

Berthing Policy & Tariff Structure



OUR VALUES: COURAGE, TRUST AND COMMITMENT

Issue: BPTS/KPPL/01 | w.e.f 10th June 2023

1. . The tariff and scale of rates are subject to revisions. In view of the same, please refer to the trade notices for the latest rates / tariff for a particular service or commodity.

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Record 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 <https://www.karaikalport.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. Jagdish Patel (CEO)	Karaikal Port Private Limited

Introduction

Karaikal Port Pvt Ltd

- Karaikal Port is an all weather deep water port developed on Build, Operate and Transfer format under Public Private Partnership in terms of the concession awarded by the Government of Puducherry.
- Strategically located in the East coast near the town of Karaikal in the Puducherry (U.T), India.
- Port handling diverse such as Coal, Petcoke, Iron ore, Gypsum, Limestone, Cement, Fertilizers, Project cargo, Agro commodities & Liquid Cargo.
- Mechanized berth with conveyor handling system for handling coal in bulk at very fast evacuation rate of 2000 MT / Hr.
- Four deep draft berths capable of handling up to Panamax vessels and partly loaded Cape size vessel.

Berths:

- 2 Cargo Berths for Handling Bulk (Dry) , Break Bulk, ProjectCargo and liquid.
- 02 Nos Berth : Mechanized Jetty exclusively for Coal handling.
- 02 Nos Berth : Multi-Purpose Non-mechanized Jetty.

Superstructure/Topside Facilities:

- Conveyor System: 5.7 Km and capacity of 4000 TPH
- Mobile Harbour Cranes: 2 Nos. MHC (Liebherr)
- 2 Nos. Stacker cum Re-claimer with stacking capacity of 4000 TPH and reclaiming capacity of 2500 TPH.
- 3 Nos. Truck loading system.
- 1 No. Wagon Loading SILO for raking

Storage:

- 4 Liquid tanks with a capacity of 19000 Ltrs.
- 0.61 Lac Sq.m closed Multi Cargo warehouse 10 Nos.
- 6.5 Lac Sq. m open storage area for coal 30 Plots.

Tugs:

- 03 Nos Tugs.
- Each having the capacity of 55 tons to 45 tons bollard pull with twin engine and twin propeller.

Road Connectivity:

- Port is connected by major roads to NH-67 at Nagapattinam which is about 10 km from the Port.
- This link connects Karaikal port to central Tamil Nadu at Trichy. NH-45 which passes through Trichy connects Karaikal to northern hinterland right up till Chennai.
- NH-67 starting from Nagapattinam traverses Central Tamil Nadu in a near Straight line connecting the major industrial areas such as Thiruchirapalli, Karur and Coimbatore as well as onward linkages to other industrial areas such as Salem, Erode and Mettur.
- Karaikal is also connected all the way to Chennai through NH-45A which passes through Cuddalore. In addition to the national highways, a network of state highways connects Karaikal to other industrial centre in Tamil Nadu.

Rail Connectivity:

- Karaikal Port siding lies in the Southern Railway Track.
- The nearest railhead is at Nagore (NCR) at a distance of about 3 km.
- Karaikal Port Connects with the Power plants, Cement, Steel, Chemical, Aluminium, Textile and other major manufacturing industries in Ariyalur, Trichy and Salem District and upcoming industrial nodes around Mayiladuturai enabling heavy freight movement in the near future.

