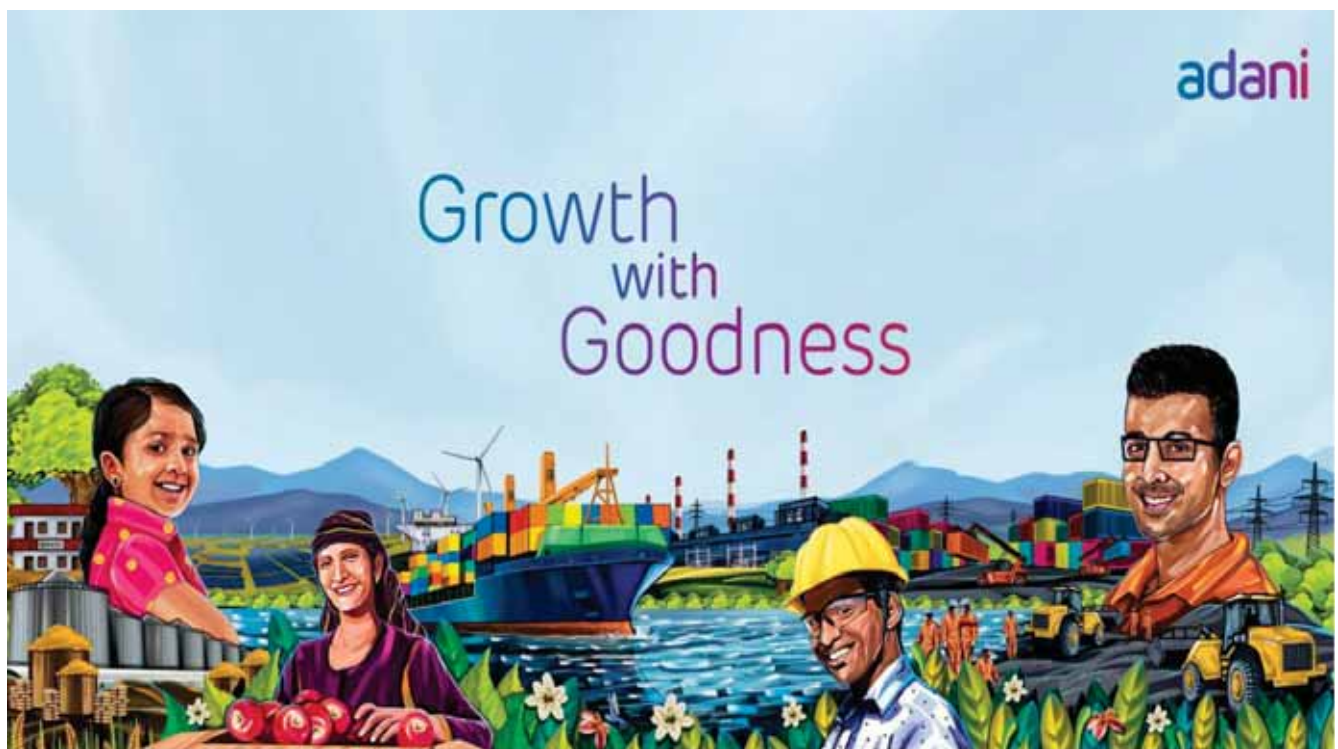


Berthing Policy & Tariff Structure

Marine Infrastructure Developer Private Limited



OUR VALUES: COURAGE, TRUST AND COMMITMENT

Issue: 02 Revision No: 04 | w.e.f 1st Nov 2021

Note:

1. 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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Record of Changes

Rev. no	Date	Changes
03	01.04.2021	Amendment in Mooring Charges, Transhipment Laden free days, THC for Hazardous and ODC Containers, Storage charges for Hazardous Containers, Refer monitoring Charges, Hatch Cover on containers on MPP Vessels. Addition of Open Loop Scrubber Charges, Cargo hold Washing, Lifeboat Lowering Charges, Port Environment safety Charges, Crew Change Charges, Grab, Hopper and Cargo Shifting Charges
04	01.11.2021	Amendment in Pilot Cancellation and detention Charges, Vessel deficiency and miscellaneous charges, Immobilisation charges, Garbage collection facilitation charges, Hydra charges, Twist Lock cutting charges and Yard cleaning due to leakage charges. Addition of Laser Range Finder 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 COO.

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. Jai Khurana	CEO – Southern Ports

Introduction

Marine Infrastructure Developer Private Limited

- Marine Infrastructure Developer Private Limited is located at Kattupalli and is about 30 Kms. North of Chennai and 4 Kms. North of Kamarajar (erstwhile Ennore) Port. MIDPL spread over an area of about 450 acres is one of the leading Ports in South India. MIDPL offers 24x7 congestion-free approach roads for seamless movement of cargo. It offers a wide basket of services such as a dedicated yard for Direct Port Delivery clearance, Direct Port Entry for factory stuffed/self-sealed export-laden containers and flexible carting. It is well connected to cargo clusters, national highways and container freight stations.
- Kattupalli Port has been operational since 2012 and about 8.5 MMT of cargo was handled during FY:2020-21. Adani group's passion for converting opportunity into reality has led to MIDPL being conferred with the following awards.
 - TNPCB's Green Award 2018 for Environment Protection
 - EKDKN's Exceed Platinum Award 2018 under Energy Conservation Category
 - EKDKN's Exceed Platinum Award 2020 under Energy Conservation Category
 - Winner of 20th Annual Greentech Environment Award 2020 under Environment Protection Category
 - EKDKN's Exceed Platinum Award 2021 under Energy Conservation Category
 - Golden Peacock ENVIRONMENT MANAGEMENT Award 2021 for Port Sector.
 - Gold Award – Apex India Occupational Health and Safety award – 2018
 - EXCEED Award – Safety
 - Confederation of Indian Industries – CII 3 Star Award in Safety performance 2019
- Some of the salient features of MIDPL are as follows.
 - MIDPL has a diverse cargo base including dry bulk, break bulk, project cargo, liquid and containers which diversifies business risks and is a unique model for private ports.
 - The Port has a well-developed basin for future expansion.
 - MIDPL has handled container vessels up to 340 meters in length.
 - 3 operational berths which have a depth of 16.0 m for handling of vessels like dry bulk, break bulk, Project, RoRo, containers and Liquid Cargo.
 - Container terminal having a capacity of 1.4 million TEUs.
 - Dedicated Container Freight Stations (CFS) having easy access to port complex for smooth movement of containers.
- Logistical advantage due to network of unparalleled road, rail, sea, and air connectivity.
 - MIDPL provides logistic advantage of congestion free port at the South Eastern part of the country
 - MIDPL has good connectivity to all CFS in Chennai and also to NH 5 and NH 6.
 - Dry cargo infrastructure capable of handling all types of dry cargo.
 - Large storage capacity is available within the port in the form of open and covered warehouses
 - MIDPL aims to handle 11 MMT of cargo in the year 2021-22

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:** A document that establishes terms of contract between Shipping and 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 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:** Two 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.
- **Hold Washing/Cleaning**: “Normal Cleanning / sweeping / moping” requires the holds to be swept to remove all residues of the previous cargo, washed down and dried ready to receive a similar or compatible cargo
- **International Ship and Port Facility Security Code (ISPS)**: It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to “detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade.”
- **IWPM / OWPM**: Inward Pilot Memo / Outward Pilot Memo.
- **Idling**: If a vessel is alongside the berth without carrying out any cargo operations.
- **Kg**: Kilogram.
- **LOA**: Length Overall.
- **LPG** : LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for ‘Liquefied petroleum gas’
- **LRF**: Laser Range Finder.
- **Monsoon Period for Kattupalli port**: Monsoon period at MIDPL Kattupalli Port is
 1. South West – Mid April to Mid August
 2. North East – Mid October to Mid January
- **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.
- **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 – Not Applicable
- **Types of Ships:**
 - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
 - **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll-on/roll-off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.
 - **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.
 - **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.
 - **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
 - **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
 - **Roll-on/Roll-off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
 - **STS :** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products.

- **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.
- **Free pratique:** means permission for Ship/vessel to enter into the port limits, embark or disembark, discharge or load cargo or stores. Free Pratique is granted by Public health officer (PHO).
- **Quarantine:** Quarantine means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner so as to prevent the possible spread of infection or contamination.

III. Berthing Policy

1. Berthing Objective

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

2. Rationale

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

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

The Port, as a general rule, adopts the policy of First Come First Serve (FCFS) basis. Container vessels are generally accepted basis their berthing windows as agreed between the Shipping Line and the 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 agents are required to declare their vessels through IPOS. 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 IPOS, the vessel's application for berth will not be accepted.
- 3.2 Vessel agent has to pay in advance all the charges as per the PAA raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6 digit digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.
- 3.3 Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports or the voyage duration is around 1 day, which are required to provide one day notice.
- 3.4 Vessel 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 All the vessels calling Kattupalli Port has to send nomination to the port for obtaining vessel acceptance from the Port prior to arrival. Vessel will be accepted by the Port based on their declared berth parameters and marketing clearance
- 4.2 The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If a vessel's engine or steering fails during any point of the berthing / un-berthing /shifting manoeuvre, it will be treated as cold move and will be charged as per Port tariff.

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

- 4.3 Any vessel deficiency must be reported to the port well in advance through email to Portopscenter akppl.marinecontrol@adani.com or through VHF on Channel 73 to Kattupalli 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 manoeuvres will be considered as cold move and charged as per Port tariff.
- 4.4 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.5 The Port permits priority berthing for vessels carrying government cargoes (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion. Priority berthing is also granted to long term contractual partners.
- 4.6 Priority berthing is also granted to long term contractual partners, as a general rule, ousting priority is not available. However if the port is forced to grant ousting priority to any vessel for whatsoever reason, all related charges including but not limited to viz. shifting, time lost, equipment idling etc will be payable by the vessel requesting ousting priority.
- 4.7 A '90 minute' notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice has to inform Port Control well in advance through her agent or via Port VHF working Channel.
- 4.8 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.
- 4.9 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.

