India.

Dighi Port is also part of the DMIC (Delhi – Mumbai Industrial Corridor) and NIMZ (National Investment and Manufacturing Zone) and is also part of the Sagarmala Project.

### Salient Features of Dighi Port:

#### Berths:

Dighi Side (South Side): 2 multipurpose berths that can handle bulk and liquid vessels. Total Length 2 x 325m = 650m  
2 MHCs having capacity of 100T each.  
Liquid Tank Farms of Total Capacity 65,000KL  
Covered godowns to handle steel coils, minerals and agri/fertilizers Open cargo plots

Agardanda Side (North Side): 2 berths that can handle container and bulk vessels. Total Length 2 x 325m = 650m Bulk and Container Yards under development as part of Ph-1.

#### Road Connectivity:

Agardanda Berths: Connected to NH-66 by State Highways at Indapur (SH 96 & SH 92) and Alibaug by coastal route

Dighi Berths: Connected to NH-17 by SH97 & 98

#### Rail Connectivity:

Agardanda Berths: Connectivity to Roha (approx. 35kms to Central Railway) is planned.

#### Nearest Airports:

Mumbai  
Pune

## 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
- IMDG: Class 1 & 7 cargo is not acceptable at Adani port.

### 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.
- **Bill of Lading :** Shall mean a documents that establishes the terms of contract between a Shipping and a Transportation company.
- **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 is fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.
- **Coastal :** “Coastal vessel” shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping/ Competent Authority.
- **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.
- **Double Banking operation :** Tow vessels are banked together for cargo operation.

- **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.
- **Foreign :** Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- **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.
- **LPG :** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'liquefied petroleum gas'
- **Monsoon Period for Dighi port:** Monsoon period at Didhi 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.
- **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 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 maximum 100 mtrs ahead / astern on the same berth same berth.
- **WB:** West Basin.
- **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 Dighi ports 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 concerned Container Terminal. For all cargo 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's 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 SMARTEPIC/IPOS, the vessel's application for berth will not be accepted.
- 3.2 Vessel agent has to pay all the Port charges in advance as per 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 which 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 will be counted basis the time of her physical arrival, filing of IWPM, Cargo readiness, clearance from concerned department 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.

#### 4. General guidelines for all Vessels

- 4.1 The vessel's engine and steering gear should be available for use at all times during the maneuver. 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.

- 4.2 Any vessel deficiency must be reported to the port well in advance through email to Marine Control/Portopscenter at [dpl.radio@adani.com](mailto:dpl.radio@adani.com), [dpl.marine@adani.com](mailto:dpl.marine@adani.com) **AND** Head-Marine Services [raghvendra.raghav@adani.com](mailto:raghvendra.raghav@adani.com) or through VHF on Channel 69 to Dighi Port Marine Control prior berthing / un-berthing / shifting warping operations. Non 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 maneuvers will be considered as cold move and charged as per Port tariff.
- 4.3 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.4 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion. Priority berthing is also granted to long term contractual partners.
- 4.5 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.
- 4.6 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 or via VHF as difine in the ALRS ( DPL Port – Ch-69).
- 4.7 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.
- 4.8 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.
- 4.9 **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.
- 4.10 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 Dighi roads. 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.
- 4.11 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.
- 4.12 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.

## 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, than 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 a vessel physically arrives at 1 mile from Port's pilot station and waits for pilot to board the vessel without dropping anchor then the time of arrival to such position which is 1 mile from PBG will be considered as NOR time. The time of arrival along with NOR time has to be communicated and confirmed with Marine control.

## 6. Daily Port Berth Planning Meeting (Port Operation Center)

The Port holds Daily Berth Planning Meeting at 1100 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 through auto Tentative Berth Plan by 1200 hrs and 1800 hrs through Port Operation Center. 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 0800 to 0900 hrs Shift change.
- 7.2 1300 to 1400 hrs Lunch Break.
- 7.3 2000 to 2100 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 Bulk and Break Bulk vessels will be berthed only after submission of discharging permission by Agent.
- 8.1.10 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.
- 8.1.11 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.
- 8.1.12 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.
- 8.1.13 **“CONDITION OF USE”** is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.
- 8.1.14 Tank cleaning, Purging, Gas Freeing or inerting is not premitted for tanker vessels at berth under normal conditions.
- 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 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.
- 8.2.7 Makes a request for early un-berthing.
- 8.2.8 Has made a wrong declaration.
- 8.3** 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.
- 8.4 Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.
- 8.5** 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.
- A shifting movement means:
    - Physical shifting of the vessel more than 100 mtrs 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 maximum 100 mtrs 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. In case the vessel cannot commence her cargo operation within 3 hours, layup berth hire as per Port Tariff shall be applicable.
- 9.2 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 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. Lay-up berth hire 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 lay-up berth hire 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 hire

- 10.1 In case of cargo stoppage which is attributable to failure of vessel's machinery and equipment, layup berth hire will become applicable after the stipulated time allowed for such stoppages provided there are no vessels waiting for berth. 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.
- 10.2 In case, a vessel is on layup berth hire, vessel is 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 stay at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel has to 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 Layup berth hire charges will not applicable to Country crafts, SPM.
- 10.5 Layup berth hire will not applicable on Tug which has towed with 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 Lay up berth hire 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:
- 10.7.1 There are no vessels waiting for that berth.
- 10.7.2 The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
- 10.7.3 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.
- 10.7.4 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

- 12.1 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 other than the below.
- 12.2 Those vessels which are governed by individual long term Marine services contracts.
- 12.3 SPM vessels which will continue to be charged as per their contracts or the full anchorage rates.

### 13. Documents required in prescribed format through APMS/IPOS/SMART EPIC for declaration

The vessel's agent should submit the following documents in the prescribed format through APMS/IPOS 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. Ship particulars.
- f. P&I certificate
- g. Certificate of Class
- h. Agency appointment letter from Owner of vessel
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. International oil Pollution Prevention Certificate
- l. 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. Pre-arrival exchange information checklist
- g. MSDS for all cargoes (loading/discharging and transit cargoes)
- h. Export General Manifest is to be submitted within 9 days of vessel sailing.

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

### 14. Minimum Notice required for filing Pilot request through APMS / IPOS / SMART EPIC

MMPT ( Dry, Liquid, LPG and Containers)	
Inward Pilot request	Minimum notice 4 hrs from Pilot request time
Outward Pilot request	Minimum notice 3 hrs from Pilot request time
Pilot Cancellation and amendment can be accepted through email to <a href="mailto:dpl.radio@adani.com">dpl.radio@adani.com</a> , <a href="mailto:dpl.marine@adani.com">dpl.marine@adani.com</a> AND <a href="mailto:raghvendra.raghav@adani.com">raghvendra.raghav@adani.com</a> or through VHF on Channel 69 to Dighi Port Marine Control with minimum 02hrs minutes' notice for IWPM and 1hrs 30 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 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.