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

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

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

II. Definitions

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

- **CBM (CM):** Abbreviation for “Cubic Meter.” CBM measurement is L x B x H.
- **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.
- **Commence work :** For Inward vessel, after POB manoeuvring command commenced by the pilot and for outward vessel, Gangway secured or Tug fast whichever is earlier.
- **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.
- **Double Banking operation:** Two vessels are banked together for cargo operation.
- **Draft:** Vertical distance between the vessel's water line and the lowest part of its hull.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.
- **Drifting :** Vessel not at anchor or made fast to a berth. In simple words when a vessel is afloat and in no way is touching the ground or seabed.
- **ETA:**Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **FCFS:** First Come First Served.
- **Foreign:** Foreign-going vessel” shall mean any vessel other than Coastal vessel.
- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as “Ocean Intermediaries.
- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.
- **GT:** Gross Tonnage.
- **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'
- **LNG:** Liquefied natural gas is natural gas that has been converted to a liquid form for the ease and safety of natural gas transport.
- **Monsoon Period for Karaikal port:** Monsoon period at KPPL, Karaikal from 30th September to 15th January each year.
- **Mtrs:** meters.
- **MW:** Megawatt.
- **NH:** National Highway.
- **O.D.C:** Over Dimension Cargo.
- **On Board:** A notation on a bill of lading that cargo has been loaded on board a vessel. Used to satisfy the requirements of a letter of credit, in the absence of an express requirement to the contrary.
- **P&I:** Protection & Indemnity.
- **PANS:** Pre-arrival notification of security.
- **Per day:** 24hrs calculated from commencement of the mentioned activity. Any period part thereof will be considered as full day and charged accordingly.
- **POB:** Pilot onboard it is the time when pilot onboard before Berthing, Unberthing and shifting of the vessel.
- **POC:** Port Operation Center.
- **Priority Berthing:**
 - **Ousting Priority:** If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.
 - **Priority:** If a vessel having a priority for a given berth arrives, then she will be berthed ahead of other vessels 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.
- **Salvage operations :** Salvage is one service offered by the port under the general heading of emergency response to distressed vessels – that is, emergency response to render assistance to vessels in danger, or potentially in danger and/or the process of rescuing a vessel, her crew and cargo from hazard and danger in port or at sea.

- **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.
- **Types of Ships:**
 - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
 - **Freighters:** A general cargo vessel designed to carry heterogeneous mark and count cargoes.
 - **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.
 - **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 Karaikal 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. 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 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 Email, the vessel's application for berth will not be accepted.

- 3.2 Vessel's agent have to pay in advance all the charges as per the PAA raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of 24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6 digit digits after decimal (upward round off) will be consider in USD rate for invoicing of Marine charges.
- 3.3 Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports or the voyage duration is around 1 day, which are required to provide one day notice.
- 3.4 Vessel 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 basisthe 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.

4. General guidelines for all Vessels

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

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

- 4.3 Any vessel deficiency must be reported to the port well in advance through email to poc@karaikalport.com; or through VHF on Channel 69 to KPPL 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 '03 hrs' notice will be given to vessels waiting at anchorage for reaching PBG (Pilot Boarding Ground).

- 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:** 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.
- 4.11 Karaikal 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.
- 4.12 For all import vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. For all export vessels, vessel is to be declared with duly filed "Pre Arrival Check list". In absence of same, Karaikal Port will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Karaikal 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.
- 4.16 HDFC Bank TT Selling Rate will be used for dollar denominated tariff (first rate card published every-day). In case of holidays, the previous working day HDFC Bank TT Selling rate will be used. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not used berth then arrival date will be considered for exchange rate.

5. Clarification regarding acceptance of Notice of Readiness time

- 5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 5.2 If vessel does not get Pilot on arrival and the vessel drops anchor then,
- Inside the Port Limit: the anchor dropped time will be considered as NOR time.
 - Outer Port limit: the anchor dropped time will be considered as 1st NOR & POB time will be considered as 2nd NOR .
- 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.

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

The Port holds Daily Berth Planning Meeting at 1000 hrs on all working days, to plan the allocation of berths for the next 24 hours commencing from 1100 hrs on that day. The vessels agent and concerned parties shall be notified about the Tentative Berth Plan by 1200 hrs of the same day via email through Marine Control. The decisions arrived in the Port Berth Planning Meeting will be final. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

7. Dry cargo breaks timings

- 7.1 0500 to 0600 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 dispatch of cargo from the Port Premises. Without DO, the vessel will only be berthed if the agent gives in writing that the agency agrees to pay the storage rent and / or any charges which may become payable due to the agent holding the delivery of the cargo.