- 4.10 Preferential berthing for Naval / Coast Guard Ships: Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be berthed subject to berth availability and Port discretion.
- 4.11 Adani Ports will endeavor services to all Indian Naval Ships (INS), one vessel movement at a time subject to uninterrupted movements of commercial vessels, berth availability and charges as per port discretion.
- 4.12 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, APSEZ will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Kattupalli 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.
- 4.13 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.
- 4.14 In case of project cargo, containers or ODC if a variation in Weight / Dimensions between declared cargo weight / Dimensions and actual cargo weight / Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.
- 4.15 Agent has to verify the Gross tonnage with Master prior declaration of vessel and submit latest tonnage certificate to the Port. In case of any wrong or late declaration of the amended Gross tonnage, it will be consider as "Wrong declaration of Gross tonnage". All the previous completed voyage invoices under the declaration of the old gross tonnage after the date of issue of the amended tonnage certificate will be revised as per the amended Gross tonnage.

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 a distance of 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 on CH-73.

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

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

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

- 8.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.
- 8.1.2 Has invalid statutory certificate, including expired load test certificates of cargo gears.
- 8.1.3 Is blacklisted by Port State Control.
- 8.1.4 Is not manned as per Safe Manning Document.
- 8.1.5 If vessel does not produce proper proof to show that the vessel is suitably insured under DG Shipping authorized P&I club to cover the risk of damage to any port installations (fixed and floating), wreck removal, water, air Pollution and consequent civil liability and any other risks applicable. Restrictions / Instructions / Circulars issued by Government of India and State Maritime Board will be strictly adhered to.
- 8.1.6 Vessel should arrive and depart the port either on even keel or with a positive trim and minimum list. In no case should the vessel be trimmed down by the head or have a list of more than 0.3 degree. In case a vessel is found to be trimmed down by head, the movement of such a vessel may be cancelled for safety reasons as such vessels are very sluggish in handling which is not acceptable in a strong tidal port. Such vessels will be provided pilot only after they have corrected their list and trim. For container vessels which have trim up to 40 cm down by head shall be permitted on case to case basis on prior intimation to Port Control.
- 8.1.7 Draft survey of a vessel which is down by head and listed more than 0.3 degrees will not be conducted unless the vessel comes on even keel and reduces the list to 0.3 degrees. All delay, detention and cost arising from negative trim, list exceeding 0.3 degrees and inability to comply with minimum draft and trim requirement will be on vessels account.
- 8.1.8 Delivery order has to be submitted by the agent to the Port prior berthing of the liquid vessel. Without DO, the vessel will only be berthed if the agent gives in writing that the agency agrees to pay the storage rent and / or any charges which may become payable due to the agent holding the delivery of the cargo.
- 8.1.9 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 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.
- 8.1.13 Tank cleaning, Purging, Gas Freeing or inerting is not permitted for tanker vessels at berth under normal conditions.

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

- 8.2.12 If the vessel is considered unsafe or hazardous for port safety.
 - 8.2.13 If the vessel is equipped with poor and unsafe cargo gear.
 - 8.2.14 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
 - 8.2.15 In case the weather deteriorates or is likely to deteriorate.
 - 8.2.16 If the stowage of cargo is improper or incorrectly declared.
 - 8.2.17 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.
 - 8.2.18 Makes a request for early un-berthing.
 - 8.2.19 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 norms 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. 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 or gear, idling at berth or for any other reasons. Lay-up berth hire as per Port Tariff shall be applicable.
- 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 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 on lay-up charges, 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 container Vessels, unless the Port has requested the Vessel to vacate the berth and if Vessel refused to do so.
- 10.5 Layup berth hire will not applicable on Tug which has towed the dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Layup charges in case of additional stay on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.

- 10.6 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:
- 10.7.12 There are no vessels waiting for that berth.
 - 10.7.13 The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
 - 10.7.14 The request for additional berth stay should be made at least 3 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
 - 10.7.15 The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

11 Import / Export voyage in same VCN

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

12 Anchorage charges

Anchorage charges in case of Kattupalli Port is payable to TNMB. The Anchorage fees payable in respect of vessels arriving in the limits of Kattupalli Port and remaining on its own anchor per day or part thereof after the first thirty days shall be payable as per TNMB tariff.

In respect of any vessels arriving in the port limits and lying idle on its own anchor in stream without loading or unloading cargo, the above charges are payable from the date of entry into the port limits.

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. IAPP certificate
- f. Ship particulars.

- g. P&I certificate & Liability for the Removal of Wrecks Certificate
- h. Certificate of Class
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. International Oil Pollution Prevention Certificate
- l. Document of Compliance
- m. ISM Safety Management Certificate (SMC)
- n. Civil Liability Convention (CLC) 1992 Certificate
- o. Civil Liability for Bunker Oil Pollution Damage Convention
- p. International ship security certificate
- q. International oil Pollution Prevention Certificate
- r. Load line certificate
- s. Safety equipment certificate
- t. Safety construction certificate
- u. Safety Radio certificate.
- v. Ship sanitization control Exemption
- w. Agency appointment letter from Owner of vessel

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

- a. Last port draft survey report for fertiliser vessel - As Applicable
- b. Fertiliser checklist - As Applicable
- 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 of shore crane, Forklift, etc...
- 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

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

MIDPL (Dry, Liquid and Containers)	
Inward Pilot request	Minimum notice 1 hrs 45 minutes from Pilot request time
Outward Pilot request	Minimum notice 1 hrs 30 minutes from Pilot request time
<p>Pilot Cancellation and amendment can be accepted through email to akppl.marinecontrol@adani.com or through VHF on Channel 73 to Kattupalli Marine Control with minimum 1 hrs notice for IWPM and 45 minutes notice for OWPM. Only one cancellation or 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.</p>	

STS Vessels	
Inward Pilot request	IWPM to be filed with 6 hrs notice during office hrs (0900 hrs to 1800 hrs) and 18 hrs notice after office hrs (1800 hrs to 0900 hrs). In case of back to back vessels (one vessel working at SPM and another vessel to be berthed after casting off working vessel), the IWPM to be filed with 6 hours' notice during office hrs (0900 hrs to 1800 hrs) and 18 hrs notice after office hrs (1800 hrs to 0900 hrs). Minimum 2 hours will be necessary between the times the working vessel to is to cast off to thePOB time of next vessel.
Outward Pilot request	Minimum notice 2 hrs from Pilot request time
<p>Note 1: For Berthing of STS vessels, berthing Pilot will be provided 3 hrs after receiving clearance from loading master, however minimum notice as per above will be maintained.</p> <p>Note 2: Cancellation and amendment of inward pilot memo for SPM vessels will have to be done at least 3 hours before POB time or else pilot cancellation charge before boarding will become applicable.</p>	

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 prescribed application form and agree to indemnify the Port against any claims whatsoever may arise there from. The agency which intends to swap the seniority of its vessels must take into consideration other agents whose vessel will be adversely affected due to swapping of seniority. LOA / Productivity of vessel being swapped will be considered before accepting the swapping request.

16 Shifting of vessels

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

- 16.5 Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.6 Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE"
- 16.7 Whenever 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 the principals.
 - 16.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the Pilotage 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 Marine Control on VHF Ch-73 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.

- 17.8 Permission will have to be obtained in writing.
- 17.9 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.
- 17.10 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.
- 17.11 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.
- 17.12 Due care should be taken by ship's crew in tending the ship's mooring lines, as Kattupalli 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.
- 17.13 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

Berth	LOA (Mtrs)	Displacement (MT)	Order of priority for Berth allocation	Present Liquid Pipeline Connectivity
MIDPL Kattupalli Port				
B-1	337	1,10,000	As per declared policy.	1) General cargo berth. No bunker lines.
B-2	390	2,08,800	As per declared policy.	1) General cargo berth 2) 1x 24" dia CS (POL –Black Oil-Insulated) 3) 1x12" dia. CS (POL-Black Insulated/Heat traced) 4) 1x12" dia. CS (WO Non-insulated)
B-3	390	2,08,800	As per declared policy.	1) General cargo berth. No bunker lines.

Notes:

19.8 The depths around the berths are checked periodically.

19.9 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.

19.10 A minimum safe clearance of at least 35 meters will be maintained in between vessels.

19.11 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	
Berth- 1	Container Window vessels
Berth- 2	Container and Liquid cargo
Berth – 3	Bulk and Break Bulk Cargo

Notes:

20.8 The port has capacity and necessary infrastructure to handle 1 container vessel, 1 liquid vessel and 1 bulk/breakbulk vessel at any given time. Decision to accept additional vessels will be taken on case to case basis by Marine Team.

