

Berthing Policy & Tariff Structure

Gangavaram Port Ltd

Issue: 01 Revision No: 00 | w.e.f 01st July 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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Records of Changes

Rev. no	Date	Changes

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 CEO.

All the trade notices will be uploaded on website www.gangavaram.com

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. N Sambasiva Rao (CEO)

Gangavaram Port Ltd

Introduction

Gangavaram Port Ltd

- Gangavaram Port has the unique distinction of being one of the few Greenfield port projects in India which has been implemented on schedule. Construction at the site commenced in December 2005 and the Port commenced trial operations in August 2008.
- Gangavaram Port has been developed as an all weather, multipurpose port with water depth upto 20.2 meters, making it the deepest and capable of handling fully laden Super Cape size vessels of upto 200,000 DWT. Gangavaram Port, with its deep draft berths and efficient operations has become the gateway port for a hinterland spread over 8 states across Eastern, Western, Southern and Central India. Its ability to handle larger vessels efficiently has resulted in substantial savings to trade and port users. Gangavaram Port provides efficient cargo handling services for a variety of bulk and break bulk cargo groups including Coal, Iron Ore, Fertilizer, Limestone, Bauxite, Raw Sugar, Project Cargo, Alumina, Steel products etc.
- The Port, its related facilities and material handling system are among the most advanced in Asia and meet the highest standards in terms of pollution prevention and safety.
- Concession Period : 30 years - extendable by 10 + 10 years
- **Advantage Gangavaram :**
 - Gangavaram Port is located at Visakhapatnam, the industrial nerve center of Andhra Pradesh around Latitude 17° 37' N and Longitude 83° 14' E, about 15 kms south of Visakhapatnam Port
 - Rail Connectivity:
 - Railway connectivity has been established connecting the port to the main broad gauge national network of "Chennai-Visakhapatnam-Howrah" rail corridor. The Port has its own independent "Railway Sidings"
 - Road Connectivity:
 - Road connectivity to the port has been provided by a 4 lane expressway of 3.8 kms connecting the port with the National Highway No.5 (Chennai - Kolkata)
 - Inland Shipping:
 - Cargo unloading from larger vessels and loading into smaller vessels for coastal shipping
 - Cargo unloading from smaller vessels and loading into bigger vessels to save ocean freight for exports
- Port Infrastructure
 - Port Capacity: 64MMTPA
 - Depth in harbour: 20.2 m
 - Berthing facilities: 9 berths with upto 19.5m water depth
 - Fully mechanized coal terminal with two berths for handling two Capesize Coale Vessels simultaneously
 - Breakwaters: to provide tranquility within the harbour
 - Maximum vessel size: 200,000 DWT
 - State-of-the-art mechanized bulk material handling systems
 - 14 Railway siding, mechanized stockyards and In-motion-wagon-loading system, SILO Loading and Wagon Tippler
 - Rake loading capacity of upto 25 rakes per day
 - Vast storage area with Coal stackyard capacity of more than 5 MMT cargo
 - 24 x 7 operations

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, Environmental, Occupational Health & Safety (QEHS) Policy**

- a. Gangavaram Port Limited is committed to adding value to its stake holders and achieve sustainable growth through:
- b. Providing integrated sea port facilities and related services for handling, storage and delivery of cargo to the satisfaction of customers and conforming to national / international standards;
- c. Offering cost-effective facilities and services using state-of-art equipment and technology;
- d. Protection of the environment including prevention of pollution;
- e. Providing safe and healthy working conditions for the prevention of work-related injury and ill health;
- f. Eliminating hazards and reduce OHS risks & Consultation and participation;
- g. Ensuring compliance with the applicable legal requirements and other requirements;
- h. Continual improvement of QEHS management systems to enhance QEHS performance;
- i. Integration of QEHS Management System requirements into the GPL business processes.

This Policy is communicated within GPL and is made available to the relevant interested parties, as appropriate.

II. Definitions

- **Agent:** A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) Brokers, (2) Commission Merchants, (3) Resident Buyers, (4) Sales Agents, (5) Manufacturer's representatives.
- **Beam:** The width of the ship.
- **Berth:** A space for a ship to dock or anchor.
- **Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which Payment of duties is deferred until the goods are removed.
- **Break Bulk:** To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship. Loose, non-containerized mark and count cargo, packaged cargo that is not containerized.
- **Bunkers:** A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.
- **Bill of Lading :** Shall mean a documents that establishes the terms of contract between a Shipping and a Transportation company.
- **Calendar day :** A Calendar day time period is considered from midnight to midnight (i.e. 0001 to 2359hrs).

- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.
- **CB:** Container Berth.
- **CBM (CM):** Abbreviation for "Cubic Meter." CBM measurement is L x B x H.
- **CFS:** Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.
- **Cold move:** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it 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.