- 8.1.9 Bulk and Break Bulk vessels will be berthed only after submission of discharging permission by Agent.
 - 8.1.10 Vessels shall be un-berthed only after the payment of all port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues. No marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
 - 8.1.11 In case any accident takes place on board the vessel in which port personnel / contractor staff are injured, the vessel will be held responsible for the same and will be liable for compensation. The amount of compensation decided by the port will be final.
 - 8.1.12 Notwithstanding anything contained above, The Port shall retain the right to prioritize any or all the above conditions depending on new developments / special circumstances which may have changed from what was discussed during the Berth Planning Meeting. Decision of the port on berth planning and allocation will be final and binding on all concerned.
 - 8.1.13 "Conditions of Use of Karaikal Port" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.
- 8.2 A vessel may be removed from berth for the following reasons.**
- 8.2.1 If the vessel is considered unsafe or hazardous for port safety.
 - 8.2.2 If the vessel is equipped with poor and unsafe cargo gear.
 - 8.2.3 If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
 - 8.2.4 In case the weather deteriorates or is likely to deteriorate.
 - 8.2.5 If the stowage of cargo is improper or incorrectly declared.
 - 8.2.6 The vessel is under performing as per port norms or idling at the berth without proper justification, the vessel will be un-berthed and applicable shifting charges will have to be borne by the vessel.
 - 8.2.7 Makes a request for early un-berthing.
 - 8.2.8 Has made a wrong declaration.
- 8.3** Performance of the vessels which are alongside the berth would be continuously monitored up to 08:00 hrs and will be discussed in the Daily Berth Planning Meeting. If a vessel is underperforming, the vessel's agent will be advised in writing to improve the vessel's performance. If by next day 08:00 hrs, the vessel's performance is still found to be unsatisfactory, a notice may be served to the Master to un-berth the vessel. Work stoppages beyond the control of the vessel or the Port will be excluded while evaluating the performance. Reasons such as lack of cargo and documents, poor or uneven stowage, unusually slow and unproductive cargo handling gears will not be accepted as valid reasons for poor performance of the vessel.
- 8.4** Vessels failing to meet the minimum required norms for loading and discharging will be de-berthed solely at the discretion of the Port.

- 8.5 The port shall remove a vessel from the berth on vessel account if, the vessel is unable to meet port's productivity norm due to failure of her equipment and the port is not in position to provide shore resource. The shifting of the vessel from berth will however be done only if another vessel arrives and requires the use of that berth.

For purposes of this policy:-

- A shifting movement means:
 - Physical shifting of the vessel more than 100mtrs ahead / astern.
 - From one berth to another berth or from one berth to anchorage and re-berth.
- A warping movement means: Physical shifting of the vessel maximum 100mtrs ahead / astern on the same berth.
- A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side. Pilotage charges will be charged in case of turnaround movement.

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

- 9.1 A vessel should be ready for commencement of cargo operation in all respect within 02 hours of all fast time and should be ready to sail 02 hours after cargo completion. In case the vessel unable to commence her cargo operation within 02 hours of all fast time and unable to file outward pilot request within 02 hrs of cargo completion, layup berth hire charges shall be applicable.
- 9.2 If cargo stoppage is more than 02 hours due to failure of vessel equipment's or gear, idling at berth or for any other reasons. Lay-up berth hire as per Port Tariff shall be applicable as per conditions laid below
- 9.3 Total cargo stoppages should not exceed 02 hours during the entire port stay of the vessel or else lay-up berth hire will become applicable.
- 9.4 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 02 hours of due notice by the Port, the Port will charge 02 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 Country crafts, unless the Port has requested the Vessel to vacate the berth and if Vessel refuses to do so.
- 10.5 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.
- 10.6 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:
 - 10.7.1 There are no vessels waiting for that berth.
 - 10.7.2 The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
 - 10.7.3 The request for additional berth stay should be made at least 24 hours prior cargo completion so that other vessel movements at other berths are not adversely affected.
 - 10.7.4 The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

11. Import / Export voyage in same VCN

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

12. Anchorage charges

- 12.1 Anchorage charges will be applicable for all vessels anchoring within Port limits.
- 12.2 For berthing: From the time of vessel dropping anchor(inside Port Limit) till the time pilot board.
- 12.3 For sailing/shifting: From the time of vessel dropping anchor till anchor away.
- 12.4 Anchorage charges shall be charged on hourly basis.
- 12.5 Drifting within the port limit is generally not permitted. Drifting on case to case basis may be permitted by Karaikal port control. Vessel drifting more than 3 hours within the port limit will be charged.