20.9 The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.

20.10 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

As per clause 4.5 mentioned above

22 Berthing / Un-berthing guidelines for vessels

Berthing:	
B-1	POB - Tug and Barge combo – Day time. POB - Other vessels - Any time. Max LOA – 337 mts. Wind restrictions: PCC, Tug and barge combo -20 Kts Wind restrictions : Other vessels – 30 Kts Draft of vesels: Upto 14.50 mts. – any time. Draft of vesels: From 14.51 to 15.00 mts. – during top of high waters
B-2	POB - Tug and Barge combo – Day time. POB - Other vessels - Any time. Max LOA – 390 mts. Wind restrictions: PCC, Tug and barge combo -20 Kts Wind restrictions : Other vessels – 30 Kts Draft of vesels: Upto 14.50 mts. – any time. Draft of vesels: From 14.51 to 15.00 mts. – during top of high waters
B-3	POB - Tug and Barge combo – Day time. POB - Other vessels - Any time. Max LOA – 390 mts. Wind restrictions: PCC, Tug and barge combo -20 Kts Wind restrictions : Other vessels – 30 Kts Draft of vesels: Upto 14.50 mts. – any time. Draft of vesels: From 14.51 to 15.00 mts. – during top of high waters
Un-berthing:	
B-1	POB - Any time
B-2	POB - Any time
B-3	POB - Any time

Note: Berth B-2 and B-3 form a single quay of 654 meters

IV. Marine Tariff

A. PORT DUES: Payable directly to TNMB

PORT DUES (Payable for every Entry)	INR 10.40 Per GT
SURCHARGE - Surcharge on Port Dues 10% on Port Dues	10% on Port Dues

B. PILOTAGE CHARGES PER GT OF VESSEL

i. CONTAINER VESSELS

Size of Vessel	FOREIGN RUN		COASTAL RUN	
	Rate Per GT	Minimum Charges	Rate Per GT	Minimum Charges
Upto 3,000 GT	Lump Sum	USD 1,830	Lump sum	INR 36,600
3,001 to 10,000 GT	USD 0.329	USD 3,050	INR 8.54	INR 36,600
10,001 to 15,000 GT	USD 0.378	---	INR 9.76	---
15,001 to 30,000 GT	USD 0.439	---	INR 12.20	---
30,001 GT to 60,000 T	USD 0.622	---	INR 17.08	---
Above 60,000 GT	USD 0.720	---	INR 19.52	---

Includes one Berthing and one Un-berthing.

ii. OTHER THAN CONTAINER VESSELS

Size of Vessel	FOREIGN RUN		COASTAL RUN	
	Rate Per GT	Minimum Charges	Rate Per GT	Minimum Charges
Upto 3,000 GT	Lump Sum	USD, 2,074	Lump sum	INR 36,600
3,001 to 10,000 GT	USD 0.366	USD 3,294	INR 8.54	INR 36,600
10,001 to 15,000 GT	USD 0.476	---	INR 9.76	---
15,001 to 30,000 GT	USD 0.600	---	INR 12.20	---
30,001 GT to 60,000 GT	USD 0.732	---	INR 17.08	---
Above 60,000 GT	USD 0.793	---	INR 19.52	---

1. Includes one Berthing and one Un-berthing. Small Crafts will be charged on case to case basis
2. All the tugs will be used on chargeable basis for berthing / Unberthing vessel in Mediterranean moor position. It will be in addition to pilotage charges. Above Medi Moor charges are for reference only. Final Medi-Moor Charges will on be case to case basis.

B1. PILOT ATTENDANCE CHARGES

Pilot Attendance Charges	\$ 100 per hr	When a pilot is required to stay on board the vessel on request of the Master or when the port decides to post a pilot for safety of the vessel / port. Vessels calling for Mediterranean mooring at the berth, extra pilot will be posted on case to case basis.
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B2. PILOT EXEMPTION CHARGES

Pilot Exemption Charges	\$ 900 / Exemption Certificate (Maximum validity 30 days)
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C. MOORING CHARGES

\$ 0.0350 Per GT per VCN (Minimum Charges \$ 200)	Mooring charges is not applicable to STS and to vessels not using berth facilities.
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D. PORT ENVIRONMENT PROTECTION SAFETY CHARGES

USD 100: Up to 10000 GT USD 150: 10001 to 30000 GT USD 200: More than 30000 GT	Charges applicable on Bulk, breakbulk, Liquid, RO-RO and all other vessels except Container vessels calling Kattupalli Ports and will be charged under VRC to VOA.
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E. BERTH HIRE CHARGES

Container vessels - Foreign Run	Container vessels - Coastal Run	Other than Container Vessels - Foreign Run	Other than Container Vessels -Coastal Run
\$ 0.0035 per GT per Hour (Minimum Charges \$ 732 per day)	INR 0.10 per GT per Hour (Minimum Charges INR 12,200 per day)	\$ 0.0049 per GT per Hour (Minimum Charges \$ 732 per day)	INR 0.12 per GT per Hour (Minimum Charges INR 12,200 per day)

Note:

1. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel has not used berth, then arrival date will considered for exchange rate.
2. Mediterranean mooring will attract twice the berthing charges on case to case basis.

F. LAY UP BERTH HIRE

<p>Layup (First line ashore to All cast off) Same rate as berth hire and applicable in addition to the berth hire. Minimum berth hire charges is applicable for those vessels which call Kattupalli Port purely for lay-up berth hire)</p>	<ol style="list-style-type: none"> 1.1 If vessel unable to commence 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 after free times allowed to the vessels as per Point no. 9 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.
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- 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 stoppages more than 2 hours during entire operation. Lay-up berth hire will be applicable.
- 1.6 LPG Vessels - Not Applicable at Kattupalli Port

G. NON BERTH VACATING 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 – Not Applicable

I. ANCHORAGE CHARGES – Payable to TNMB

Description	Unit	Rate per GT in INR	Minimum Charges per day in INR
Vessels upto 500 GRT	Per day or part thereof	0.90	864
Vessels above 500 GRT		0.90	3456

The Anchorage fees payable in respect of vessels arriving in the port limits of Kattupalli and remaining on its own anchor per day or part thereof after the first thirty days shall be payable as above.

In respect of any vessels arriving in the port limits and lying idle on its own anchor in stream without loading or unloading cargo, the above charges are payable from the date of entry into the port limits.

J. BERTHING PROCESS CHARGES :

Pilotage Cancellation Charges	\$ 500	If cancelled between 1.00 hrs till pilot Boarding.
	\$ 1500	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	Upto 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	Per 30 minutes slab and applicable when delay is more than 30 minutes.

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 45 minutes till Pilot boarding.
	\$ 1500	If cancelled after pilot boarding.
Pilotage Detention Charges	\$ 500	Upto 30 minutes delay from the nominated pilot boarding time.
	\$ 1500	For subsequent delays on a slab of 30 minutes.

Note : Pilot cancellation and detention charges will not be applicable if the vessel is cancelled or delayed due to cold move / bad weather condition and it should be approved by concern HOD.

L. SHIFTING / TURNAROUND CHARGES

Shifting & Turnaround Charges	Same as pilotage charges	However minimum pilotage charges will be applicable as per point B page 22
<p>Note : 50% Pilotage charges will be applicable if Port decides to shift the vessel from berth due to bad weather & 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>		

M. WARPING CHARGES PER GT OF VESSEL :

Warping charges	50 % of pilotage charges
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N. CARGO LIGHTERING CHARGES – NOT APPLICABLE

O. DUMB BARGE

\$ 1975 per VCN	<ol style="list-style-type: none"> 1. Port dues and pilotage charges will be additional. 2. Activity includes berthing and un-berthing. 3. Pilotage will start only when the barge is secured as a hip tow to the towing tug. 4. If LOA is more than 70 mtrs and beam more than 25 mtrs, then acceptance will be on case by case basis. 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.
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P. VESSEL DEFICIENCIES

Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	\$ 500 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.)	\$ 300 per Movement	Vessels with non-functional critical navigational equipment such as GPS, GYRO, Radar, will only be berthed / Unberthed using ports electronic navigational equipment.
Charges for Failure to report critical equipment Deficiency in advance.	\$ 500 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.	\$ 300 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.	\$ 500 per declaration	In case of wrong declaration of arrival / departure draft.
<ol style="list-style-type: none"> 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. 	\$ 500	For each incident.
Anchor missing, Single Anchor Missing / anchor fluke damage	\$ 300 vessel deficiency charges applicable per movement for Single Anchor Missing / anchor fluke damage cases	An additional Tug will be applicable to Berthing vessels if both anchors are missing.

Q. TUG / BOAT HIRE CHARGES

Tug hire for transportation (per trip).	\$ 600 per hour	Minimum charges \$ 1800 for 3 hours and \$ 400 for every subsequent hour thereafter. If the same tug is used by two different parties for different vessels then each party to pay the said charges. (Maximum 10 persons at a time)
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Ship Store supply charges through tug (For 5 MT)	\$ 2000 plus tug hire charges	<ol style="list-style-type: none"> 1. Not applicable for Quantity less than 500 kg. 2. USD 2000 applicable for quantity upto 5 MT. 3. Excess of 5 MT, USD 200 per ton will be applicable. 3. Maximum quantity not allowed more than 10 MT per trip
Service Boat (Per hour)	---	Not applicable at Kattupalli Port
<p>Note: If tug is hired for medical purpose (passenger/crew injury) same will be borne by the vessel agent. The availability of tugs for transportation of passenger is not guaranteed as vessel movements have priority over such request. The Port shall not be responsible to the hirer 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 hirer shall indemnify the Port against all loss or damage or injury to life arising directly or indirectly from the use of the tugs during the period of the supply on hire to any property belonging to the port including the tugs or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life or property may have arisen due to any act or default of any employee of the Port.</p>		
R. COLD MOVE CHARGES		
1.1 Planned Cold Move	<p>Planned Cold move for a berthing vessel will be carried out only with prior approval of the concerned agency. However, no prior approval will be necessary for cold move of a vessel which is already at the berth. Port decision to vacate the berth (to accommodate any waiting vessel) will be final. Charges for each process of berthing / un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below. All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p> <p>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges (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 is at the rate of 1.5 times the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>	
S. PIPE LINE CHARGES FOR LIQUID TANKERS		
\$ 0.0373 per MT	Pipeline usage charges applicable on all Liquid cargo Vessels calling at Kattupalli	
T. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT		
\$ 300 for the first 12 hrs	<p>Immobilization permission will be granted at port's discretion. An immobilization charge for the first 12 hrs is payable, and thereafter at the rate of \$ 150 per 12 hours slab. Failure to take prior approval will result in additional charges as per note 2 of Page 28.</p> <p>Note: 1. Immobilization charges will not be applicable if same is carried out at anchorage. 2. Cancellation of Immobilization request shall be considered only if it is rendered 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.</p>	
U. ADDITIONAL TUG HIRE CHARGES		
\$ 1000 Per Hour or part thereof per Tug	<p>Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) other than personnel transfer. In case of bad weather tug assistance will be provided on chargeable basis for any activity.</p>	
V. CHARGES FOR OIL SPILL POLLUTION RESPONSE		
\$ 35100 Per spillage	USD \$35100 + charges as per actuals based on resources mobilised.	