### 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 a 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:
  - 16.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
  - 16.9.2 Vessels which are idling at berth without doing any cargo handling operations.
  - 16.9.3 Vessels which are under performing due to reasons attributable to either the vessel or principals.
  - 16.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the shifting charges will be applicable.
  - 16.9.5 Vessel vacating berth due to bad weather/storm under Planned/Unplanned cold move - Planned/Unplanned cold move 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 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 Dighi Port 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 Dighi Port has strong tidal currents or off shore 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 unlashing 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 shore line.	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 parameters are given in the following table

Dighi Berth Details			Vessel			Cargo Type
No	L	Remarks	LOA	Displacement	Beam	
MP1	325	Total quay length 650 m	300	150000 T	48m	Bulk / Liquid
MP2	325		300	150000 T	48m	Bulk / Liquid

Agardanda Berth Details			Vessel			Cargo Type
No	L	Remarks	LOA	Displacement	Beam	
CT1	325	Total quay length 650 m	300	150000 T	48m	Container/ Bulk
CT2	325		300	150000 T	48m	Container/ Bulk

**Notes:**

- 19.1 The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on monthly basis and issued to Trade.
- 19.2 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.
- 19.3 A minimum safe clearance of 25 meters to 35 meters will be maintained in between vessels.
- 19.4 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).

### 20. Berth allotment criteria

BERTHING POLICY	
DIGHI MP-1	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
DIGHI MP-2	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
AGARDANDA CT1	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
AGARDANDA CT1	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.

**Notes:**

- 20.1 Vessels arriving from within nearest Port shall give a minimum of 24 hrs notice of Arrival (NOA) with an indication of the IWPM filing time with 3 hours accuracy.
- 20.2 If the vessel 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.
- 20.3 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.

- 20.4 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.
- 20.5 The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 20.6 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. Priority berthing guidelines for liquid tankers

**For Tankers:** Priority berthing for tankers will only be accepted if they will be occupying the berth for-less than 26 hours. The time will be counted from first line ashore to all cast off.

- 21.1 Priority berthing will be allowed for up to 2 vessels at a time on FCFS basis.
- 21.2 Priority berthing is only applicable for dedicated Liquid cargo berths.
- 21.3 Any vessel requesting priority berthing is required to give at least 24 hrs notice basis ETA at Dighi Port limit. No request for priority berthing will be accepted, if the notice is less than 24 Hours.
- 21.4 Once a vessel has requested priority, the same can be cancelled or withdrawn up to 12hrs before her arrival ETA at the Port Limit without attracting priority cancellation charges.
- 21.5 Priority cancellation charge of will be levied as per tariff in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA.
- 21.6 If a vessel berths without superseding any other vessel, priority berth charges will not be applicable to the vessel.
- 21.7 Port will not keep berth vacant for any priority vessel and seniority sequence will be maintained as usual till arrival of priority opted vessel. The vessels priority starts from her arrival time and accordingly she will be given first preference amongst the waiting vessels. The vessel's ETA must be updated every 06 hrs in the last 24 hours.
- 21.8 The next vessel seeking priority will be accorded the same 26hrs after un-berthing of 2nd priority vessel.
- 21.9 The vessel which avails priority berthing will be required to pay 100% additional berth hire as applicable as per prevailing Port Tariff. In case of vessels having import as well as export cargo, the following will apply:
  - 21.9.1 Vessel's berth stay cannot exceed 26 hours as given above.
  - 21.9.2 If there is another vessel waiting for berth, the priority vessel will shift out on completion of the cargo for which priority berthing had been sought.

21.9.3 The vessel, berthed on priority, after shifting out will re-berth as per her new seniority as per BPTS.

21.9.4 In case a vessel which is berthed on 'priority terms' is unable to complete the cargo operations and sail out within 26 hours, then Layup berth hire charges as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS. In case the vessel is delayed beyond 26 hours for the fault of the vessel, the Port reserves the right to shift the vessel to anchorage at her cost, subject to another vessel waiting for occupying the berth. The vessel / agent / shipper / consignees agree to give an undertaking to pay the charges for priority berthing in advance. Priority will be accorded as per Port's discretion. In case of any dispute, the Port's decision will be final.

## 22. Berthing / Un-berthing guidelines for vessels

- Minimum UKC not below 10% of the deepest draft in the channel, not below 10% of the deepest draft in the turning circle and inner basin and not below 1.0 meter at the berth.
- The limiting wave height is  $H_s = 1.5$  m in combination with a wind speed of 12 m/s (10 minutes average wind speed).
- As a normal procedure for berthing, 1 tug is provided for berthing and unberthing. It is ports discretion to use higher no of tugs based on the vessel and weather condition

## IV. Marine Tariff

### A. PORT DUES:

For Non-LNG Vessels (Foreign and Coastal)	<ul style="list-style-type: none"> <li>• <b>USD 0.0635</b> Per GT</li> <li>• Minimum Charges: <b>USD 375</b> per vessel applicable</li> <li>• Port Dues is payable per vessel call and is valid for a maximum of 15 days)</li> </ul>
Port Dues for POL tankers	<ul style="list-style-type: none"> <li>• <b>USD 0.068</b> Per GT of Vessel.</li> <li>• Minimum Charges: <b>USD 475</b> per vessel applicable.</li> </ul>
Port Dues for LNG Vessel	<ul style="list-style-type: none"> <li>• <b>USD 0.3453</b> Per GRT.</li> </ul>
<b>Note :</b> <ul style="list-style-type: none"> <li>• Port Dues are applicable per call &amp; the maximum validity is 15 days.</li> <li>• After 15 days period, the vessel (if it stays) will be charged for another 15 days.</li> </ul>	

### B. PILOTAGE CHARGES PER GT OF VESSEL :

#### Pilotage Charges For Other Vessels (Excludes Tanker and Container Vessel)

Pilotage Charges <b>USD 1.3151</b> PER GT	Minimum USD 3990	Upto 3000 GT
	Minimum USD 7610	3001 – 15000 GT
	Minimum USD 16295	15001-60000 GT

#### Pilotage Charges for Container Vessels



USD 0.9156 per GT of Vessel	Minimum USD 7610	
<b>Pilotage Charges for Tankers</b>		
USD 1.1009 per GT of Vessel	Minimum USD 7610	Upto 15000 GT
	Minimum USD 16275	15001 – 25000 GT
USD 1.1663 per GT of Vessel	Above 25000 GT	
<b>Pilotage Charges for POL tankers</b>		
USD 1.3952 Per GT of Vessel	Minimum USD 5065	Upto 3000 GT.
	Minimum USD 9660	3001 – 15000 GT
	Minimum \$ 20680	For vessel 15001 – 60000 GT
USD 0.6491 Per GT	For LNG Vessels	

### B 1. FUEL SUBCHARGE FOR ALL VESSELS

Fuel Surcharge on Pilotage \$ 0.1 per GT (Base rate)	Trade Circular is being released on every 1 <sup>st</sup> and 15 <sup>th</sup> of the month. Pls refer Trade Circular no: DPL/Marine/02/2022 dated 30 <sup>th</sup> May 2022 for Detail
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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/>

- Pilot assistance is mandatory for all ships entering / leaving the port.
- Full Pilotage fees will be payable by vessels anchored / berthed within the port limits.
- Full Pilotage charges will be applicable for vessels which are required to be moved from berth to berth, one anchorage to another, from berth to anchorage or vice versa during the course of the operation.
- Cold move charges: Vessels which are required to be moved without their main engines in operation shall be considered cold moves. The cold move charges applicable shall be as Tariff.
- A written notice for requisition of pilot to be submitted to the Port Authorities at least 24 hours prior to vessel arrival.
- The port reserves the right to withdraw the Pilot service to any of the vessels which has not duly complied with the required statutory permissions or un-seaworthiness of the vessel. This shall be treated as cancellation of the Pilot after boarding and the cancellation charges as listed below shall apply.
- Port won't accept any claims / damages for unexpected breakdown of port tug.