13 Documents require in prescribed format through IPORTMAN/EMAIL for declaration

The vessel's agent should submit the following documents in the prescribed format through EMAIL 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/ 002
- b. Vessel & cargo particulars part A - MAR/ F/ 001

- c. Vessel acceptance navigational checklist- Part B
- d. International Tonnage certificate.
- e. International Air Pollution Prevention certificate (IAPP)
- f. Ship particulars.
- g. P&I certificate & Liability for the Removal of Wrecks Certificate
- h. Certificate of Class (IACS class)
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. Documents of compliance
- l. ISM Safety Management Certificate (SMC)
- m. Civil Liability Convention (CLC) 1992 Certificate:
- n. Civil Liability for Bunker Oil Pollution Damage Convention
- o. International ship security certificate
- p. International oil Pollution Prevention Certificate (IOPP)
- q. Load line certificate
- r. Safety equipment certificate
- s. Safety construction certificate
- t. Safety Radio certificate.
- u. Ship sanitization control Exemption
- v. Agency appointment letter from Owner of vessel
- w. Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement

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

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

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

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

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

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

14 Minimum Notice required for filing Pilot request through PHYSICAL/EMAIL

Inward Pilot request	Minimum notice 3 hrs from Pilot request time
Outward Pilot request	Minimum notice 2 hrs from Pilot request time
Pilot Cancellation and amendment can be accepted through email to KPPL Marine Control or through VHF on Channel 69 to KPPL Marine Control with minimum 1 hrs notice for IWPM and OWPM. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.	

15 Swapping of Seniority

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

16 Shifting of vessels

- 16.1 No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience" is defined to mean the following:
- 16.2 If a working cargo vessel at berth or at mooring point is shifted for port to undertake hydrographic survey work, dredging, repair and maintenance of berth, or such other similar activities whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.3 If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".
- 16.4 Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.5 Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.6 Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE".
- 16.7 Whenever a vessel is shifted to another berth or at anchorage due to operational requirement, "SHIFTING FOR PORT CONVENIENCE".
- 16.8 Whenever a vessel is shifted to accommodate another vessel on ousting priority, the vessel shifted will be required to pay shifting charges.
- 16.9 Similarly shifting charges will also be applicable in the following cases of shifting:
- 16.9.1 Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
- 16.9.2 Vessels which are idling at berth without doing any cargo handling operations.

16.9.3 Vessels which are under performing due to reasons attributable to either the vessel or principals.

16.9.4 Vessel vacating the berth due to bad weather/storm- 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 remaining work. The Immobilization should be completed prior to completion of cargo operations.

The Master of the vessel should inform Marine Control on VHF Ch-69 prior immobilizing the ships engine and after repairs have been carried out. In case the vessel is unable to sail out after cargo completion due to engine repairs in progress, then layup berth hire will be applicable.

17.1 Permission will have to be obtained in writing.

17.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.

17.3 Port will give 3 hours' notice to get the vessel's engine ready in case of emergency.

17.4 In case, the vessel is unable to remain alongside the berth for whatever reason, any pilot / tug/ mooring crew assistance provided by the Port will be on a chargeable basis.

17.5 Due care should be taken by ship's crew in tending the ship's mooring lines.

17.6 Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request, then once permission granted the charges will remain applicable.

18 Standardtime for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
18.1	Bulk	IMPORT	First grab discharge into the hoppers or shore	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
18.2	Break Bulk / Project Cargo	IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.
		EXPORT	Commencement of dunnage/Cargo Gear Preparation Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment.
18.3	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	NA	NA

SECTION B

19 Berth Parameters, the indicative berth allocation parameters are given in the following table:

Berth	Max permissible LOA	Max Displacement (MT)	Beam	Max. Draft
Berth 1	230 mtrs	80000	36 mtrs	13.0 mtrs
Berth 2	230 mtrs	80000	37 mtrs	13.5 mtrs
Berth 3 & 4	290 mtrs	120000	45 mtrs	13.5 mtrs
Berth 9	110 mtrs	45000	25 mtrs	6.0 mtrs

Notes:

- 19.1 The depths around the berths are checked periodically. If any significant changes trade is informed.
 19.2 A minimum safe clearance of at least 25 mtrs will be maintained in between the vessels.