W. TARIFF FOR BOLLARD PULL TEST

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

Diving services by outside agency	<p>a) License Fee of \$ 500 per vessel per day.</p> <p>b) If videography done by external agency, then \$ 500 will be applicable in addition to licenseFee.</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 \$ 200 per 1 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 on behalf of agent for vessel declaration	\$ 100	Per request [exception for agent's first five vessels]
2	Late declaration of vessel/None submission of documents by vessel:	Not applicable	
3	Security Guard	\$ 55	Per 8 hrs shift /per Guard (On board)
4	Gangway Security Guard	Not applicable	
5	Security Vehicle (with driver).	\$ 105	Per 8 hrs shift
	(i) Shift time: 0700 hrs to 1500 hrs, (ii) 1500 hrs to 2300 hrs , (iii) 2300 hrs to 0700 hrs.		
	Oil rags removal & Disposal	\$ 450	Per CBM
	Garbage collection at berth	\$ 200	Per collection / Trip
	Bio Medical waste	\$ 150	Per collection
	Sewage collection	-	charges case to case basis
	Noxious liquid substance	-	charges case to case basis
6	Garbage collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	\$ 2000	Including Tug charges For maximum 3 hours and \$ 400 for every subsequent hour.
	<p>a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hour notice prior berthing will be serviced on the basis of availability of resources.</p> <p>b. Garbage collection will be done only during day light hours (0900-1700).</p> <p>c. Garbage collection at anchorage will be done subject to availability of tug.</p> <p>d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff.</p> <p>e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour.</p>		
7	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$ 100	Per calendar day.
	Gangway Extension ladder	\$ 50	Per calendar day.
8	Hydra	\$ 200	Per 4 hour and \$50 for every subsequent hour

9	Mineral Water Supply		Not Applicable
	Fresh water at berth	\$ 6	Per MT (Minimum \$100)
	If supplied by outside agency. Fresh water handling charges.	\$ 2	Per MT (Minimum \$100)
	Fresh water at anchorage [Only in case of urgent requirement] [Charges for maximum 4 hours and \$ 400 for every subsequent hour thereafter including fresh water charges]	\$ 2320 per trip.	Quantity that can be supplied at Kattupalli 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]		I. Upto 250 CBM \$ 2239 II. 251- 500 CBM \$ 2986 III. 501- 750 CBM \$ 4478 IV. More than 750 CBM \$ 5971
11	Permission for cleaning of spillage cargo onboard through external agency. (Non-hazardous cargo) only authorize vendors can carry out the work. (Gate entry for labour will be addition to the above)		USD 500
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	\$ 50	Per 4 hour slab (minimum)
14	Ambulance Charges (Limited to Kattupalli Port Premises)	\$ 100	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.

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

15	Invoice revision.	\$ 100	Per cancellation of Invoice.
16	Separate / Split invoice charges	INR 5,000/	Per invoice
17	VCN Cancellation.	\$ 10	Per VCN.
18	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
19	Permanent Pass (Through WMS)	Rs. 250/- for six months Rs. 800/- for one year	
20	Temporary Pass (Through WMS)	Rs. 6/- for one day Rs. 20/- for one week Rs. 60/- for one month	

Note- The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Adani contract staff.

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21	Cherry Picker (Subject to availability)	Rs. 2500/-	Per hour for equipment.
		Rs.4000/-	Per Shifting
22	Bunker Handling Charges	\$ 3 per MT (Minimum \$100)	
23	100 MT crane capacity crane on barge HireCharges	Not Applicable	
24	Mooring Ropes	N.A	
Gate entry permission charges for on-board work shop, repairing and other activities.			
25	<ul style="list-style-type: none"> a. For repairing of on board ship's equipment b. Gate In/Out permission for Landing gears / equipment from ship. c. Transshipment permission for supply of goods like spares / ships equipment /medicines. d. Provision supply to vessels per shipping bill gate entry. e. Permission for name / draft-mark change on ship's hull. f. Gate entry permission of labour/technician for work shop onboard i.e diving, cleaning, repairing, fumigation, etc. (Stay onboard permission mandatory for all type of workshop onbaord) 		INR 8000/-per transaction
	<p>Note 1:</p> <ul style="list-style-type: none"> a. Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website. b. If a registered vessel agent is nominated by the vessel owner to deliver stores to their vessel, the activity will be permitted subject to submission of appointment letter from the principals. No license fee will be charged in such cases, however ship chandelling charges will be applicable as is the case for registered ship chandlers. c. If in case, after completion of gate formalities at Port, vessel master rejects the supply or ship chandlers are unable to complete supply due to any reason prior to sailing of vessel, in that case neither the charges will be refundable nor it will be adjusted in the next supply which may please be noted. d. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg. e. 50% Discount will be given for supply through Transshipment Permission (T.P) 		
26	Permission for Transit cargo class 1 and 7 in case of containers on case to case basis and port discretion. <ul style="list-style-type: none"> 1) Government of India as exporter or receiver of cargo. 2) MMD permission for transit. 3) Customs permission for transit 4) Undertaking letter as per format of the port from the shippingline. Permission from Atomic Energy Regulatory Board (AERB) for class 7.	USD 500 per vessel	
27	Crew change Facilitation charges	USD 50 Per crew change	
28	Annual Agency Registration charges.	Rs. 15,000/- First time registration valid upto 31 st Mar of FY Rs. 10,000/- for renewal upto 31 st Mar of FY Rs. 20,000/- for Fast Service Registration (within 2 weeks prior to vessel ETA).	

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29	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. 4. In case any mis-declaration found, vessel will be charged with 3 times of normal permission charges.	
30	Permission of cargo hold washing and retention onboard within Port limit.	USD 500 per permission
31	Permission for Lifeboat Lowering within Port Limit	USD 100 per activity
32	Port Facility charges	Case to case basis
33	Anchor Retrieval charges	Minimum \$30000 applicable and depends on the complexity of the operations.
34	Port Medical Consultation	\$ 50 per visit
35	Hatch cover / Pontoon landing (For Dry cargo vessel)	\$ 100 per hatch cover / pontoon
36	Mooring winches charges	Not Applicable
37	Laser Range finder	\$ 100 per VCN
38	Sludge	\$ 30/- Per MT (Sludge / Slop / Bilge / Ballast water / Tank Cleanings)
39	Sanitization of vessel gangway	Not Applicable
40	Tug boat sanitization charges	\$ 200 per trip
41	Vaccination charges for use of Port Facility	Not Applicable

Note: - Any service requisition (such as Gangway, Hydra, Ship Chandelling, Fresh Water and Hot Work) has to be made atleast 12 hrs prior vessel sailing and during office hours so that the service can be organized. Service tax will be charged on above all services as applicable.

Z. FIRE FIGHTING ASSISTANCE TARIFF

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	\$ 4500
2.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges USD 6 per 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

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11.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	\$ 25
12.	Providing Smoke exhauster unit.	Per hour.	\$ 25
13.	Providing SCBA set.	One time use per Set.	\$ 25
14.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110
15.	Fire crew for on board for fire fighting	Per eight 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, MIDPL Kattupalli Port provides this facility to vessels calling at this port through the private firms registered with Relevant Pollution Control Board Permission. These private registered firms make the necessary arrangement for discharge / reception of the ship generated waste from the vessel.

BB. SPM TERMINAL: Not applicable

CC. SHIP TO SHIP TRANSFER OPERATIONS (STS)

For Mother Vessel.	Port dues (Payable to TNMB)	Port Dues	INR 10.40 Per GT
		Surcharge on Port Dues	10% on Port Dues
	Anchorage charges (Payable to TNMB)	As per section IV "I" mentioned above	
	Wharfage charges & cargo throughput charges.	As per commodity	
	Tug for inward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.	
	Tug for outward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.	
For daughter Vessel.	Port dues. (Payable to TNMB)	Port Dues	INR 10.40 Per GT
		Surcharge on Port Dues	10% on Port Dues
	Anchorage charges (Payable to TNMB)	As per section IV "I" mentioned above	
	Pilotage charges.	\$ 1900	
	Tug for inward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.	
	Tug for outward custom clearance	\$ 1755 For maximum 5 hours and \$ 351 for every subsequent hour thereafter.	
	Berthing charges	\$ 3508.77 two tugs per 4 hours slab (minimum)	
Un-berthing charges.	\$ 3508.77 two tugs per 4 hours slab (minimum)		

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Tug hire for transportation (per trip).	\$ 1755	For maximum 5 hours and \$ 440 for every subsequent hour thereafter. If the same tug is used by two different parties for different vessels then each party to pay the said charges. (Maximum 10 persons at a time)
Ship Store supply charges at anchorage	\$ 2000 plus tug hire charges	<ol style="list-style-type: none"> 1. Not applicable for Quantity less than 500 kg. 2. USD 2000 applicable for quantity upto 5 MT. 3. Excess of 5 MT, USD 200 per ton will be applicable. 4. Maximum quantity not allowed more than 10 MT per trip.

Note: Tug hire charges will be applicable for Custom inward / outward if it is used or not used.