**B2: PILOT ATTENDANCE CHARGES:**Pilot Attendance Charges  
[page](#)**Berthing Policy & Tariff Structure**

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.

**B3: PILOT EXEMPTION CHARGES**

Pilot Exemption Charges

\$ 900 / Exemption Certificate ( Maximum validity 30 days)

**C : MOORING CHARGES**

\$ 0.17360 Per GT per VCN

Mooring charges will not applicable those vessel does not use the berth. Minimum Charges: USD 200 will be applicable

D. PORT ENVIRONMENT PROTECTION SAFETY AND DREDGING CHARGES	
Cargo vessels for Bulk. Break/Bulk, Liquid, Gas carriers, RoRo, and will be charged under the VRC to VOA.	1. Upto 10000 GT - \$ 400 per vessel call 2. 10001 to 30000 GT - \$600 per call 3. > 30000 GT - \$800 per call
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 (Billed directly to container operating agent for respective container terminal)	For 20 feet - \$ 0.614676 For 40 Feet - \$ 1.229352 For 45 feet- \$ 1.229352
E. BERTH HIRE CHARGES	
For Tankers	<b>Minimum Charges USD 495 per day applicable for all vessel.</b> \$ 0.045 per GT per 8 hours upto 15000 GT \$ 0.068 per GT per 8 hours from 15001 to 30000 GT \$ 0.084 per GT Per 8 hours for more than 30001 GT.
For other than Tankers	<b>Minimum Charges USD 495 per day applicable for all vessel.</b> \$ 0.068 GT Per 8 hours.
Berth hire for POL Tankers	<b>Minimum Charges USD 630 per day applicable for all vessel.</b> \$ 0.058 Per GR per 8 hours upto 15000 GT. \$ 0.087 per GT per 8 hours from 15001 to 30000 GT \$ 1.070 per GT Per 8 hours for more than 30001 GT.

## **Berthing Policy & Tariff Structure**

- The charge is liveable on each call of vessel. Berth Stay is considered from the First Line ashore to all cast off.
- A day shall be reckoned as 24 hours from the time of berthing i.e. from the time the first line of rope is tied up on the bollard.
- Berth hire for all vessels shall be reckoned from the time of berthing i.e. From the time the first line of rope is tied up on the bollard. The period of berth occupancy shall end at the time the last line of rope is untied on the bollard for unberthing.
- Time of unberthing for a vessel shall be established at the first available time on completion of operations, in consultation with the Port Authorities.
- Penal berth hire will be charged at double the above rate per GRT per day or part thereof, if the vessels continue to occupy the berth, more than the time prescribed by the Port Authorities.
- Vessels remaining idle for more than a single day shall attract penal berth hire and may be removed from berth at the expenses of the user, if the Port authorities deem so necessary.
- Port shall not be held responsible due to Failure in Berthing/ Sailing of Vessel due to breakdown of Port Tug
- Vessels working below the handling rates as prescribed by the Port will also attract penal berth hire; and may be removed from berth at the expenses of the user by the Port Authorities if the Port Authorities deem so necessary.
- With respect to 2(a) & (b) penal berth hire would be charged only for the particular day, when the vessel has remained idle or has worked below prescribed handling rates.
- The vessel for whose convenience adjacent berth/berths is/are kept vacant due to the nature of cargo being handled at that particular berth or for any other reason shall be charged additional berth hire for each of the berth so kept vacant at the rate applicable to the particular vessel.

### F. LAY UP BERTH HIRE :

**Lay up Charges** (First line ashore to All cast off) is Same rate as berth hire and applicable in addition to the berth hire.  
Minimum berth hire charges is applicable. Also applicable for those vessels which call Dighi Port purely for lay-up berth hire)

- 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 becomes applicable from 3 hrs after all fast till cargo commencement and 3 hrs after cargo completion till outward request time respectively.
- 1.2 Lay Up berth hire can be granted on sole discretion of port subject to availability of berth.
- 1.3 If vessel exceeds granted lay-up time then the vessels will be shifted out at her own cost. Lay-up berth hire 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.
- 1.4 The vessel is allowed to stay on the berth on payment of Layup berth hire provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.
- 1.5 In case cargo stoppage more than 2 hrs during entire operation. Lay-up berth hire applicable after first 2 hrs stoppages till resume the cargo operation.

### G. NON BERTH VACATING CHARGES :

**Non berth Vacating charges:** 2 times the berth hire 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 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.

### H. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS

**\$ 0.0091** per GT per Hour (First line ashore to All cast off)

1. Liquid tankers which avails priority berthing will be required to pay priority berthing charges and it will be in addition to the berth hire. All terms and condition will be applicable as per the [BPTS page 22](#).
2. Priority cancellation charges for liquid tankers \$ 645 Will be levied in case the vessel cancels her priority berthing less than 12 hrs from her last declared ETA.
3. In case a liquid tanker which is berthed on 'priority terms' is unable to complete the cargo operations and sail out within 27 hours, then Layup berth hire (\$ 0.0091 per GT per hour) as per port tariff will be applicable in addition to 100% priority berth hire charges mentioned in BPTS.