20 Berth allotment criteria

BERTHING POLICY	
Berth 1 & 2	Non-mechanized berth for handling of all bulk cargoes, break bulk cargoes and Other commodities. Seniority will be considered for all vessels on First Come First Served (FCFS) basis.
Berth 3 & 4	Essentially a mechanized coal handling berth for which priority will be given to Coal vessels. Seniority will be considered among coal vessels and only on First Come First Served (FCFS) basis.

Notes:

- 20.1 Vessel carrying cargo which is required to be dispatched manually (i.e. by road) & to be stacked at non-mechanized yard will be berthed as per Port discretion on mechanized or non-mechanized berth.
- 20.2 The Port permits, priority berthing for vessels carrying government cargoes, (as maybe declared from time to time) for which 100% additional berth hire will be charged, and also for long term contractual partners as per Port's discretion.
- 20.3 If a condition arises when non-coal vessel (bulk and/or break bulk commodities) is waiting and Berth 3 & 4 is vacant, port may decide to berth non-coal vessel on berth 3 & 4 and next coal vessel will be berthed after completion of working vessel
- 20.4 The port has capacity and necessary infrastructure to handle 3 bulk/breakbulkvessels at any given time. Decision to accept additional vessels will be taken on case to case basis by Dry Cargo Operations Team.
- 20.5 The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 20.6 The port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

- 20.7 Seniority of the vessel will be considered as per port discretion if cargo space available less than 80% inside the Port backup yard.

21 Priority berthing guidelines for liquid tankers

As per clause 4.5 mentioned above.

22 Berthing / Un-berthing guidelines for vessels

Berthing:	
B1 & B2	POB – Any time. Max LOA – 230 mts. Wind restrictions – 25 Kts Draft of vesels: Upto 13 mts. – any time. Draft of vesels: From 13.0 to 13.5 mts. – during top of high waters
B3 & B4	POB - Any time. Max LOA – 290 mts. Wind restrictions -25 Kts Draft of vesels: Upto 13.0 mts. – any time. Draft of vesels: From 13.0 to 13.5 mts. – during top of high waters
Un-berthing:	
B1, B2, B3 & B4	POB – Any Time. Wind restrictions – 30 kts

Note:

- Berthing will be suspended when average wind speed exceeds 25 knots.
- Un-berthing will be suspended when average wind speed exceeds 30 knots.
- Minimum UKC not below 10% of the deepest draft in the approaches and not below 0.5 meters of the deepest draft at the berth.
- The actual decision depends on many factors, which can only be assessed by the pilot and the Master. The above parameters may not therefore be strictly observed by the Pilot, if in his professional judgment and in consultation with the Master, more or less restrictive parameters should apply to ensure the safe manoeuvring of the vessel.

Marine Tariff

A. PORT DUES PER :		
\$ 0.49 Per GT of Vessel (Per VCN).	Minimum charges \$ 300 per vessel is applicable. (Port Dues is payable per vessel call and is valid for a maximum of 15 days)	
B. PILOTAGE CHARGES PER GT OF VESSEL :		
\$ 0.6976 per GT, for vessels with GT less than 10,000. \$ 1.1881 per GT, for vessels withGT with 10,000 and above.	Upto 3000 GRT	Min Charges: 2100 USD
	3001 GRT – 15000 GRT	Min Charges: 7000 USD
	More than 15000 GRT	Min Charges: 18000 USD
Pilotage charges Includes one Berthing and one Un-berthing.		
B 1. 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.