DD. TARIFF FOR LNG TERMINAL – Not Applicable

EE. LIGHTERAGE OPERATION CHARGES AT ANCHORAGE FOR DRY CARGO VESSEL – Not Applicable

FF. TARIFF FOR COUNTRY CRAFT: Not Applicable

GG. TNMB Charges payable by all vessels

1.1 PORT DUES (Payable for every Entry)

Port Dues

INR 10.40 Per GT

1.2 SURCHARGE

Surcharge on Port Dues

10% on Port Dues

1.3 LANDING AND SHIPPING CHARGES

SI. No.	For Cargo Other Than Containers	Duration	Rate
A	Iron and Steel and Other Metals		
1	Sponge iron, Pig iron and hard briquetted iron	Ton	INR 86.40
2	Hot rolled and cold rolled coils		
3	Iron slabs, pipes, plates, sheets, wires, cables, etc.,		
4	All other iron and steel products and other metals		
B	Minerals		
1	Valuable stones like marble granite, etc., including mosaic and glazed tiles	Ton	INR 69.15
2	All other minerals	Ton	INR 60.50
C	Machinery and Parts		
1	Machineries / Equipment	Ton	INR 103.70
2	Spares and Tools	Ton	INR 86.40
D	Food Grains and Food Products		
E	Cement		
Ton		Ton	INR 51.85
S.No	Classification of Cargo	Unit	Rate INR
1	Two / Three Wheelers	Each	INR 172.80
2	Light Motor Vehicles	Each	INR 864.00
3	Heavy Motor Vehicles	Each	INR 1,728.00
4	Automobile spares	Each	INR 864.00
5	Machinery / Equipment	Ton	INR 103.70

For cargoes not mentioned above please refer to TNMB Scale of Rates.

1.4 ANCHORAGE FEES

Description	Unit	Rate per GT in INR	Minimum Charges per day in INR
Vessels upto 500 GRT	Per day or part thereof	0.90	864
Vessels above 500 GRT		0.90	3456

In respect of any vessels arriving in the port limits and lying idle on its own anchor in Stream without loading or unloading cargo, the above charges are payable from the date of entry into the port limits.

1.5 MERCHANT OVERTIME CHARGES (MOT CHARGES)

CATEGORY OF OFFICERS	Fee Per Hour Or Part Thereof On Working Days		Fee Per Hour Or Part Thereof On Holidays	
	0600 to 2000 Hrs	2000 to 0600 Hrs	0600 to 2000 Hrs	2000 to 0600 Hrs
Administrative officer, Superintendent, Port Conservator, Junior Engineer (Electrical / Mechanical)	103.70	138.25	172.80	207.40
Assistant, Junior Asst., Asst. Port Conservator, Typist, VHF Operator	69.15	86.40	121.00	155.55
Office Assistant, Watchman, Assistant Light keeper, Wireman	51.85	69.15	86.40	103.70

HH. Other than MIDPL Port Movements

- For the purpose of accounting for L&T shipyard movement

1) If vessel run is not known:

- Commercial vessel will be charged as per rates applicable to Foreign vessels.
- Government vessels like Coast Guard and Navy vessel will be charged as per rates applicable to Coastal vessels.

2) If run is known: Tariff as per BPTS

For any pilotage movement other than at MIDPL port (L&T Shipyard, MFF, ECC etc...) the charges are inclusive of 1 hour of tug usage and 1 hour of pilot timings. Any usage beyond 1 hour period will be charged in hourly slab for each tug and pilot attendance as per the rates mentioned in relevant section. The Timings will be taken from Tug Engine start to Engine stop and mentioned in Tug usage record provided by Marine control. Pilot timings will be taken from POB to Pilot Disembarkation.

3) In case of direct docking (inward and docking together) or direct undocking (undocking and outward together) charges for the service whichever is higher will be applicable

4) In case of Pilotage Services, 50% of base Pilotage Charges are to be charged during Inward Pilotage and other 50% during Outward Pilotage. Additional charges (tug hours, Pilot Attendance, etc..), if any, towards Inward and/or Outward movement to be added to respective invoices as applicable.

Cold move charges are twice the applicable rate and inclusive of two hours of tug usage and two hours of Pilot timings as mentioned above.

1.1 DOCKING / UNDOCKING CHARGES AT SHIPLIFT

Size of the vessel	Hot Move		Cold Move	
	Rate per GT	Minimum	Rate per GT	Minimum
Upto 1,000 GT	USD 600 (Lumpsum)		USD 1,200 (Lumpsum)	
1,001 to 3,000 GT	USD 1,500 (Lumpsum)		USD 3,000 (Lumpsum)	
3,001 to 10,000 GT	USD 0.40	USD 1,500	USD 0.80	USD 3,000
10,001 GT and above	USD 0.30	USD 4,000	USD 0.60	USD 8,000

1. Charges mentioned above for docking and undocking only inclusive of extra tug hire and extra pilot attendance charges.
 2. Movement of vessels/ craft without propulsion or in the event of navigational equipment shall be treated as cold move.
 3. The above tariff is applicable for both Foreign and Coastal run vessels.

1.2 DUMBVESSEL CHARGES.

As per table in section IV B (Breakbulk tariff) subject to minimum charges	Pilotage and Towage charges (In addition to charges payable for Towing Tug) Pilotage will start only when the dumb vessel is secured as a hip tow / shortened tow to the towing tug. This is in addition to the Pilotage charges for the towing tug.
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1. Mediterranean berthing will attract Pilotage Charges and all the tugs will be used on chargeable basis for berthing / Unberthing vessel in Mediterranean moor position. Exceptionally, barges for the Mediterranean moor, it will attract twice the pilotage charges and all the tugs used will be on chargeable basis for berthing/unberthing. Above Medi Moor charges are for reference only. Final Medi-Moor Charges will on be case to case basis.

2. When movement is required to have Two Pilots then extra charges shall be applicable for the second pilot on hourly basis of USD 100/Hour or part thereof.

V. PIDC Charges – Not applicable

VI. Stevedoring Tariff

CONTAINER VESSELS
FOREIGN AND COASTAL

DEFINITIONS

Accredited Clients Programme	“Accredited Clients Programme” means a programme being introduced by the Customs Department by which importers registered by the department as “Accredited Clients” will form a separate category to which assured facilitation would be provided.
Carrier	Shipping Line, Vessel Owners, Charterers and their Agents
Container	“Container” the standard ISO container, suitable for the transport and stacking of cargo and must be capable of being handled as a unit and lifted by a crane with a container spreader.
Customs Examination	Presenting the container and arranging for customs examination or inspection of cargo.
CY	Container terminal and satellite yards or any other area within MIDPL
F.C.L.	A loaded and sealed container received or delivered by intact by MIDPL
Free Storage	A period of time which containers or cargo may be left in the CY area without incurring storage charges.
G.T	Vessel’s declared Gross Tonnage as recorded in the Certificate of Registry
Hazardous Container	“Hazardous container” means a Container containing hazardous goods as classified under IMO.
ICD	Inland container Depot.
ICD Container	Containers discharged from a vessel and placed in the custody of the MIDPL for the purposes of loading on a Train / road, inside the terminal or containers discharged from a train / road inside the inside the terminal and placed in the custody of the MIDPL for the purposes of shipment on a vessel.
Landing & Shipping Charges	A charge levied against container/cargo or merchandise for passage on, over or through the MIDPL based on rates as prescribed by TNMB and as amended from time to time.

L.C.L.	“LCL” means Containers said to contain Less than full Container Load (Container having cargo of more than one importer)
OOG/Over Dimensional Container	Out of gauge” / “Over Dimensional Container” means a Container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc. Damaged Container (including boxes having corner casting problem) and Container requiring special devices for lifting is also classified as Out of Gauge / Over Dimensional Container.
Per Calendar Day	“Per Calendar day” means per calendar day or part thereof.
Port	“Port” means MIDPL
Port Dues	Dues payable to Tamilnadu Maritime Board (TNMB) under Section 33 & 34 of the Indian Ports Act and as per Part V in First Schedule and as amended from time to Time.
Reefer	“Reefer” means any Container for the purpose of the carriage of goods, which require power supply to maintain the desired temperature.
Re-Export	Means a container is discharged from a vessel and remained in the custody MIDPL until it is re-exported.
Re-nomination	Means connecting a container, which has entered the terminal for export on a nominated Container vessel, to another vessel, before the arrival of the nominated vessel. Other vessel, before the arrival of the nominated vessel.
Restow	The movement from one stowage position on the ship to another without disconnecting from the crane spreader
Shutout Container	Means a container, which has entered the terminal for export in a vessel and is not connected to the vessel for any reason whatsoever, after berthing of the nominated vessel.
Stevedoring	Moving of container or Cargo from ship to CY or vice versa.
Storage	A fee levied to shipper, consignee or Carrier when the container or cargo remains in the terminal in excess of the allowable free storage days.
Surcharge On Port Dues	Surcharge of 10% prevailing on the Port Dues payable towards dependents of Sailing crew as prescribed by TNMB and as amended from time to time.
Transshipment	Containers discharged from a vessel and placed in the custody of terminal for the purposes of shipment on another vessel
Coastal License	Coastal License is that issued by Director General of Shipping for dedicated Indian coastal vessels
Coastal Vessel	Coastal vessel shall mean a vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the competent authority.
Coastal Voyage License	Coastal Voyage License is that issued by the Director General of Shipping for conversion of a Foreign going vessel of Foreign Flag when converted to a coastal run.
Customs Conversion Order	Customs Conversion Order is that issued to a foreign going vessel of Indian Flag having a General Trading License when converted to Coastal run.