- **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.
- **Monsoon Period for Gangavaram port:** Monsoon period at Gangavaram Port, is from 15th May to 30th September each year.
- **Mtrs:** meters.
- **MW:** Megawatt.
- **NH:** National Highway.
- **O.D.C:** Over Dimension Cargo.
- **On Board:** A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
- **P&I:** Protection & Indemnity.
- **PANS:** Pre-arrival notification of security.
- **Per day:** 24hrs calculated from commencement of the mentioned activity. Any period part thereof will be considered as full day and charged accordingly.
- **POC:** Port Operation Center.
- **Priority Berthing:**
 - **Ousting Priority:** If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.
 - **Priority:** If a vessel having a priority for a given berth arrives, then she will berthed ahead of other vessel waiting for that berth once the berth falls vacant.
 - **Overriding Priority:** If a berth has been allotted to a specific cargo/receiver, then these vessels will have priority on that berth. However if a vessel with overriding priority arrives and requires the use of that berth, she will be berthed ahead of other waiting vessels having the same cargo/receivers.

- **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.
- **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, container ships, 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.
 - **STS :** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary. Cargoes typically transferred via STS methods of bulk cargo.
- **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 Gangavaram 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's agents are required to declare their vessels through E-mail. 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 E-mail, the vessel's application for berth will not be accepted.
- 3.2 Vessel agent has to pay all the Port charges in advance as per PAA raised by the Port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6 digits after decimal (upward round off) will be considered 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 export vessels, seniority will only be considered for vessels if "80% Let Export Orders" of cargo is available in the Port for loading. If cargo is found to be less than the aforementioned quantity, such vessels will not be considered / discussed in Port berthing meeting and seniority of such vessels will only be

considered upon meeting the aforementioned norms. Similarly for other export cargoes, seniority will only be considered provided 80% with LEO of the cargo is inside the Port.

4. General guidelines for all Vessels

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

- 4.2 Any vessel deficiency must be reported to the port well in advance through email to Port control room portcontrol@gangavaram.com or through VHF on Channel 14 to Gangavaram Port Control prior berthing / un-berthing / shifting / warping operations. Non reporting of such deficiency will attract charges as per BPTS 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.
- 4.3 A vessel refusing an allocated berth for any reason will lose her seniority.
- 4.4 The Port permits priority berthing for vessels carrying government cargoes subject to uninterrupted movements of commercial vessels, berth availability and charges as per port discretion (as may be declared from time to time) for which 100% additional berth hire may be charged by the Port as per the Management's discretion..
- 4.5 Priority berthing is also granted to long term contractual partners, as a general rule, ousting priority is not available. However if the port is forced to grant ousting priority to any vessel for whatsoever reason, all related charges including but not limited to viz. shifting, time lost, equipment idling etc will be payable by the vessel requesting ousting priority.
- 4.6 A 'go 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.
- 4.7 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.
- 4.8 By making an application for accepting the berth or other services and facilities in the port, the Vessel and the agent agrees to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.
- 4.9 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.
- 4.9.1 Gangavaram Port will endeavour 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.

- 4.10 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. In absence of same, Gangavaram Port will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Gangavaram Port roads. However the vessel will be considered for berthing seniority only after berthing clearance is received from Dry cargo or Marketing Team as required by the Port. Above procedure will be followed for all vessels arriving in port for import/export of bulk cargoes.
- 4.11 All import ships calling the port to get free pratique clearance from the Port Health Officer, prior their arrival. In case vessel requires boarding of PHO for clearance the port will take 1.5 hrs notices for berthing of vessel after it is cleared by PHO.
- 4.12 In case of project cargo, containers or ODC if a variation in Weight / Dimensions between declared cargo weight / Dimensions and actual cargo weight / Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.

5. Clarification regarding acceptance of Notice of Readiness time

- 5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 5.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area but files Inward Pilot request, 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 Port control on CH-14.

6. Daily Port Berth Planning Meeting

The Port holds Daily Berth Planning Meeting at 1200 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 informed Tentative Berth Plan by 1300 hrs. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

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

- 7.1 **Vessel will not be considered for berthing if the Vessel:**
 - 7.1.1 Is poorly maintained and is considered unsafe for berthing by the Port.
 - 7.1.2 Has invalid statutory certificate, including expired load test certificates of cargo gears.
 - 7.1.3 Is blacklisted by Port State Control.
 - 7.1.4 Is not manned as per Safe Manning Document.

- 7.1.5 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.
- 7.1.6 Vessel should arrive and depart the port either on even keel or with a positive trim and minimum list. In no case the vessel should 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 the 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
- 7.1.7 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.
- 7.1.8 Bulk and Break Bulk vessels will be berthed only after submission of discharging permission by Agent.
- 7.1.9 Vessels shall be un-berthed only after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues. No marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
- 7.1.10 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final.
- 7.1.11 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting. Decision of the port on berth planning and allocation will be final and binding on all concerned.
- 7.1.12 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.
- 7.2 A vessel may be removed from berth for the following reasons.**
- 7.2.1 If the vessel is considered unsafe or hazardous for port safety.
- 7.2.2 If the vessel is equipped with poor and unsafe cargo gear.
- 7.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- 7.2.4 In case the weather deteriorates or is likely to deteriorate.