### I. ANCHORAGE CHARGES

<p><b>Foreign vessels :</b> \$ 0.12 Per GT Per Day or Part thereof.</p> <p><b>Coastal vessels :</b> \$ 0.072 Per GT Per Day or Part thereof</p>	<ul style="list-style-type: none"> <li>• Anchorage charges will be levied for the entire period of anchorage, i.e. from the time the vessel enters the anchorage area:</li> <li>• A day shall be reckoned as 24 hours from the time a vessel enters the anchorage.</li> <li>• The time at which the vessel sails out of the anchorage area will be counted for calculating the period for levying of anchorage fee.</li> <li>• vessel shall be liable to pay anchorage fees and berth hire for the same day if there is a shifting from anchorage to berth or vice versa. Only Berth Hire shall be payable for that day.</li> </ul>
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### . Cargo Lighterage Operation charges at anchorage

Particulars	Mother vessels (vessels arriving with cargo to be transferred)	Daughter vessel (vessels receiving cargo)	Remark
Lighterage operation charges per GT per hour (From commencement of cargo Ops to completion of cargo Ops)	\$ 0.000890 per GT/Hr	\$ 0.000890 per GT/Hr	Applicable for both Mother vessel and daughter vessel
Working Anchorage Charges for vessels lying on their anchors in stream and carrying out transshipment/ lighterage operations. (Rate per GRT per day)	\$ 0.3600 per GT/Day	\$ 0.3600 per GT/Day	Applicable for both Mother vessel and daughter vessel
Double banking with tug assistance per GT	-	\$ 0.300000 per GT	
Double banking without tug assistance per GT	-	\$ 0.2000 per GT	
Wharfage charges per ton in INR (applicable to Mother vessel)	75 INR/MT	-	Chargeable for cargo throughput at anchorage only
In case extra tug assistance required apart from double banking operation	\$ 1000 per hour	-	Per hour extra tug assistance

### J. BERTHING PROCESS CHARGES :

Pilotage Cancellation Charges	\$ 500	If cancelled between 2.00 hrs till pilot Boarding.
	\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	Up to 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	Per 30 minutes slab and applicable when delay is more than 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 for the entire duration of delay including first 15 minutes.

Pilotage Cancellation Charges	\$ 500	If cancelled between 1 hrs till Pilot boarding.
	\$ 1250	If cancelled after pilot boarding.

Pilotage Detention Charges	<b>\$ 475</b>	Up to 30 minutes delay from the nominated pilot boarding time.
	<b>\$ 1500</b>	For subsequent delays on a slab of 30 minutes.
<p>Note:</p> <ul style="list-style-type: none"> <li>• Cancellation of Pilotage services shall be made in writing to the Port Authorities.</li> <li>• Detention charges of pilots will be applicable for a period more than 30 minutes beyond the time for which requisition is made.</li> <li>• Pilot cancellation and detention charges will not be applicable if the vessel is cancelled or delayed due to cold move / bad weather condition and it should be approved by concern HOD.</li> </ul>		
<b>L. SHIFTING / TURNAROUND CHARGES</b>		
Shifting & Turnaround Charges	Same as pilotage charges	However minimum pilotage charges will be applicable as per <a href="#">point B page 23</a>
<p>Note : 50% shifting charges will be applicable if Port decides to shift the vessel from berth due to bad weather &amp; force majeure incident. Final decision of shifting the vessel will be as per Port's discretion taking in to consideration the safety of port /vessel/crew, weather forecast etc.</p>		
<b>M. WARPING CHARGES PER GT OF VESSEL :</b>		
Warping charges	50 % of pilotage	
<b>O. DUMB BARGE :</b>		
<b>\$ 1975</b> per VCN	<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>	
<b>P. VESSEL DEFICIENCIES :</b>		
Restricted main engine power ( w.e.f. 1 <sup>st</sup> Nov-22)	<b>\$ 2000</b> per Movement	Vessel unable to provide 80% of rated M/E RPM.
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	<b>\$ 300</b> Per incident	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.	<b>\$ 300</b> per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, Speedlog will only be berthed / Unberthed using ports electronic navigational equipment.
Charges for Failure to report critical equipment Deficiency in advance.	<b>\$ 300</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>\$ 300</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>\$ 300</b> per declaration	In case of 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>\$ 300</b>	For each incident.
Anchor missing, Single Anchor Missing / anchor fluke damage	<b>\$ 300</b> applicable per movement	An additional Tug will be applicable to Berthing vessels if both anchors are missing.

### Q. TUG HIRE CHARGES :

Foreign Vessels ( For Minimum hire of 4 hours)	\$ 440 Per Tug Per hour. Minimum 4 Hrs will be applicable.
Coastal Vessel ( For Minimum hire of 4 hours)	\$ 440 Per Tug Per hour. Minimum 4 Hrs will be applicable.

### Q 1. TUG CANCELLATION CHARGES ( if cancelled within 30 min of requested Time)

Foreign Vessels	\$ 440 Per Tug
Coastal Vessel	\$ 440 Per Tug

### Q 2. TUG DETENTION CHARGES

Foreign Vessels	\$ 440 Per Tug Per hour.
Coastal Vessel	\$ 440 Per Tug Per hour.

### **NOTE**

- Tug hire charges of a minimum of four hours shall be levied for every requisition.
- The tugs shall not be hired except with the Port crew, and the charges set out in the table above include the cost of the service of the said crew and of fuel.
- The services of tugs will be made available only on written requisition submitted to the Port Authorities, duly specifying therein the purpose for which the tug is required.
- The services of the tugs shall be made available at the discretion of the Port Authorities.
- Every requisition for availing the services of the tugs should be accompanied by the hire charges in advance (Minimum of 4 hours).
- Any damage to the tug during the on-hire time, will be on account of the hirer.
- The decision of Head (Marine) – Dighi Port, will be final in respect of any disputes arising in the matter of making available the tugs, manner and method of usage, and assessment of damage, etc., to the tug and any other equipment thereon.
- The Port shall not be responsible to the user for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire.
- The Port shall not be held responsible in case of breakdown of Tug directly or indirectly from the use of the vessel or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of berthing / unberthing of vessel.

### R. COLD MOVE CHARGES :



1.1 Planned Cold Move	<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.</p> <p>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 is at the rate of 3 times the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>
1.2 Un planned Cold Move	<p>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 on port account), the same will be treated as a cold move and 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>Unplanned cold move charge as at the rate of 2 times the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>
<b>S. PIPE LINE CHARGES FOR LIQUID TANKERS</b>	
<b>INR 2.5/- per MT</b>	Pipeline usage charges applicable on all Liquid cargo Vessels calling at Dighi port.
<b>T. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :</b>	
<b>\$ 250 for the first 24 hrs</b>	<p>Immobilization permission will be granted at port's discretion. An immobilization charge for the first 24 hrs is payable, and thereafter at the rate of <b>\$ 125</b> per 12 hours slab.</p> <p>Failure to take prior approval will result in additional charges as per note 2 of Marine tariff..</p> <p><b>Note:</b></p> <ol style="list-style-type: none"> <li>Immobilization charges will not be applicable if same is carried out at anchorage.</li> <li>Cancellation of Immobilization request shall be considered only if it is rendered 6 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.</li> </ol>
<b>U. ADDITIONAL TUG HIRE CHARGES :</b>	
<b>USD 1000 Per Hour per Tug</b>	<p>Additional Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer.</p> <p>In case of bad weather tug assistance will be provided on chargeable basis for any activity.</p>
<b>V. CHARGES FOR OIL SPILL POLLUTION RESPONSE.</b>	
<b>\$ 35100 Per spillage</b>	USD \$ 35100 + charges as per actuals based on resources mobilized.
<b>\$ 5000 Per spillage . ( w.e.f. 1<sup>st</sup> Nov-2022 )</b>	Spillage 100 Ltr to 500 Ltr. Content clean up within DPL harbour. + charges as per actuals based on resources mobilized.
<b>\$ 2000 Per spillage . ( w.e.f. 1<sup>st</sup> Nov-2022 )</b>	Spillage less than 100 Ltr. Content clean up within ship's length. charges as per actuals based on resources mobilized.
<b>W. TARIFF FOR BOLLARD PULL TEST :</b>	
Bollard Pull Test	<p><b>a. \$ 2700</b> for tugs up to 100 tons.</p> <p><b>b. \$ 5400</b> for tugs above 100 to 150 tons.</p> <p><b>This is inclusive of all VRC and Bollard Pull Charge.</b> (Berth stay of 12 hrs inclusive of Bollard pull test).</p>
<b>X. TARIFF FOR DIVING OPERATIONS :</b>	
<b>1.1</b>	<p>Videography Charges</p> <p><b>\$ 1800</b> per hr in addition to tug hire charges as above.</p>