GENERAL

1. Containers less than and up to 20' in length will be reckoned as one TEU for the purpose of tariff.
2. Containers other than that of standard size requiring special devices / slings / handling will be treated as over dimensional cargo/container. Such containers will also include damaged containers and any other type requiring special devices.
3. Container-related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the market selling rate notified by the State Bank of India as may be specified from time to time prevalent on the date of entry of the vessel into the Terminal (in case of import containers) and on the date of arrival of containers in the Terminal premises (in case of export containers) shall be applied for re-conversion of the dollar-denominated charges into Indian Rupees.
4. Vessel related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the market selling rate notified by the State Bank of India as may be specified from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
5. All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
6. All invoices are issued as due on presentation. Failure to pay may cause a lien to be placed on the goods handled at the Terminal and the responsible party may be denied further use of the Terminal until all outstanding charges have been paid.
7. (i) The user shall pay penal interest on delayed payments of any charge under this Schedule of Tariff.
(ii) The rate of penal interest will be 15% per annum.
8. An LCL / ICD Container coming in and going out of the MIDPL as a unit load will be regarded as an FCL for the purpose of levying charges.
9. Re-export containers shall pay the normal FCL container rates and one renomination / shutout charges also applicable but shall enjoy the same free storage period applicable to transshipment containers.
10. In cases where services provided by MIDPL to the Shipping Lines/ Importer/ Exporter are not covered by the rate structure, the charges for these services will be determined by MIDPL prior to providing the service.
11. GST other Govt. levies will be applicable at the prevailing rates at the time of billing.
12. Any spill cleanup charges accruing on account of handling of HAZ cargo, disposal of the HAZ waste to a govt. approved waste handling facility including transportation to such facility shall be borne by the customer (Container Operator)
13. Adequate and sufficient insurance cover to be obtained by the customer for all laden container stored in Terminal.

MIDPL shall not accept liability, unless loss / damage is proven due to fault / negligence of MIDPL for any loss to cargo and/or property due to Acts of God, Flooding, Rains, Fire, Earthquake, War, Riots or Civil Disobedience, Terrorism, Acts of Governments Normal Perils, Loss / Damage to third party associated with handling and transportation. A copy of the insurance cover obtained may be provided to MIDPL on request.

14. Any Hazardous Empty Tank container should submit clean certificate, Otherwise Empty hazardous container will treat as loaded hazardous charges.

FOREIGN VESSEL THC TARIFF FOR CONTAINERS

1 (A) STEVEDORING AND HANDLING CHARGES FOR GENERAL CONTAINER

1.1 FCL / LCL / ICD CONTAINER (IMPORT / EXPORT)

	20'	40'	Over 40' in length
a. Handling by QC (incl. Lashing/Unlashing)	USD 23.00	USD 35.00	USD 46.00
b. Other Handling Charges at CY	INR 1,935	INR 2,910	INR 3,960
c. Landing & Shipping Charges (see Note 2 below)	INR 207.40	INR 311.05	INR 311.05

1.2 EMPTY CONTAINER (IMPORT / EXPORT)

	20'	40'	Over 40' in length
a. Handling by QC (incl. Lashing/Unlashing)	USD 23.00	USD 35.00	USD 46.00
b. Other Handling Charges at CY	INR 695	INR 1,045	INR 1,415
c. Landing & Shipping Charges (see Note 2 below)	INR 51.85	INR 77.80	INR 77.80

NOTES:

- 1.2.1 Services in the case of item no (b) includes transportation from QC to yard and vice-versa, lift-on-lift-off at container yard from ITV and vice-versa, lift-on-lift-off for delivery/receipt to or from customers.
- 1.2.2 The Landing and Shipping Charges for containers, payable to TNMB, are subject to escalation by 20 per cent at the end of every 3 (three) financial years. The next revision will be effective from 01.04.2020.

1.3 TRANSHIPMENT CONTAINER – FCL / LCL

	20'	40'	Over 40' in length
a. Handling by QC (Each Cycle)	USD 27.00	USD 40.50	USD 54.00
b. Other Handling Charges (Each Cycle)	INR 440.00	INR 662.00	INR 1054.00
c. Landing and Shipping Charges (Each Cycle)	INR 207.40	INR 311.05	INR 311.05

1.4 TRANSHIPMENT CONTAINER – EMPTY

	20'	40'	Over 40' in length
a. Handling by QC (Each Cycle)	USD 27.00	USD 40.50	USD 54.00
b. Other Handling Charges (Each Cycle)	INR 440.00	INR 662.00	INR 1054.00
c. Landing & Shipping Charges (Each Cycle)	INR 51.85	INR 77.80	INR 77.80

NOTES:

- a. A transshipment container sent to CFS or taken delivery locally shall be charged as that of the general container rate.
- b. Shut-out charge shall apply in addition to the above charges if the **vessel nomination** is changed, or if the vessel nomination is changed from a later vessel to an earlier vessel after the earlier vessel is berthed.
- c. A container originally declared as transshipment container, subsequently moved by rail or road will lose its identity as a transshipment container and shall be treated as a normal import container and prescribed charges as applicable shall be payable.

(B) STEVEDORING AND HANDLING CHARGES FOR HAZARDOUS CONTAINERS

A premium of 50% is levied on Hazardous containers over the applicable handling charges prescribed for respective categories of containers.

(C) STEVEDORING AND HANDLING CHARGES FOR OOG / OVER DIMENSIONAL CONTAINERS

S.No	Particulars	Rate
1	Handled with Over-height Frames / Shackles / Slings	1.5 times of the applicable handling charges for that category of container.
2	Break-Bulk	Case to Case basis
3	Colapser service	1.5 times of the applicable handling charges for that category of container
4	Measuring of OOG containers	Rates applicable as per OOG containers

(D) STEVEDORING AND HANDLING CHARGES FOR CONTAINERS HANDLED ON MULTIPURPOSE VESSELS

A premium of 50% is levied over the applicable handling charges prescribed for respective categories of containers.

20 0 OTHER CONTAINER CHARGES

21 CHARGES FOR HANDLING HATCH COVERS FOR ONE OPERATION (BOTH OPENING AND CLOSING)

Hatch cover Handling charges (for opening and -Closing per piece)	USD 45.00
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A premium of 50% is levied over the applicable charges for handling hatch cover on Multipurpose vessels.

22 CHARGES FOR RESTOW OF CONTAINERS / SHOE BIN

Restow charges for container / shoe bin	20'	40'	Over 40' in length
	USD 32.00	USD 48.00	USD 64.00

A premium of 50% would be levied over and above for handling charges of Restows on Haz & ODC

23 REEFER RELATED AND OTHER GENERAL SERVICES

Connection or disconnection Services on board a vessel (per container)	USD 2.50		
Variance of temperature	USD 33.00		
- Facility for Pre Trip Inspection in Reefer Yard : Reefer Yard Space, Supply of electricity for 1 shift (4hrs), and shifting charges if any. PTI vendor to be arranged by the Shipping line / NVOCC, and PTI charges will be billed directly by vendor to Shipping line / NVOCC directly.	USD 33.00		
	20'	40'	Over 40' in length
Supply of electricity (including connection and disconnection, monitoring of temperature at reefer yard) per container per 4 hours shift or Part thereof	USD 5	USD 7.5	USD 10

NOTES:

2.3.1 Above rate does not include parameter setting or repair & maintenance or malfunctioning reefers. Above charges are also applicable to restow reefer containers.

2.3.2 Facility for Pre-trip inspection of the reefer containers are optional services and shall be rendered when requested.

24 ADDITIONAL CHARGES FOR A SHUT OUT CONTAINER/ RENOMINATION OF CONTAINERS

	20'	40'	Over 40' in length
Per Container	USD 25.00	USD 38.00	USD 50.00

NOTES:

- 2.4.1 Above charge shall apply where an export container or a transshipment container or a re-export container is shut out and subsequently delivered out of MIDPL.
- 2.4.2 Where a container is shut out by one vessel and subsequently shipped on another vessel.
- 2.4.3 A container gated in next vessel and subsequently roll over to current vessel and shipped out.
- 2.4.4 Where a container is roll over from one vessel to another vessel due to PoD Skip (INKAT)

3.0 0 STORAGE

31 IMPORT-FCL, LCL, ICD & EMPTY

	20'	40'	Over 40' in length
1 - 4 days	FREE	FREE	FREE
5 - 15 days	USD 5.50	USD 11.00	USD 16.50
16 – 30 days	USD 11.00	USD 22.00	USD 33.00
Beyond 30 days	USD 22.00	USD 44.00	USD 66.00

32 EXPORT-FCL, LCL, ICD & EMPTY

	20'	40'	Over 40' in length
1 - 8 days	FREE	FREE	FREE
9 -15 days	USD 5.50	USD 11.00	USD 16.50
16 – 30 days	USD 11.00	USD 22.00	USD 33.00
Beyond 30 days	USD 22.00	USD 44.00	USD 66.00

33 SHUTOUT - LOADED & EMPTY

	20'	40'	Over 40' in length
First 15 days	USD 5.50	USD 11.00	USD 16.50
16 – 30 days	USD 11.00	USD 22.00	USD 33.00
Beyond 30 days	USD 22.00	USD 44.00	USD 66.00

34 TRANSHIPMENT CONTAINERS:

	20'	40'	Over 40' in length
First 15 days	FREE	FREE	FREE
16 – 30 days	USD 5.50	USD 11.00	USD 16.50
31 - 45 days	USD 11.00	USD 22.00	USD 33.00
Beyond 45 days	USD 22.00	USD 44.00	USD 66.00

NOTES:

- I. Storage period for a container shall be reckoned from the day of landing upto the day of delivery for import containers and from the day of entry upto the day of loading for export containers. Day means calendar day.
- II. For purpose of calculating free time, Sundays, Customs Notified Holidays and the terminal's non-operating days shall be exclude.
- III. Total storage period for a shut out container shall be calculated from the day when the container has arrived in the terminal till the date of shipment.
- IV. A premium of 50% is levied on **Hazardous Containers** over the applicable storage charges prescribed for respective categories of containers.
- V. For **OOG / Over Dimensional Containers** the storage charges shall be based on the actual number of ground slots the respective container occupies under the respective slab as given above.
- VI. The storage charges shall not accrue for the period during which the MIDPL is not in a position to deliver / ship containers when requested by the user.
- VII. Transshipment containers whose status is subsequently changed to import FCL/LCL/empty shall be recovered at par with the relevant import containers storage tariff.
- VIII. For over dimensional containers including the windmill boxes, the storage charges shall be based on the actual ground slots the respective slab as given above.
- IX. If boxes meant for delivery under the "Accredited Client Programme" (ACP) are not moved within three (3) days of its landing at the terminal, these boxes would be shifted to the normal import stack area from the designated ACP import stack area, in which case extra Lift on/Lift off and/or Shifting charges as applicable would be charged.
- X. Storage charges will be levied for containers Fumigated at the Container Yard beyond 10 free days
- XI. The storage charges of abandoned containers/shipper owned containers shall be levied up to the date of receipt of intimation of abandonment in writing or seventy five (75) days from the date of landing of container, whichever is earlier subject to the following conditions:
- XII. The consignee can issue a letter of abandonment at any time

- XIII. If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that:
- a) The Line shall resume custody of container along with cargo and either take back or remove it from MIDPL premises
and
 - b) The Line shall pay all port charges accrued on the cargo before resuming custody of the container.
- XIV. The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
- XV. Where the container is seized / confiscated by the Customs Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Customs order release of cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Lines/ consignee from the MIDPL premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.