- 7.2.5 If the stowage of cargo is improper or incorrectly declared.
- 7.2.6 The vessel is under performing as per port norms or idling at the berth without proper justification, the vessel will be un-berthed and applicable shifting charges will have to be borne by the vessel.
- 7.2.7 Makes a request for early un-berthing.
- 7.2.8 Has made a wrong declaration.
- 7.3** 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.
- 7.4** Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.
- 7.5** The port shall remove a vessel from the berth on vessel account if, the vessel is unable to meet port's productivity norm due to failure of her equipment and the port is not in position to provide shore resource. The shifting of the vessel from berth will however be done only if another vessel arrives and requires the use of that berth.
- A shifting movement means:
 - Physical shifting of the vessel more than 100 mtrs ahead / astern.
 - From one berth to another berth or from one berth to anchorage and re-berth.
 - A warping movement means: Physical shifting of the vessel maximum 100 mtrs ahead / astern on the same berth.
 - A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side. Pilotage charges will be charged in case of turnaround movement.

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

- 8.1 A vessel should be ready for commencement of cargo operation in all respect within 3 hours of all fast time. In case the vessel cannot commence her cargo operation within 3 hours, layup berth hire as per Port Tariff shall be applicable.
- 8.2 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.

- 8.3 If cargo stoppage is more than 2 hours due to failure of vessel equipment's or gear, idling at berth or for any other reasons. Lay-up berth hire as per Port Tariff shall be applicable as per conditions laid below.
- 8.4 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.
- 8.5 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.

9. Lay-up berth hire

- 9.1 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.
- 9.2 In case, a vessel is on layup berth hire, vessel is Idling due to equipment failure and another vessel arrives and requires the use of same berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 9.3 Additional stay at berth after cargo completion may be permitted if there is no vessel waiting for the berth. The request for additional berth stay at lay-up berth hire should be made at least 3 hours before cargo completion time. Vessel has to vacate the berth within 2 hours of receiving notice if the berth is required by Port or else "Non vacating of berth" charges as applicable will be applied on the vessel.
- 9.4 Layup berth hire will not applicable on Tug which has towed with dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Layup charges in case of additional stay on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.
- 9.5 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.
- 9.6 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:
 - 9.6.1 There are no vessels waiting for that berth.
 - 9.6.2 The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
 - 9.6.3 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.

9.6.4 The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

10. Import / Export voyage in same VCN

- 10.1 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.
- 10.2 A new VCN will be issued for the second call will be treated as a fresh call and all marine dues will be applicable to the vessel as per tariff.
- 10.3 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.

11. Anchorage charges

- 11.1 Anchorage charges will be applicable from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the vessels which are ready for berthing in all respects.

12. Documents require in prescribed format through E-mail 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.

12.1 General Documents required for all vessels declaration

- a. Berthing application
- b. Vessel & cargo particulars - part A
- c. Vessel acceptance navigational checklist- Part B
- d. International Tonnage certificate.
- e. Ship particulars.
- f. P&I certificate
- g. Certificate of Class
- h. Agency appointment letter from Owner of vessel
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. International oil Pollution Prevention Certificate
- l. Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement

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

- a. Last port draft survey report for fertiliser vessel.
- b. Fertiliser checklist
- c. Stowage Plan.
- d. Discharge or loading sequence.
- e. IGM to be submitted 24 hrs prior arrival of vessel

- f. Cargo declaration with client details, Requirement shore crane, Forklift
- g. Export General Manifest is to be submitted within 9 days of vessel sailing
- h. 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. Minimum Notice required for filing Pilot request through E-mail

Gangavaram Port	
Inward Pilot request	Minimum notice 2 hrs from Pilot request time
Outward Pilot request	Minimum notice 2 hrs from Pilot request time
<p>Pilot cancellation and amendment can be accepted through email to portcontrol@gangavaram.com or through VHF on Channel 14 to Port Control with minimum 1 hrs notice for inward pilot request and 1 hrs notice for outward pilot notice. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.</p>	

14. Swapping of Seniority

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

15. Shifting of vessels

- 15.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:
- 15.2 If a working cargo vessel at berth, is shifted for port to undertake hydrographic survey work, dredging, repair and maintenance of berth, or such other similar activities whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 15.3 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".
- 15.4 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".

- 15.5 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".
- 15.6 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"
- 15.7 Whenever a vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 15.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges, if the vessel berthed with a pre intimation.
- 15.9 Similarly shifting charges will also be applicable in the following cases of shifting:
 - 15.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - 15.9.2 Vessels which are idling at berth without doing any cargo handling operations.
 - 15.9.3 Vessels which are under performing due to reasons attributable to either the vessel or principals.
 - 15.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the shifting charges will be applicable.
 - 15.9.5 Vessel vacating berth due to bad weather/storm under Planned/Unplanned cold move - Planned/Unplanned cold move charges will be applicable.