<b>1.2</b>	Diving services by outside agency	<p>a) License Fee of <b>\$ 500</b> per vessel per day.</p> <p>b) If videography done by external agency then \$ 500 will be applicable in addition to license Fee.</p> <p>c) The external agency should have certified divers.</p> <p>d) In case a Service boat is required for carrying out diving operation on a ship which is alongside, the charges for the same will be <b>\$ 900</b> per 4 per hour.</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.

### Y. MISC SERVICE CHARGES:

1.	Creation of APMS/IPOS/SMART EPIC request number behalf of agent for vessel declaration	\$ 100	Per request [exception for agent's first five vessels]
2.	Security	\$ 30.35	Per 8 hrs shift /per Guard.
3.	Late declaration of vessel/None submission of documents by vessel: Vessels 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.	\$ 500	Per declaration
4.	Security Vehicle (with driver).  (i) Shift time: 0700 hrs to 1500 hrs, (ii) 1500 hrs to 2300 hrs , (iii) 2300 hrs to 0700 hrs.	\$ 105	Per 8 hrs shift
5.	Oil rags removal & Disposal	\$ 450	Per CBM
	Garbage collection at berth	\$ 200	Per collection / Trip
	Bio Medical waste	\$ 200	Per collection / Trip
	Sewage collection	-	charges case to case basis
	Noxious liquid substons	-	charges case to case basis
	Garbage collection at Anchorage (Quantity not to exceed 5 m <sup>3</sup> /per trip)	\$ 2000	Including Tug charges For maximum <b>3 hours</b> and \$ 440 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>		
6.	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$ 90	Per calendar day.
7.	Gangway Extension ladder at west basin	\$ 90	Per calendar day.
8.	Hydra	\$ 150	Per 4 hour slab (minimum).

	Fresh water at berth	\$ 12	Per MT
9.	Fresh water at anchorage [Only in case of urgent requirement] [Charges for maximum 6 hours and \$ 440 for every subsequent hour thereafter including fresh water charges]	\$ 1875 per trip.	Quantity that can be supplied at Dighi 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. If in case quantity supplied in excess of 20 MT then additional quantity will be charged as \$ 6 per MT.
(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)			
10.	Permission for tank cleaning of HFO Tank/Cargo Hold /Cargo tank / Deck space through authorized vendors. The charges are per tank basis. [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]		USD 1000 Per Permission per Tank ( Permission for tank cleaning of HFO tank / Cargo tank from the recognized vendors)
11.	Permission for cleaning of spillage cargo onboard through external agency. (Non-hazardous cargo) only authorise vendors can carryout the work.		USD 500 including labour entry
12.	Magnetic Compass adjustment through port including compass adjuster fees.		a. \$ 600 per vessel. b. Tug charges will be charged as per tariff.
13.	Hot work permission	\$ 100	Per hour slab (minimum)
14.	Ambulance Charges	\$ 50	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
<p><b>Note 2:</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>			
15.	Invoice revision	\$ 100	Per cancellation of Invoice.
16.	VCN Cancellation	\$ 10	Per VCN.
17.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
18.	Permanent Pass (Through WMS)	Rs.100/- Per pass	Validity - 06 Months to 01 Year
19.	Temporary Pass (Through WMS)	Rs.100/- Per pass	Validity - 07 Days, can be Renew 3 times

	Note- The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Adani contract staff.		
18	Cherry Picker	Rs. 2500/-	Per hour for equipment
		Rs.4000/-	Per Shifting
20.	Bunker Handling Charges	N.A	
21.	100 MT crane capacity crane on barge Hire Charges	USD 500 per hour from mobilization to De-mob. ( For towing crane barge Tug hire charges \$ 1000 per hour in addition to crane barge hire charges ) charges applicable other than salvage operations.	
22.	Mooring Ropes	N.A	
23.	<b>Gate entry permission charges for on-board work shop, repairing and other activities.</b>		INR 8000/- per transaction
	<ul style="list-style-type: none"> <li>a. For repairing of on board ship's equipment</li> <li>b. Gate In/Out permission for Landing gears / equipment from ship.</li> <li>c. Transshipment permission for supply of goods like spares / ships equipment / medicines.</li> <li>d. Provision supply to vessels per shipping bill gate entry.</li> <li>e. General cleaning on board the vessel non-hazardous.</li> <li>f. Permission for name / draft-mark change on ship's hull.</li> </ul>		
23.	<p><b>Note:</b></p> <ul style="list-style-type: none"> <li>a. Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website.</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 up to 25 kg.</li> <li>e. 50% Discount will be given for supply through Transshipment Permission (T.P)</li> </ul>		
	24.	<p>Permission for Transit cargo class 1 and 7 in case of containers on case to case basis and port discretion.</p> <ul style="list-style-type: none"> <li>1) Government of India as exporter or receiver of cargo.</li> <li>2) MMD permission for transit.</li> <li>3) Customs permission for transit</li> <li>4) Undertaking letter as per format of the port from the shipping line.</li> </ul> <p>Permission from Atomic Energy Regulatory Board (AERB) for class 7.</p>	USD 1000 per day (Including Fire tender and security standby arrangement) Time will be consider as per FL-berthing to LL-unberthing
25.	Crew change Facilitation charges	USD 100 Per crew change	

26.	Annual Agency Registration charges.	Rs. 15000 per year for new Registration. Rs. 15000 per year for renewal registration.
27.	Permission for usage of Open loop scrubber within Port limit	USD 280 per Permission
	Note : 1. Declaration by the agency on type of scrubber fitted and mode being used in Port. 2. For hybrid scrubber if used in open loop, charges would be applicable. 3. Declaration by the agency on type of fuel used in Port limit. Send all the above point with declaration of vessels.	
28.	Permission of cargo hold washing and retention onboard within Port limit.	USD 500 per permission
29.	Permission for Lifeboard Lowering within Port Limit	USD 100 per activity
30.	Custom MOT charges	USD 100 Per Day during Port Stay at Berth
31.	Failure to report stowaway incident to port.	USD 1000 per incident
32.	Stowaway Onboard	USD 1000 per Stowaway (No disembarkation allowed of stowaway as per Govt. regulations)
33.	Fine for violation of Port Security Rules	USD 50 per act (Subsequently person will be blacklisted by the Security)
34.	Wrong declaration of Gross Tonnage of Vessel	USD 1000
35.	Violation of Using Satellite phones banned by Gov. of India	USD 1000
36.	Vessel / Vessel agency Engaged in illegal Activities reported by Govt Authorities	USD 500 per Incident.
37.	Failure to report release of CO2 at berth or within Port limit	USD 1000 per incident.