4.0 MISCELLANEOUS CONTAINER CHARGES

S.No	ACTIVITY	Rate		
		20'	40'	Over 40' in length
i	Lift on/lift off in the CY	INR 710	INR 1,070	INR 1,420
ii	Charges for shifting within the Terminal / Additional movement – Charges for extra movement / transportation of cargo / container	INR 970	INR 1,460	INR 1,940
iii	Status Change – POD, Rail to road or vice versa	INR 970	INR 1,460	INR 1,940
iv	Late Gate – in	INR 970	INR 1,460	INR 1,940
v	On Wheel Customs Inspection – For opening of Container doors on-wheel under Customssupervision	INR 440	INR 440	INR 440
vi	Examination Charges (Destuffing / stuffing for Customs Examination) – 25% or less than 25%	INR 800	INR 1,200	INR 1,600
vii	Examination Charges (Destuffing / stuffing for Customs Examination) – 50% or less than 50%	INR 1,600	INR 2,400	INR 3,200
viii	Examination Charges (Destuffing/ stuffing for Customs Examination) – Above 50%	INR 3,200	INR 4,800	INR 6,400
ix	Fixing/removal of seal	Per Container		INR 220
x	Fixing/ removal of Hazardous Sticker	Per Container		INR 110
xi	One Door Open Charges	Per Container		INR 660

xii	Fumigation Charges (Iolo and Transportation only)	Per Container		INR 3,100
xiii	Cancellation of documents - per EIR	Per EIR		INR 110
xiv	Non-declaration/ Mis-declaration of Hazardous and Over- Dimensional Containers	Per Container		INR 3,300
xv	IGM / EGM Discrepancy Charges	Per Amendment		INR 2,000
xvi	Container weighment charges	Per Weighment		INR 75
xvii	Seal Verification Charges	INR 700	INR 1200	INR 1200
xviii	RFID Mapping	INR 100	INR 150	INR 150
xix	Twist lock cutting charges	per Lock		INR 2090
xx	Hot/special stowage	For 20 Ft. USD 41		For 40 Ft. USD 61.50
xxi	Yard Cleaning due to Leakage			INR 35,000

NOTES:

1. "Fixing of Seal", Bottle seals shall be fixed on every container arriving at the terminal - by road/sea without a proper bottle seal on it, prior to allowing its entry. This shall be done without the written consent of the shipping line. The list of such containers on which a seal is affixed by the terminal shall be intimated to the lines.
2. "Fixing/removal of Hazardous Sticker", Hazardous stickers indicating IMCO class only shall be affixed on a container carrying hazardous cargo. Similarly old stickers on the container shall be removed from a container carrying non-hazardous cargo. In either case, the customer has to intimate in writing to MIDPL to undertake the said activity, within the terminal.
3. "One Door Open" charges is applicable for handling container which requires only one door to be kept open (e.g. Onion) and when door opening and securing is carried in the terminal.
4. Cancellation charges applies when EIR is cancelled at the request of customers
5. Non-Declaration/Mis-declaration of Hazardous container. The Customer has to declare the hazardous nature of cargo as per IMCO rules and furnish the relevant hazardous details to MIDPL. The above charges are only for non-declaration/mis-declaration of the hazardous nature of the container. The liabilities and cost towards the consequences arising due to non- declaration or mis-declaration shall, however, be on the customer's account.
6. Discrepancy Charges will be applicable if any discrepancy/amendments are made in IGM/ EGM submitted by the agent against the quantity discharged/loaded.

COASTAL VESSEL THC TARIFF FOR CONTAINERS

5.0 (A) STEVEDORING AND HANDLING CHARGES FOR GENERAL CONTAINER

5.1 FCL /LCL CONTAINER (LOAD / DISCHARGE)

	20'	40'	Over 40' in Length
a) Handling by QC (incl. Lashing/Unlashing)	INR 857	INR 1,286	INR 1,715
b) Other Handling Charges at CY	INR 1048	INR 1572	INR 2095
c) Landing & Shipping Charges	INR 207.40	INR 311.05	INR 311.05

5.2 EMPTY CONTAINER (LOAD / DISCHARGE)

	20'	40'	Over 40' in Length
a) Handling by QC (incl. Lashing/Unlashing)	INR 486	INR 728	INR 971
b) Other Handling Charges at CY	INR 593	INR 890	INR 1187
c) Landing & Shipping Charges	INR 51.85	INR 77.80	INR 77.80

5.3 TRANSHIPMENT CONTAINER – FCL/LCL

	20'	40'	Over 40' in Length
Handling Charges at Wharf & CY (Each Cycle)	INR 966	INR 1,448	INR 2,017
Landing & Shipping Charges (Each Cycle)	INR 207.40	INR 311.05	INR 311.05

5.4 TRANSHIPMENT CONTAINER – EMPTY

	20'	40'	Over 40' in Length
Handling Charges at Wharf & CY (Each Cycle)	INR 966	INR 1,448	INR 2,017
Landing & Shipping Charges (Each Cycle)	INR 51.85	INR 77.80	INR 77.80

NOTES:

- Services in the case of handling charges at Wharf & CY included transportation from QC to yard and vice-versa,

lift-on-lift-off at container yard from ITV and vice-versa, lift-on-lift-off for delivery/receipt to or from customers.

(B) STEVEDORING AND HANDLING CHARGES FOR HAZARDOUS CONTAINERS

A premium of 50% is levied on Hazardous containers over the applicable handling charges prescribed for respective categories of containers.

(C) STEVEDORING AND HANDLING CHARGES FOR OOG / OVER DIMENSIONAL CONTAINERS

S.No	Particulars	Rate
1	Handled with Over-height Frames / Shackles / Slings	1.5 times of the applicable handling charges for that category of container.
2	Break-Bulk	Case to Case basis
3	Colapser service	1.5 times of the applicable handling charges for that category of container
4	Measuring of OOG containers	Rates applicable as per OOG containers

(D) STEVEDORING AND HANDLING CHARGES FOR CONTAINERS HANDLED ON MULTIPURPOSE VESSELS

A premium of 50% is levied over the applicable handling charges prescribed for respective categories of containers.

6.0 OTHER CONTAINER CHARGES

6.1 CHARGES FOR HANDLING HATCH COVERS FOR ONE OPERATION (BOTH OPENING AND CLOSING)

Hatch cover Handling charges (for opening and -Closing per piece)	INR 1,135
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A premium of 50% is levied over the applicable charges for handling hatch cover on Multipurpose vessels

6.2 CHARGES FOR RESTOW OF CONTAINERS / SHOE BIN

Restow charges for container / shoe bin	20'	40'	Over 40' inlength
	INR 810	INR 1,215	INR 1,620

A premium of 50% would be levied over and above for handling charges of Restows on Haz & ODC

6.3 ADDITIONAL CHARGES FOR A SHUT OUT CONTAINER / RENOMINATION OF CONTAINERS

	20'	40'	Over 40' inlength
Per Container	INR 1,027	INR 1,540	INR 2,055

7.0 CONTAINER STORAGE CHARGES:

7.1 IMPORT-FCL, LCL, & EMPTY

	20'	40'	Over 40' in length
1 - 4 days	FREE	FREE	FREE
5 - 15 days	INR 230	INR 462	INR 695
16 – 30 days	INR 462	INR 925	INR 1,385
Beyond 30 days	INR 925	INR 1,850	INR 2,770

7.2 EXPORTY -FCL, LCL, & EMPTY

	20'	40'	Over 40' in length
1 - 8 days	FREE	FREE	FREE
9 - 15 days	INR 230	INR 462	INR 695
16 – 30 days	INR 462	INR 925	INR 1,385
Beyond 30 days	INR 925	INR 1,850	INR 2,770

7.3 TRANSHIPMENT CONTAINERS

	20'	40'	Over 40' in length
1 - 15 days	FREE	FREE	FREE
16 - 30days	INR 230	INR 462	INR 695
31 – 45 days	INR 462	INR 925	INR 1,385
Beyond 45days	INR 925	INR 1,850	INR 2,770

Notes:

- I. Storage period for a container shall be reckoned from the day of landing upto the day of delivery for import containers and from the day of entry upto the day of loading for export containers. Day means calendar day.
- II. For purpose of calculating free time, Sundays, Customs Notified Holidays and the terminal's non-operating days shall be exclude.

- III. Total storage period for a shut out container shall be calculated from the day when the container has arrived in the terminal till the date of shipment.
- IV. A premium of 50% is levied on **Hazardous Containers** over the applicable storage charges prescribed for respective categories of containers
- V. For **OOG / Over Dimensional Containers** the storage charges shall be based on the actual number of ground slots the respective container occupies under the respective slab as given above.