16. 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 Ch14 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

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

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After completion of permitted time, fresh Immobilization requisition has to be filed for completion of the remaining work. The Immobilization should be completed prior to completion of cargo operations. The Master of the vessel should inform Marine Control on VHF Ch-14 prior immobilizing the ships engine and after repairs have been carried out. In case the vessel is unable to sail out after cargo completion due to engine repairs in progress, then layup berth hire will be applicable.

17. Standard time for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
17.1	Containers	IMPORT / EXPORT	Cargo commencement takes place after unlashng of containers the first container loaded or unloaded.	After handling of gearbox the last container loaded or unloaded.
17.2	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.
17.3	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.

SECTION B

18. Berth Parameters, the indicative berth allocation parameters are given in the following table

Berth NO.	Designed Depth	Permissible Draft	Length of the Berth	Permissible LOA	Displacement
1	14.0m	13.0m	275m	230m	65000mt
2	15.5m	14.5m	280m	230m	98000mt
3	15.5m	15.0m	280m	230m	98000mt
4	19.5m	17.7m	340m	300m	236000mt
5	19.5m	17.7m	320m	292m	236000mt
6	19.5m	17.7m	355m	300m	236000mt
7	15.5m	14.5m	235m	200m	98000mt
8	15.5m	14.5m	275m	230m	98000mt
9	15.5m	14.5m	325m	290m	98000mt

Notes:

- 18.1 The depths around the berths are checked periodically.
- 18.2 Non container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum of 6 hours' notice for shifting will be given to the vessel.
- 18.3 A minimum safe clearance of 25 meters will be maintained in between vessels.

19. Berth allotment criteria

BERTHING POLICY	
Berth- 4	Priority for Iron Ore Fines / Pellets
Berth- 5 & 6	Priority for Coal/Coke
Berth – 1,2,3,7,8,9	First Come First Serve (FCFS) except berthing priority is a contractual obligation

Notes:

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

20. Berthing / Un-berthing guidelines for vessels

Berthing:	
B-1 to 4 & B7 to 9	POB: At any time.
B-5 to 6	POB: Any time except for loaded Cape size vessels which are subject to tidal restriction
Un-berthing:	
B-1 to 3 & B5 to 9	POB: At any time.
B-4	POB: Any time except for loaded Cape size vessels which are subject to tidal restriction

IV. Marine Tariff

A. PORT DUES:

For GT upto 45000	USD 0.137 / GT per Entry	Minimum charges USD 700 per vessel per entry is applicable
For above GT 45000	USD 0.154 / GT per Entry	
(Port Dues is payable per vessel call and is valid for a maximum of 15 days)		

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B. PILOTAGE CHARGES OF VESSEL :

For GT upto 45000	USD 1.233 / GT	Minimum USD 3500 – for Upto 5000 GT Minimum USD 7278 – for 5001 to 10000 GT Minimum USD 13125 – 10001 to 15000GT Minimum USD 15750 – above 15000 GT (for Bunker Barge USD 1400 per entry if Tug is not used)
For aboveGT 45000	USD 1.386 / GT	

Pilotage charges Includes one Berthing, one Un-berthing and Tug hire charges

C. MOORING CHARGES

\$ 0.03 Per GT per VCN (Minimum Charges \$ 200) Applicable to all vessels

D. 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.
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E. PILOT EXEMPTION CHARGES

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

F. PORT ENVIRONMENT PROTECTION SAFETY CHARGES

USD 100: Up to 10000 GT	Charges applicable on Bulk & Breakbulk vessels calling and will be charged under VRC to Vessel Operating Agents (VOA)
USD 150: 10001 to 30000 GT	
USD 200: More than 30000 GT	
Local/Restow	For Container vessels, total Teus handled at Gangavaram Port as per TDR report.
\$ 0.097338 per 20ft TEU	
\$ 0.194676 per 40ft TEU	
\$ 0.194676 per 45ft TEU	
Transhipment (2 handling)	
\$ 0.194676 per 20ft TEU	
\$ 0.389352 per 40ft TEU	
\$ 0.389352 per 45ft TEU	

G. BERTH HIRE CHARGES

For GT upto 45000	USD 0.012 per GT per hour or part thereof	Minimum charges USD 900 per day is applicable
For aboveGT 45000	USD 0.013 per GT per hour or part thereof	

Note: 1. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not berth then arrival date will considered for exchange rate.

H. LAY UP BERTH HIRE :

Lay up Charges (First line ashore to All cast off) is Same rate as berth hire and applicable in addition to the berth hire. Minimum berth hire charges is applicable for those vessels which call Gangavaram Port purely for lay-up berth hire)	1.1 If vessel unable to commence cargo within 3 hrs of all fast and unable to book OWPM for sailing within 3 hrs of completion time then, lay-up berth hire becomes applicable from 3 hrs after all fast till cargo commencement and 3 hrs after cargo completion till outward request time respectively.
	1.2 Lay Up berth hire can be granted on sole discretion of port subject to availability of berth.