**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. GST 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 ( Subject to Availability):

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore / berth through port tug in case of emergency.	Per tug per hour.	\$ 4500
2.	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.	\$ 130
3.	Foam tender or water tender standby with crew.	Eight hour shift.	\$ 215
4.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	\$ 165
5.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 215
6.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 60
7.	Fire operator standby.	Eight hour shift.	\$ 25
8.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 6
9.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	\$ 6
10.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 14

<a href="#">page</a> <b>11.</b>	Providing portable fire pump for standby, firefighting and dewatering operation. <b>Berthing Policy &amp; Tariff Structure</b>	Per hour.	\$ 25 <a href="#">Top</a>
<b>12.</b>	Providing Smoke exhauster unit.	Per hour.	\$ 25
<b>13.</b>	Providing SCBA set.	One time use per Set.	\$ 25
<b>14.</b>	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110
<b>15.</b>	Fire crew for on board for fire fighting	Per four hour shift.	\$ 300

Note: In case of emergency on board the vessel, the port will mobilize emergency response service and the charges will be debited to vessel agent account. Port will not take confirmation from agent in case of emergency.

### 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, Adani Ports and SEZ Limited, Dighi 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.

### BB. SPM Terminal :

**NOT APPLICABLE AS OF NOW**

### CC. SHIP TO SHIP TRANSFER OPERATION (STS)

**NOT APPLICABLE AS OF NOW**

### DD. TARIFF FOR LNG TERMINAL

**NOT APPLICABLE AS OF NOW**

### EE. LIGHTERAGE OPERATION CHARGES AT ANCHORAGE FOR DRY CARGO VESSEL

**NOT APPLICABLE AS OF NOW**

### FF. TARIFF FOR COUNTRY CRAFT

**NOT APPLICABLE AS OF NOW**

### GG. Wharfage charges

S.NO	Commodity	Unit per	Rate in Rs
	<b>GENERAL CARGO</b>		
	Animals	E	100
	Bones, Bone Meals, Hides, Horns & Skins	T	100
	Bran, Fodder or Cattle Feed	T	100
	Cement/Clinker	T	100
	Cotton	T	130
	Fertilizer	T	100
	Food grains, Oil Seeds, Pulses	T	100
	Fruits	T	265
	Guar Gum	T	100
	Gypsum (unprocessed)	T	100
	Oil Cakes & Deoiled Extractions	T	100
	Onion	T	100
	Newsprint	T	100
	Salt (unprocessed)	T	100
	Sand	T	100
	Scrap Bulk	T	100
	Scrap Bundle	T	100
	Mill Scale	T	100
	Stones, Marble and Granite	T	100
	Molasses	T	100
	Sugar	T	100

	<b>Berthing Policy &amp; Tariff Structure</b>		<a href="#">Top</a>
<a href="#">page</a>	<b>Iron, Steel &amp; Other Metals</b>		
	Cement Coated Pipe	T	100
	H.R. Coils	T	100
	Hot & Cold Roll Iron Slabs	T	105
	Iron Ore	T	100
	Iron Ore Fine	T	100
	Pig Iron	T	100
	Pipes, Plates, Sheets Etc.	T	100



Project Cargo/Equipment's	T	100
All items other than those specified above	Ad valorem	0.48%
<b>Minerals</b>		
Bauxite	T	100
Bentonite & Clay	T	100
Calcine Bauxite	T	100
Coal & Coke	T	100
Flour Spar	T	100
Lignite	T	100
Lime Stone	T	100
Rock Phosphate	T	100
Sulphur	T	110
<b>Unremunerated Goods</b>		
All non – hazardous Solid Cargo in Bulk/Break Bulk other than the ones Mentioned	T	100
All non – hazardous Liquid Cargo/Break Bulk other than the ones mentioned	T	<b>105</b>
<b>Wood &amp; Timber</b>		
Bobbin, Plywood & Other Boards Logs, Squares, Sleepers, Planks And Scantlings	T	100
Wood Pulp/Synthetic Resin	T	100
<b>POL &amp; POL Products</b>		
Asphalt, Bitumen & Coal tar	T	150
Butanes	T	160
Crude Oil	T	100
Diesel/Kerosene	T	100
Furnace Oil	T	100
Lubricating Oil (Fuel Oil)	T	150
LPG	T	165
Petrol/Naphtha/LDO & SKL	T	130
CBFS	T	150
Other Solid Petroleum Products & Derivatives	T	150
Other Liquid Petroleum Products & Derivatives	T	150
<b>Chemicals &amp; Other Liquid Bulk</b>		
Ammonia	T	170
Caustic Soda/Soda Ash	T	150
EDC	T	165
Ethanol	T	150
Empty Drums (Barrels)	E	165
Ethylene	T	160
LNG	T	190

Phosphoric Acid	T	180
Oil Vegetable & Edible Bulk	T	150
Oil Vegetable & Edible Packed	T	150
All Other Solid Chemicals Which Are Not Petroleum Products or Derivatives	T	150
All other Liquid Chemicals Not Specifically Included Under Petroleum/POL Derivatives	T	150

- All wharfage charges are payable in Indian Rupees.
- Wharfage on different cargo types shall be recovered from Importer or Exporter based on the quantity manifested.
- Wharfage shall be levied on a minimum of 50 Kgs for Bulk / Break-bulk cargo and a minimum of 50 ltrs. For liquid cargo.
- In the case of bulk cargo, Wharfage shall be levied on the manifested tonnage of the vessel cargo without insisting on any other shipping documents or invoices. However, if the quantity ascertained by draft survey on arrival and departure of the vessel by the consignee/consignor is manifested in the statement of fact and if such quantity is higher than the manifested quantity, then the higher quantity shall be chargeable.
- In all other cases the Port Authority shall assess Wharfage on the gross weight of goods as shown in invoices or as ascertained by actual weighment at the time of landing or shipping or any subsequent date.
- All transshipment and re-shipment of goods shall be dealt with ordinary landing & shipping of goods and shall be subject to levy of Wharfage on landing and shipping each time.
- Full wharfage shall be applicable on the cargo transshipped from one vessel to another vessel on the manifested quantity of such transshipment cargo.
- Full wharfage will be charged on cargo transferred from one hatch to another of the same vessel.
- Wharfage on packages containing miscellaneous cargo types shall be levied based on the applicable rate for individual cargo items in that package subject to a minimum quantity of 50 Kgs for Bulk / Break-bulk cargo and a minimum of 50 ltrs. For liquid cargo.
- In case of distressed vessels, full wharfage will be applicable on goods and will be recovered as mentioned below:
  - Initial loading (shipping) – Full wharfage payable
  - Unloading (landing) on return due to distress – Full wharfage payable
  - Reloading (shipping) – Full wharfage payable
  - Cargo from other ports landed from vessels in distress– Full Wharfage payable
  - Goods mentioned below shall not attract any Wharfage charges.
  - Fodder accompanying livestock and not manifested as cargo
  - Cargo consigned for Dighi Port for own consumption.
  - Ships dunnage fittings, stores, provisions, spares and un-manifested dunnage for the use of ships.
  - Sweeping of cargo on board the vessel, provided that the entire cargo is landed at the Port and satisfactory proof is produced to the effect that the sweepings formed part of the consignment for which wharfage charges have been paid.
  - Cargo collected from sweepings from the wharf, sheds, warehouses, rented plots etc.
  - Seamen’s luggage and personal belongings accompanying them.