8.0 RORO

8.1 DEFINITIONS

Automobiles	Any units which can move on wheels/chain including MAFI
Carrier	Shipping Line, Vessel Owners, Charterers and their Agents
Landing & Shipping Charges	A charge levied against container/cargo or merchandise for passage on, over or through the MIDPL based on rates as prescribed by TNMB and as amended from time to time.
Pure Car Carriers	Vessels intended to load/discharge any wheeled cargo such as cars, automobiles, trucks, semi-trailer trucks, trailers or railroad cars, crusher units etc., that are driven on and off the ship through ramps

8.2 GENERAL

1. Vessel related charges denominated in US dollar terms shall be collected in equivalent Indian rupees. For this purpose, the market selling rate notified by the State Bank of India as may be specified from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
2. All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

8.3 PORT FACILITATION CHARGES

S.No	Category	Ad valorem
1	Two / Three Wheelers	0.23%
2	Light Motor Vehicles (Cars / Vans)	
2a.	Light Motor Vehicles of value between 5000 – 6000 USD	0.10%
2b.	Light Motor Vehicles of value between 6001 – 7000 USD	0.12%
2c.	Light Motor Vehicles of value between 7001 – 8000 USD	0.16%
2d.	Light Motor Vehicles of value between 8001 – 11000 USD	0.19%
2e.	Light Motor Vehicles of value beyond 11001 USD	0.23%
3	Heavy Motor Vehicles - Trucks / Buses	0.23%
4	Heavy Motor Vehicles - Earthmoving equipment & other construction related machineries	0.29%
5	Machinery / Equipment	0.29%

Note: Ad valorem Levy: Percentage rate of 'Ad valorem' unit shall be applicable as follows:

Goods imported: Percentage levy shall be on C.I.F value as assessed by Customs for Import goods.

Goods exported: Percentage levy shall be on F.O.B value as assessed by Customs for Export goods.

Coastal goods: The value to be taken for Ad valorem levy shall be given in the Coastal Bill of Lading/ Invoice

8.4 RAMP CHARGES

Ramp charges for RORO – Rs. 2,000/- per unit

8.5 DEMURRAGE CHARGES

Demurrage charges for automobile will be as set out below:

Days	Charges per vehicle per day or part of the day	Remarks
Upto 20 Days	Free	The date of automobile entry into port and the date of export of automobile units will not be counted for levying of demurrage Charges.
21 to 30 days	Rs.24/-	
31 to 60 days	Rs.48/-	
Beyond 60 days	Rs. 96/-	

For Machineries / Earthmovers / Cranes

Days	Charge payable per Landing & Shipping (wharfage) unit per day or part thereof	Remarks
Upto 20 Days	Free	The date of automobile entry into port and the date of export of automobile units will not be counted for levying of demurrage Charges.
For the first 7 days after the expiry of the free days	Rs. 13.00	
For the next 10 days	Rs. 26.00	
For the next 30 days	Rs. 39.00	
Thereafter	Rs. 65.00	

9.0 DRY CARGO STEVEDORING

A. TARRIFF FOR STEVEDORING OF DRY CARGO VESSELS

S.No	Equipment	RATE	Remarks
1.	STEEL COILS/STEEL SLABS/ TMT BARS /ANGLES/PLATES/PIPE S UP to 30 MT. TO 25 MTOIL, PLATE, SLABS, ANGLES & BARS	Rs. 165/MT	FOR STEVEDORING ONLY
2.	BULK CARGO LIKE COAL/GRAIN/MINERAL S ETC	Rs. 120/MT	FOR STEVEDORING ONLY
3.	BAGGED AND UNITIZED CARGO	Rs. 150/MT	FOR STEVEDORING ONLY
4.	Direct Delivery	Rs 175/MT	CARGO DELIVERY UNDER THE HOOK.
5.	Shore Crane charges under hook mode	Rs. 25,000/- per Hour	SWL/Capacity 75MT
6.	RTG	Rs. 10,000/- per Hour	SWL/Capacity 40MT
7.	FLT	Rs. 2,500/- per Hour	SWL/Capacity 3MT
8.	Weigh Bridge charges	Rs. 100/- Per weighment	SWL/Capacity 100 T
9.	Inter shifting of break bulk	Rs. 300/- per MT	Minimum 100 MT
10.	Grab charges	Rs. 18/- per MT	---
11.	Hopper Charges	Rs. 45/- per MT	---
12.	Cargo Shifting Charges (Yard to Yard)	Rs. 100/- per MT	---
13.	Weighment Charges (During Shifting)	Rs. 20/- per MT	---

B. PROJECT CARGO STEVEDORING RATES

1.	Port Facilitation Charges	0.29% of FOB value.
2.	Stevedoring royalty	Rs 150/ Freight Ton
<p>In case of export movement, Dunnage, Choking and lashing material cost shall be charged extra at actual if required.</p> <p>I. In case of any cargo re-stow is required during cargo operations; the stevedoring charges will be applicable as per port tariff, for applicable commodity on re-stow quantity only If same carried out on board without using transport /storage facility on wharf.</p> <p>II. In case of any cargo re-stow is required during cargo operation with storage at wharf (without any transportation) & reloading with crane, single side stevedoring as per port tariff will be applicable for respective commodity on re-stow quantity. Single Stevedoring Charges.</p> <p>III. In case of any cargo re-stow is required during cargo operation with storage at wharf & transportation for reloading , stevedoring as per port tariff (Applicable for unloading & reloading) will be applicable for respective commodity & in an addition to same, transportation charges/royalty will be applicable on case to case basis.-Twice Stevedoring charges + Terminal Handling Charges.</p> <p>IV. 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>		

C. CUSTOM DOCUMENTATION CHARGES

1	Custom Documentation charges when done by the port	Rs 10/MT
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D. WEIGHMENT CHARGES

1	Weighment charges including Load on/off and trailer	Rs 150/Weighment
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E. STORAGE & DEMURRAGE CHARGES FOR BREAK BULK

DEMURRAGE CHARGES FOR OPEN AREA OTHER THAN PROJECT CARGO

S.No	When recoverable	Charge payable per Landing & Shipping(wharfage) unit per Day or part thereof
1. *Import goods left lying in MIDPL Port area		
A	7 Days free time	NIL
B	8 th day to 15 th day	Rs. 25/MT/day
C	16 th day to 30 th day	Rs. 38/MT/day
D	> 30 days	Rs. 50/MT/day
Landing & Shipping charges (wharfage) is based on per tonne and demurrage shall be reckoned with on gross weight (per tonne or part thereof)		

DEMURRAGE CHARGES FOR OPEN AREA PROJECT CARGO

S.No	When recoverable	Charge payable per Landing & Shipping (wharfage) unit per day or part thereof
1. *Import goods left lying in MIDPL Port area		
A	3 Days free time	NIL
B	4 th day to 10 th day	Rs. 75/MT/day
C	11 th day to 20 th day	Rs. 100/MT/day
D	21 st day to 30 th day	Rs. 200/MT/day
E	>30 days	Rs. 300/MT/day
Landing & Shipping charges (wharfage) is based on per tonne and demurrage shall be reckoned with on gross weight (per tonne or part thereof)		

The demurrage shall not accrue for the period during which the MIDPL is not in a position to deliver cargo/ containers for reasons attributable to it when requested by the user.

DEMURRAGE CHARGES FOR OPEN AREA OTHER THAN PROJECT CARGO

S.No	When recoverable	Charge payable per Landing & Shipping (wharfage) unit per day or part thereof
Export goods left lying in MIDPL Port area		
A	30 Days free time	NIL
B	31 st To 37 th Day Day	Rs. 18/MT/day
C	38 th day to 40 th Day	Rs. 37/MT/day
D	> Thereafter	Rs. 111/MT/day
Landing & Shipping charges (wharfage) is based on per tonne and demurrage shall be reckoned with on gross weight (per tonne or part thereof)		

DEMURRAGE CHARGES FOR OPEN AREA - PROJECT CARGO

S.No	When recoverable	Charge payable per Landing & Shipping (wharfage) unit per day or part thereof
Export goods left lying in MIDPL Port area		
A	30 Days free time	NIL
B	31 st to 37 th Day	Rs. 75/MT/day
C	38 th to 47 th Day	Rs. 100/MT/day
D	48 th Day to 57 th Day	Rs. 200/MT/day
E	>Thereafter	Rs. 300/MT/day
Landing & Shipping charges (wharfage) is based on per tonne and demurrage shall be reckoned with on gross weight (per tonne or part thereof)		

Notes:

1. *Import Free Days for Open Area

Seven working days in the case of Open Storage (Non project cargo) excluding customs notified holidays and port non - working days are free after complete discharge of a vessel's cargo, or the date when the last package was put over side.

2. Export Free days for Open Area

Export cargo for a vessel other than Containerized Export Cargo

- a. A free period of thirty days (excluding customs notified holidays and port non-working days) from the actual day of receipt of the goods in transit area restricted to the day prior to the date the vessel commences loading of Export cargo.
- b. From the day the vessel commences loading of the Export cargo to the day the vessel completes loading shall also be free period.

3. Penal Demurrage Charges for Open Area

If at any time MIDPL foresees serious congestion in its storage areas to the detriment of the rapid movement of goods through the Port, it may direct the owners or consignees of any specified goods to remove such goods from the MIDPL premises within a given time.

Should the goods not be so removed MIDPL may charge them demurrage thereon upto Rs.79.00 per unit or Ton per day whichever is higher, until the goods shall have been removed from the MIDPL premises

Also, if the aforesaid charge should prove inadequate to ensure the removal of the goods, the MIDPL may itself remove them from the transit areas at the expense of the owners and shall stack them in any space within its premises at the risk of the owners.

VII Contact details

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