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- 1.3 If vessel exceeds granted lay-up time then the vessels will be shifted out at her own cost. Lay-up berth hire charged in addition to normal berth hire for the duration that the vessel requires the use of the berth but is not carrying out cargo operations.
- 1.4 The vessel is allowed to stay on the berth on payment of Layup berth hire provided the vessel agent has made an advance request for the same and there is no vessel waiting for that berth.
- 1.5 In case cargo stoppage more than 2 hrs during entire operation. Lay-up berth hire applicable after first 2 hrs stoppages till resume the cargo operation.

I. NON BERTH VACATING CHARGES :

Non berth Vacating charges: 2 times the berth hire as mentioned in the port tariff (minimum berth hire charges will be applicable). This charge is in addition to berth hire charges.

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

J. PRIORITY BERTHING CHARGES FOR LIQUID VESSELS – N.A

Not applicable

K. ANCHORAGE CHARGES

\$ 0.001 per GT per hour.

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

Drifting within the port limit is generally not permitted. Drifting on case to case basis may be permitted by Gangavaram port control. Vessel drifting more than 3 hours within the port limit will be charged, anchorage time will be considered from the time of vessel arrival.

L. BERTHING PROCESS CHARGES :

Pilotage Cancellation Charges	\$ 500	If cancelled between 1.00 hrs from pilot Boarding.
	\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	Up to 30 minutes delay from the pilot boarding time.
	\$ 1500	Per 30 minutes slab and applicable when delay is more than 30 minutes.

M. 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 30 minutes after Pilot boarding time will be allowed if the unberthing of the vessel is delayed beyond 30 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 30 minutes.

Pilotage Cancellation Charges	\$ 500	If cancelled between 30 minutes till Pilot
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		boarding.
	\$ 1250	If cancelled after pilot boarding.
Pilotage Detention Charges	\$ 475	Up to 30 minutes delay from the 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.

N. SHIFTING / TURNAROUND CHARGES

Shifting & Turnaround Charges	Same as pilotage charges
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Note : 50% shifting 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.

O. WARPING CHARGES PER GT OF VESSEL :

Warping charges	50 % of pilotage
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P. CARGO LIGHTENING CHARGES :

Cargo Lightening Charges for Cape Vessels	USD 3.00 per MT on entire BL quantity
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Q. 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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R. VESSEL DEFICIENCIES :

Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	\$ 300 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, Speedlog will only be berthed / Unberthed using ports electronic navigational equipment.
Charges for Failure to report critical equipment Deficiency in advance.	\$ 300 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.	\$ 300 per declaration	In case of wrong declaration of arrival / departure draft.

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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.	\$ 300	For each incident.
Anchor missing, Single Anchor Missing / anchor fluke damage	\$ 300 applicable per movement	These charges excluding additional tug charges to Berthing vessels if both anchors are missing.

S. TUG / BOAT HIRE CHARGES :

Tug hire for transportation	\$ 1000	Per hour or part thereof
Ship's Store / spares supply charges at anchorage subject to weather conditions	\$ 2000 plus tug hire charges	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).	\$ 200	Allowed at alongside berth only during fair weather.

Note: If tug is hired for medical purpose (passenger/crew injury) then charges for 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.

T. COLD MOVE CHARGES :

1.1 Planned Cold Move	<p>Planned Cold move for a berthing vessel will be carried out only with prior approval of the concerned agency. However, no prior approval will be necessary for cold move of a vessel which is already at the berth. Port decision to vacate the berth (to accommodate any waiting vessel) will be final. Charges for each process of berthing / un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below.</p> <p>All Tugs used for planned cold move will be charged on hourly basis as per port tariff.</p> <p>Planned cold moves are subject to port management discretion. Cold move charge as at the rate of 3 times the pilotage charges.</p>
1.2 Un planned Cold Move	<p>If the vessel engine or steering gear fails to respond for any duration of time at any point of the berthing / un-berthing / shifting / warping manoeuvre (irrespective of the fact whether movement is on vessel/Agent or on port account), the same will be treated as a cold move and charged to the vessel/agent. Additional tugs if used for the movement will be charged as per port tariff on an hourly basis. Cold move charge is in addition to the normal Pilotage charge.</p> <p>Unplanned cold move charge as at the rate of 1.5 the pilotage charges.</p>

U. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :

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\$ 250 for the first 24 hrs	<p>Immobilization permission will be granted at port's discretion. An immobilization charge for the first 24 hrs is payable, and thereafter at the rate of \$ 125 per 12 hours slab.</p> <p>Note:</p> <ol style="list-style-type: none"> 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.
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V. ADDITIONAL TUG HIRE CHARGES :

\$ 1000 Per Hour per Tug	<p>Tug hire charges for any activity (berthing / un-berthing / shifting /warping / tug assistance at berth) including personnel transfer.</p> <p>In case of bad weather tug assistance will be provided on chargeable basis for any activity.</p>
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W. CHARGES FOR OIL SPILL POLLUTION RESPONSE.