## V. PIDC Charges

- Not Applicable

## VI. Tariff for Salvage operation

### Charges Vessel in Emergency and/or under Salvage operations

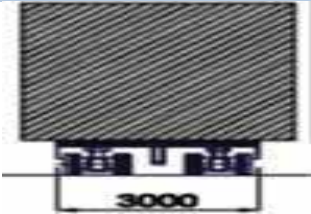
\$ 2000 per tug per hour	Tug hire charges for the Salvage operations assistance within the Port limits
\$ 2000 per tug per hour	For Escorting/Standby for towing operation out side port limit jobs subject to MMD and necessary approval
\$ 5000 per tug per hour	For towing or engaged in salvage operation of any type of vessels out side 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.
\$ 1000 per hours per pilot	Pilot Service attended charges for salvage and any emergency handling
\$ 250 per hours	Service Boat charges (Small wooden boat)
\$ 500 per hours	Flat Rack Barge hire charge
1. \$ 1000 per hours for Grab dredger 2. \$ 2000 per hour for Cutter suction Dredger (CSD) 3. \$ 3000 per hour for Trailer Head suction Dredger (THSD)	Dredging Assistance hire charges for salvage operations or Wreck removal
\$ 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
\$ 7500 per day ( Only for one channel / Basin / berth pocket)	Bathymetric Survey during, on or after the salvage operations
\$ 1000 per day	Man Power 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
Technical / Legal Consultancy Fees for Liability Claim	As per actual and invoice furnished by the Legal firm or by the consultants

Note: 1.Charges mentioned for emergency and salvage operation is minimum tariff and may differ as per severity and complexity of the operation and time duration. 2. 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

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## 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 69	Per Shifting
7.	Shore power supply	Rs 50/-	Per Unit
8.	Issuance of Weighment Certificate	USD 1.50	Per Certificate.
<p><b>Above equipment's 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. (* Fork Lift can be provided as per availability however 5 working days' notice is required for the same)</b></p>			
B. SHORE CRANE CHARGES			
➤ TARIFF FOR HANDLING BULK CARGO OTHER THAN WHEAT			
1.	Crane + Grab Hire	\$ 690 Per hour or Part there of OR \$ 0.8904 Per MT whichever is higher	
TARIFF FOR HANDLING BREAK BULK / PROJECT CARGO			
2.	Shore Crane Hire:	USD 690 / hr. or part thereof. [MHC /Shore crane will be provided as per availability] USD 1380 / hr. or part thereof. or 2 times shore MHC charges for QC at container berth..	
C. PROJECT CARGO STEVEDORING RATES			
1.	Up to 2500 Freight Tons parcel size per vessel	USD 5.00 Per FRT with minimum slab of \$ 6750	
2.	Above 2500 Freight Tons parcel size per vessel	USD 4.10 per FRT with minimum slab of \$ 11200	
3.	Wind Mill or Wind Mould or its part (As specified in BL/Relevant custom document)	USD 3.75 per FRT.	
<p><b>Note:</b> In case of export movement, Dunnage, Choking and lashing material cost shall be charged extra at actual if required.</p>			

	<p>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.</p>
	<p>In case of any cargo restow is required during cargo operation with storage at wharf (without any transportation)&amp; reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on restow qty. - Single Stevedoring Charges.</p>
	<p>In case of any cargo restow is required during cargo operation with storage at wharf &amp; transportation for reloading , stevedoring as per port tariff ( Applicable for unloading &amp; reloading ) will be applicable for respective commodity &amp; in an addition to same, transportation charges/royalty will be applicable on case to case basis.-Twice Stevedoring Charges + Terminal Handling Charges.</p>
	<p>In case of movement like roll on roll off or direct offloading to another vessel, stevedoring charges will be applicable as per port tariff.</p>
	<p>In case of wrong declaration of FRT (less than actual FRT by 2% or more) the applicable charges: Twice stevedoring charges.</p>
	<p><b>IMPORTANT NOTE :</b></p> <ol style="list-style-type: none"> <li>1. 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.</li> <li>2. No of axles shall be arranged in such a manner that total load (including self- weight of trailer) should not exceed 13.5 MT 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"> <li>- Route survey of the trailer with cargo (considering its maximum height, width and turning) to be carried out by operation team.</li> <li>- Axle line spacing should not be less than 1.55 Mtr.</li> <li>- 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.</li> </ul> </li> </ol>
	<div style="text-align: center;">  </div> <ol style="list-style-type: none"> <li>4. Each axle shall have practically equal load and loading shall be uniformly distributed to all the axles.</li> <li>5. Maximum speed of trailer on approach = 5 kmph</li> </ol>

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.

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

1.	Steel Plates / Slab – Import ( For > 32 MT, USD 0.30 PMT additional)	USD 2.40/ MT
2.	Steel Coils ( HR ) – Import ( For > 32 MT, USD 0.30 PMT additional)	USD 1.95/ MT
3.	Steel Coils ( CR ) – Import ( For > 32 MT, USD 0.30 PMT additional)	USD 1.95 / MT
4.	Steel Coils ( HR ) & Steel Plates - Export ( For > 32 MT, USD 0.30 PMT additional)	USD 1.95 / MT
5.	Steel Coils ( CR/Other) – Export ( For > 32 MT, USD 0.30 PMT additional)	USD 1.95/ MT.
6.	Steel Angles / Bars / Rebars / Rods – Import	USD 1.50/MT
7.	Steel billets (Import / Export)	USD 3.90 / MT
8.	Carbon Steel Plates (Import / Export)	USD 7.65 / MT
9.	Rails (Import / Export) up to 12.5meters in length	USD 9.1 / MT
10.	Rails (Import / Export) Above 12.5meters but below 18meters in length	USD 12.1 / MT
11.	Rails (Import / Export) Above 18meters up to 25meters in length	Rs. 917/MT
** For stevedoring export of coils / plates / slab / angles / bars / rods, All Dunnage & lashing material used will be at actuals.		