\$35,100 Per spillage	USD 35,100 + Charges as per actuals based on resources mobilised.
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X. TARIFF FOR BOLLARD PULL TEST :

Bollard Pull Test	<ol style="list-style-type: none"> a. \$3,500 per Tug upto 100Tonnes b. \$5,500 per Tug 100 to 150 Tonnes <p>This is inclusive of port dues, berth hire, pilotage and bollard pull charges (berth stay of 12 hrs inclusive of bollard pull test)</p>
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Y. TARIFF FOR DIVING OPERATIONS :

1.1	Diving charges	\$4,400 for 4 hours
1.2	Videography Charges	\$ 1,800 per hr in addition to tug hire charges as above.
1.3	Diving services by outside agency	<ol style="list-style-type: none"> a) License Fee -\$500 per vessel per day b) If videography done by external agency then \$ 500 will be applicable in addition to license Fee. c) The external agency should have certified divers. 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 USD 200 per hour.

Note: External diving agency /divers should submit valid diving license to POC. Prior starting diving operations, Permission from Marine control is to be obtained.

Z. MISC SERVICE CHARGES:

1.	Security	\$ 55	Per 8 hrs shift /per Guard.
2.	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.		
3.	Oil rags removal & Disposal	\$450	Per CBM
	Garbage collection at berth	\$150	Per collection / Trip
	Bio Medical waste	\$150	Per collection
	Sewage collection	\$ 100	Per CBM

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	<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 of food waste will not be collected if it is found to be infested and / or with bad odour.</p>		
4.	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$ 100	Per calendar day.
5.	Hydra	\$ 150	Per 4 hours slab minimum
6.	Mineral Water Supply	\$ 12	Per MT minimum 20 MT
	Fresh water facilitation at berth	\$ 5	Per MT
	Bunker Barge / Fresh Water Barge Entry Fee	Rs. 100,000	Per Call
7.	Permission for cleaning of spillage cargo onboard through external agency. (Non-hazardous cargo) only authorise vendors can carryout the work.		\$ 500 including labour entry
8.	Magnetic Compass adjustment through port including compass adjuster fees.		a. \$ 600 per vessel. b. Tug charges will be charged as per tariff.
9.	Hot work permission	\$ 50	Per 4 hour slab (minimum)
10.	Ambulance Charges	\$ 50	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
<p>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.</p>			
11.	Invoice revision	\$ 100	Per cancellation of Invoice
12.	VCN Cancellation	\$ 10	Per VCN
13.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN
14.	Permanent Pass	Rs.600/- Per pass	Validity - 01 Year & Renewal Rs 400/-
15.	Temporary Pass	Rs.100/- Per pass	Validity – 01 Month
<p>Note- The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than Gangavaram contract staff.</p>			
18	Cherry Picker	Rs. 2500/-	Per hour for equipment
		Rs.4000/-	Per Shifting
16.	Bunker Supply Facilitation Charges	\$ 6 per MT	
17.	Gate entry permission charges for on-board work shop, repairing and other activities.		

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	<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. General cleaning on board the vessel non-hazardous. f. Permission for name / draft-mark change on ship's hull. 	Rs. 8,000 per transaction
	<p>Note:</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) 	
18.	Crew change Facilitation charges	USD 20 Per crew change
19.	Annual Agency Registration charges.	<p>Ship Agents: Rs. 20000 per year for new Registration. Rs. 20000 per year for renewal registration. One time security deposit of Rs.100,000/-</p> <p>Ship Repairers/Ship chandlers: Rs. 16000 per year for new Registration. Rs. 16000 per year for renewal registration. One time security deposit of Rs.60,000/-</p> <p>Miscellaneous Service Providers: Rs. 4000 per year for new Registration. Rs. 4000 per year for renewal registration. One time security deposit of Rs.20,000/-</p> <p>Marine surveyor: Rs. 3000 per year for new Registration. Rs. 3000 per year for renewal registration.</p>
20.	<p>Permission for usage of Open loop scrubber within Port limit</p> <p>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.</p>	USD 280 per Permission
21.	Permission of cargo hold washing and retention onboard within Port limit.	USD 500 per permission
22.	<p>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</p>	<p>I.Upto 250 CBM \$ 2239 II. 251-500 CBM \$ 2986 III. 501-750 CBM \$ 4478 IV.More than 750 CBM \$ 5971</p>

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	of tank/ hatch which is to be cleaned	
23.	<p>Permission for Transit cargo class 1 and 7 in case of containers on case to case basis and port discretion.</p> <ol 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 shipping line. <p>Permission from Atomic Energy Regulatory Board (AERB) for class 7.</p>	USD 500 per vessel
24.	Permission for Lifeboard Lowering within Port Limit	USD 100 per activity

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

AA. 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 pre MT will be applicable in addition to Water tender charges)	Per one hour.	\$ 130
3.	Foam tender or water tender standby with crew.	Eight hour shift.	\$ 215
4.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	\$ 165
5.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 215
6.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 60
7.	Fire operator standby.	Eight hour shift.	\$ 25
8.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 6
9.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	\$ 6
10.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 14
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.

BB. Facility for Discharge of Ship generated waste

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Facilitation Charges for disposal of waste oil/sludge	USD 5.0 per MT	Rs.200/- per day per tanker as parking fees
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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, Gangavaram Port Limited, provides this facility to vessels calling at this port through the private firms registered with Central Pollution Control Board and having valid approval to operate from State Pollution Control Board. These private registered firms make the necessary arrangement for discharge / reception of the ship generated waste from the vessel.

CC. SHIP TO SHIP TRANSFER OPERATIONS (STS) :

For Mother Vessel	Port dues	\$ 0.05 per GT
	Anchorage charges	\$0.000313 Per GT per hour
	Wharfage charges & cargo throughput charges.	INR 25 /- PER TON.
	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.	\$ 0.05
	Anchorage charges.	\$ 0.000313 Per GT per hour
	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)
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 COUNTRY CRAFT :

1	Port Dues for Country Craft	\$ 0.15 per GT (Minimum \$ 746)
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2	Pilot Exemption Certificate for Country Craft	\$ 75 per activity (includes berthing and un-berthing)
3	Berth Hire for Country Craft	\$ 0.0045 per GT/per hrs. (Minimum \$ 373)
4	Anchorage Charges	\$ 0.001020 per GT per hour

EE. Wharfage charges

S.NO	Commodity	Unit per	Rate in Rs
A	CHEMICAL		
1.	Solid Chemicals		
	Chemical salt including processed edible salt, vacuum salt, iodized salt and gypsum	M.Ton	30/-
	Soda Ash and Caustic Soda	M.Ton	30/-
	Unprocessed Salt & Unprocessed Gypsum	M.Ton	30/-
	All other solid chemicals other than petroleum derivatives.	M.Ton	30/-
B	FOOD GRAINS & FOOD PRODUCTS		
	Food grains and Pulses	M.Ton	30/-
	seeds of all sorts including castor, cotton, groundnut (decorticated or otherwise)	M.Ton	30/-
	Fruits - fresh and dry of all sorts including dates	50 KGs	30/-
	Molasses, Sugar, Onions, Guar Gum, Coconuts, others.	M.Ton	30/-
C	IRON & STEEL, OTHER METALS AND MACHINERY & PARTS INCLUDING BELTING		
	Scrap - shredded - steel, metal, iron	M.Ton	30/-
	Scrap - HMS, others	M.Ton	30/-
	Sponge iron, pig iron, hot briquetted iron and iron slabs	M.Ton	30/-
	Hot rolled and Cold Rolled Coils	M.Ton	30/-
	Steel pipes, cement coated pipes	FRT	43/-
	Machinery and parts	FRT	98/-
	Project Cargo	FRT	98/-
D	MINERALS		
	Bauxite, Bentonite, Iron ore in bulk, Lime stone	M.Ton	30/-
	Calcinated Bauxite, Coke, Charcoal, Firewood, Lignite	M.Ton	30/-
	Fluor spar	M.Ton	30/-
	Coal (Except Coking coal)	M.Ton	30/-
	Coking coal	M.Ton	30/-
E	BAGGED CARGO		
	Rice/Sugar/Soya bean meal (SBM) (Pulses any other Agri products).	M.Ton	30/-
	Cement / Bentonite/Fly ash (any other minerals).	M.Ton	30/-
F	PETROLEUM PRODUCTS & PETROLEUM DERIVATIVES		
1.	Solid Petroleum Products and derivatives		
	Asphalt, Bitumen and Coal tar.	M.Ton	83/-
2.	Liquid Petroleum Products		
	Lubricating Oil (fuel oil)	M.Ton	95/-
	HSD	M.Ton	110/-
	Kerosene	M.Ton	110/-

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	Naphtha	M.Ton	110/-
	Petrol, LDO	M.Ton	110/-
	Furnace Oil	M.Ton	110/-
	Other Liquid Petroleum products	M.Ton	110/-
G	OTHER DRY CARGO		
	Fertilizers of all types	M.Ton	65/-
	Oil cakes & de-oiled extractions	M.Ton	30/-
	Cement, Clinker	M.Ton	30/-
	Wood and Timber	M.Ton / CBM	70/-
	All non-hazardous solid cargo not listed in above categories.	M.Ton	70/-
	All non-hazardous liquid cargo not listed in above	M.Ton	95/-

V. PIDC Charges

Description	New Tariff lower deck container (w.e.f 01st September 2020)	Remarks
20FT Container	Rs. 1400/- Per TEU	For all type of 20 FT containers including Power pack container
40FT Container	Rs.2700/- per FEU	For all type of 40 FT containers including Power pack container
45FT Container	Rs.3100/- per 45 FT Container	For all type of 45 FT containers and Power pack container.
Rs 15,000/- per train	Shunting charges for one time removal and placement when back loading plan is not provided for the train by CTO	
Rs 20,000/- per train per day or part thereof	Stabling charges recoverable per rake per day or part thereof for the period from rake removed from siding after PU released till confirmed back loading plan is received from CTO.	