### E. STEVEDORING CHARGES ON STEEL CARGO - PIPES - IMPORT\*\*

1.	Steel pipes / Tubes equal & below 14 inches OD	USD 6.90 / FRT
2.	Steel pipes / Tubes equal & below 24 inches OD & above 14 inches OD	USD 4.70 / FRT
3.	Steel pipes equal & below 56 inches OD & above 24 inches OD	USD 2.85 / FRT

### F. STEVEDORING CHARGES ON STEEL CARGO - PIPES - EXPORT\*\*

1.	Steel Pipes equals & below 18 inches OD	USD 4.65 / FRT
2.	Steel Pipes equal & below 30 inches OD & above 18 inches OD	USD 3.10 / FRT
3.	Steel Pipes equal & below 56 inches OD & above 30 inches OD.	USD 2.10/ FRT
4.	Steel Pipes above 56 inches up to 70 inches. ( All dunnage & lashing material at actual additionally )	USD 2.55/ FRT
5.	CWC / Cement coated Pipes / DI Pipes	USD 4.65 / 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.

### G. STEVEDORING SCOPE (Pipe export) will be as per following :-

1. 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	
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)

2. Dunnage (4" x 4" approx.) 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 holds.
3. 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.
4. Rubber strip protection on tank top and ship's sides.
5. Lifting gears/spreaders/slings/ conventional pipe lifting hooks.
6. Above schedule of rates are applicable only for loading/stowage /securing of steel pipes inside vessel holds. In case of any UPPERDECK/TWINDECK/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.
7. 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.
8. Any Additional Dunnage used more than limit of respective slab due to choking or any other reason will be on chargeable basis on actuals.
9. GST as applicable will be extra and subject to change from time to time as per Govt. circular / guidelines.

- Schedule charges for Additional Services for extra consumption :
- 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

### H. STEEL CARGO HANDLING DIMENSIONS / WEIGHT

Sr.No	COMMODITY	SIZE				
		LENGTH	WIDTH	HEIGHT	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 MM	24 MT
3.	STEEL SLABS	7 MTRS	2 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					
7.	2 OD- 12 OD (INCHES)	13.5 MTRS	IN BUNDLE ( MORE THAN 2 PIPES)			2 MT – 10 MT
8.	ABOVE 12 OD – 70 OD	13.5 MTRS	SINGLE PIPES			10 MT

**Note:**

- DPL will allow direct delivery/carting of project cargo exceeding above dimension. In case same is desired to be handled by DIGHI, same is to be discussed with port marketing team on case to case basis. Other than above mentioned standard dimension for steel cargo, rates can be obtained from marketing desk.
- 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.
- Note: Non Container Vessels which are berthed at DPL Container terminal will have to pay shifting charges if required to vacate the berth for scheduled container vessel unless required to do so for convenience of the port.

### A. calculation of crane idling charges due crane failure for the vessels berthed at Adani Port

Idling of vessel on account of following:

- Miss-declaration of cargo as prescribed in clause 6.15: If vessels crane are unable to discharge the said cargo, Lay-up berth hire will be applicable from the time of idling due to said package till the time, vessels request for the shore crane.
  - Miss-declaration of vessel's gear/capacity: If in case of wrong declaration of vessel' gear/capacity Lay-up berth hire will be applicable till the time, vessels request for the shore crane.
- I. Total idling of vessel's cranes 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 would not be applicable.



II. This intermediate crane idling charges will be USD 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 A:**

\* Vessel: x with cargo gear 4 x 25 MT SWL crane.

> Supposing the crane stoppages in 24 hrs are as follows:

- Crane 1 total stoppage 6 hrs and 30 minutes, (allow 2.4 hrs) = 4.1 Hrs.
- Crane 2 total stoppage 1 hr, (allow 2.4 Hrs) = Nil.
- Crane 3 total stoppage 4 hrs and (allow 2.4 hrs) = 1.6 hrs.
- Crane 4 total stoppage Nil. (allow 2.4 hrs) = Nil.
- Then, Total crane idling charges hrs = 4.1 + 0 + 1.6 + 0 = 5.7 hrs = 6 hrs.
- Total amount applicable for crane idling charges = 6 hrs x USD 180 = USD 1030 + applicable GST

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

### B. Breakdown of ship crane wire/ other part or mechanism during cargo operation

1. Charges of USD 10,000/- per incident in case a vessel's Crane / derrick's wire, block, hydraulic system or any other system fails during cargo operations resulting in free fall of the cargo or the crane / derrick either on the vessel or on the berth.
2. Charges for repair/ procurement of damaged port property as assessed by the Port.
3. Charges for damaged cargo and its recovery from the water and its disposal if the cargo has fallen in to the water.
4. Charges for the complete treatment of the injured / affected personnel and compensation for the injury or disability as decided by the Port.

**Note : Port tariff is subject to Annual revision basis prevailing market conditions and Port management discretion.**

## VIII. STORAGE CHARGES

<b>CUSTOM BONDED AREA</b>		
<b>Category</b>	<b>Free Days</b>	<b>Calculated from</b>
Import Cargo	5	Calculated from the date of completion of cargo landing at Berth
Export cargo	5	Calculated from the date on which the cargo is brought into the transit area to the date when evacuation of cargo commences from the transit area for loading onto the vessel
<b>PERIOD AFTER FREE DAYS</b>	<b>Rate of Demurrage Charge payable per day or part thereof (Indian Rupees)</b>	
First Week	20% of the Wharfage charges applicable on the cargo	
Second Week	30% of the Wharfage charges applicable on the cargo	
Third Week	50% of the Wharfage charges applicable on the cargo	
Fourth Week	75% of the Wharfage charges applicable on the cargo	
Fifth Week onwards	100% of the Wharfage charges applicable on the cargo	
<ul style="list-style-type: none"> <li>• On expiry of the Free Days, demurrage charges shall be levied on the import cargo until the entire delivery is completed and on export cargo till the cargo commences loading.</li> <li>• Public holidays and non – working days are included in the free days.</li> <li>• The above-mentioned rates are not applicable for storage of perishable and hazardous cargo.</li> <li>• If at any time after the expiry of free period, the Port apprehends congestion at the port due to the presence of cargo which could affect the smooth transit of cargo through the port, the port at its discretion, may direct the owner or any of his representatives to remove the cargo from the Transit Area to any other location within the port premises.</li> <li>• If the cargo is not removed within the stipulated time period given by the port, then the port has the right to remove the cargo at the risk and cost of the owner.</li> <li>• No Free Days shall be allowed in respect of cargo which are brought into the Transit Area and meant to be shipped on a particular vessel but are not shipped in full or part on the said vessel under the advice of the shipper.</li> <li>• The port has the right to auction the cargo that has been stored in the Transit Area for a period in excess of 120 days</li> </ul>		

**IX. Contact details****Primary Contact Points**

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**Important Contact Number**

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