VI. Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING			
Sr.No	Equipment	RATE	Slab charges
1.	Forklift of 42/32 MT SWL * Minimum charges for 1st slab will be 2 hrs. Thereafter on hourly basis.	USD 59.71	Per Hour
2.	Forklift Shifting by shore Crane.	USD 59.71	Every Shifting Per activity. Jetty to hatch - one shifting. Hatch to jetty - one shifting One Hatch to another hatch -two shifting
3.	Shore power supply	Rs 50/-	Per Unit
4.	Weigh Bridge Charges	Rs 100/-	Per Vehicle
5.	Pay loader HM 2021	Rs. 1800/-	Per hour
6.	Ex-200	Rs. 2500/-	Per hour

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7.	CAT Loader	Rs. 3500/-	Per hour
8.	Dumper Model-2518	Rs.805/-	Per hour
9.	LMC HIRING-15 MT	Rs. 4000/-	Per hour
10.	Equipment deployment for cargo collection on jetty. (Applicable basis deployment of shore crane for vessel carrying cargo over 20,000 Mt)	Rs. 15/-	Per MT
11.	Wrong declaration of Packing list submitted by the agent	Rs 10000/-	per change request.
➤	Above equipment's will be provided as per availability - Outside equipment to be hired only if port Equipment is not available, only after prior permission from Port, complying with all port norms.		

B. SHORE CRANE CHARGES

➤ TARIFF FOR HANDLING BULK CARGO WITH SHORE CRANES

1.	Crane hire :	USD 1.50 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability].	
2.	Grab hire :	USD 1.00 per Metric Ton + Applicable GST.	

C. PROJECT CARGO STEVEDORING RATES

1.	Up to 25 Freight Tons.	INR 299 per Freight Ton.
2.	Over 25 & up to & inclusive 40 Freight Tons.	INR 402 per Freight Ton.
3.	Over 40 & up to & inclusive 200 Freight Tons Or over 15 meter.	INR 711 per Freight Ton.
4.	Over 200 Freight Tons.	INR 917 per Freight Ton.
5.	Containers arriving on break bulk project cargo vessels at multipurpose berth will be charged as per project cargo tariff.	
	For Windmill Parts (As Specified in BL/ relevant custom document	INR 155 Per Freight Ton

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

- 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.
- 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.
- 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.
- 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.

Crane Hire Charges applicable: USD 850 per hour, with minimum charges of 2 hrs and above that on hourly basis.

A. Calculation of crane idling charges due crane failure for the vessels berthed at Gangavaram Port

Idling of vessel on account of following:

- Miss-declaration of cargo as prescribed in clause 6.15: If vessels crane are unable to discharge the said cargo, Lay-up berth hire will be applicable from the time of idling due to said package till the time, vessels request for the

shore crane.

- Miss-declaration of vessel's gear/capacity: If in case of wrong declaration of vessel' gear/capacity Lay-up berth hire will be applicable till the time, vessels request for the shore crane.
- I. Total idling of vessel's cranes exceeding 10% of total available crane hours / day will attract crane idling charges. However, vessel / vessel agent can request for shore crane. In case of unavailability of shore crane, the crane idling charges would not be applicable.
- II. This intermediate crane idling charges will be USD 180/hr/hook as calculated below:

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

Example A:

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

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

- Crane 1 total stoppage 6 hrs and 30 minutes, (allow 2.4 hrs) = 4.1 Hrs.
- Crane 2 total stoppage 1 hr, (allow 2.4 Hrs) = Nil.
- Crane 3 total stoppage 4 hrs and (allow 2.4 hrs) = 1.6 hrs.
- Crane 4 total stoppage Nil. (allow 2.4 hrs) = Nil.
- Then, Total crane idling charges hrs = 4.1 + 0 + 1.6 + 0 = 5.7 hrs = 6 hrs.
- Total amount applicable for crane idling charges = 6 hrs x USD 180 = USD 1080 + applicable

GST

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

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

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

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

VII. Contact details

Primary Contact Points

1	POC	Port Operations Center	+91 891 2889999 Ext: 3334 poc@gangavaram.com
2	Customer Service Center	Customer Cell	+91 9866352753

Important Contact Points

1	CEO	N Sambasiva Rao	+91 9100022546 nsrips@gangavaram.com
2	COO	V Janardhana Rao	+91 9000567630 janardhanarao@gangavaram.com
3	Marine Services Deputy Conservator	Capt R R Tripathi	+91 9701684545 tripathi@gangavaram.com
4	Marketing Sr Director	Sanjay Gupta	+91 9949072624 sgupta@gangavaram.com
5	Fire & Safety	V Chandra Sekhar	+91 8978180394 vchandrasekhar@gangavaram.com
6	Security	LPS Ramu Naidu	+91 9248092096 ramunaidu@gangavaram.com

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