B 2. PILOT EXEMPTION CHARGES		
Pilot Exemption Charges	\$ 900 / Exemption Certificate (Maximum validity 30 days)	
B 3. Fuel Surcharge :		
Fuel Surcharge due to recurrent hike in the fuel prices	Escalation / de-escalation in fuel-surcharge: Any cumulative increase or decrease in bulk fuel rate less than Re 1 / litre will not have any change in the fuel surcharge, however any cumulative increase or decrease of Re 1 / Litre or more in bulk fuel rate will have an increase or decrease in the ratio of Re 1 / Litre : USD 0.1 / GT.	
C. MOORING CHARGES :		
Mooring Charges	\$ 0.034720 per GRT	Minimum Charges \$ 200
Note: Mooring charges is not applicable to vessels which is not using berth facilities.		
D. PORT ENVIRONMENT PROTECTION SAFETY AND DREDGING CHARGES		
USD: 400 Up to 10000 GT USD: 600 10001 to 30000 GT USD: 800 More than 30000 GT	For all type bulk, breakbulk and liquid cargo vessels.	
E.		
\$ 0.01599 per GT per Hour (First line ashore to All cast off)	Minimum Charges \$ 400 per day is applicable	
F. LAY UP BERTH HIRE :		
<p>Layup: (Berthing POB to Unberthing Pilot Disembark) Same rate as berth hire and applicable in addition to the berth hire. (Chargeable per hr slab)</p> <p>Minimum berth hire charges is applicable for those vessels which call KPPL purely for lay-up berth hire.</p>	<ol style="list-style-type: none"> 1.1 If vessel unable to commence cargo within 2 hrs of all fast and unable to book OWPM for sailing within 2 hrs of completion time then, lay-up berth hire becomes applicable after free time allowed to the vessel's 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. 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 will be applicable after first 2 hrs stoppages till resume the cargo operation. 	
G. NON BERTH VACATING CHARGES :		

<p>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.</p>	<p>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.</p>
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H. ANCHORAGE CHARGES

<p>\$ 0.001020 per GT per hour.</p>	<p>Anchorage charges will be applicable from the time of vessel dropping anchor till the time the pilot board the vessel for berthing, for all vessels anchoring within Port limits other than the below:</p> <p>1.1 Those vessels which are governed by individual long term Marine Services Contracts.</p> <p>Drifting within the port limit is generally not permitted. Drifting on case to case basis may be permitted by Karaikal 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 till POB time.</p>
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I. BERTHING PROCESS CHARGES :

Pilotage Cancellation Charges	\$ 750	If cancelled between 1.30 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.

J. 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	\$ 600	If cancelled between 45 minutes from nominated Pilot boarding.
	\$ 1500	If cancelled after pilot boarding.
Pilotage Detention Charges	\$ 600	Upto 30 minutes delay from the nominated pilot boarding time till commence work.
	\$ 1500	For subsequent delays on a slab of 30 minutes.

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

K. SHIFTING / TURNAROUND CHARGES:

Shifting charges & Turnaround Charges	Same as pilotage	However minimum pilotage charges will be used for calculation as per <u>point B</u>
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Note : 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.

L. WARPING CHARGES PER GT OF VESSEL :Pilo

Warping Charges	50 % of pilotage
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M. BARGES:		
\$ 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.
N. VESSEL DEFICIENCIES :		
Restricted main engine power	\$ 2000 per Movement	Vessel unable to provide 80% of rated M/E RPM.
Unsafe pilot ladder boarding / Disembarking arrangements. (Fine will be levied for each such occurrence.)	\$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 incident	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	
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.(beyond berth parameters)
<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.
Alongside Berth: Anchor missing, Single Anchor Missing / anchor fluke damage/mooring winch not working –	\$300 Applicable per movement	An additional tug will be used for berthing/un-berthing on chargeable basis
O. TUG / BOAT HIRE CHARGES :		
Tug hire for transportation (per hour per tug).	\$ 1800	If the same tug is used by two different parties for different vessels then each party to pay the said charges. (Not more than 10 persons at a time) Applicable for carrying personnel and / or stores (max 5 MT space and safety permitting))
Ship's Store / spares 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. 4. Maximum quantity not allowed more than 10 MT per trip
Service boat (per hour).	\$ 250	Allowed at alongside berth only during fair weather
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. COLD MOVE CHARGES :

<p>1.1 Planned Cold Move</p>	<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>
<p>1.2 Unplanned Cold Move</p>	<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 times the pilotage charges (However minimum pilotage charges will be used for calculation.)</p>

Q. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :

<p>\$ 300 for the first 12 hrs</p>	<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:</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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R. ADDITIONAL TUG HIRE CHARGES :

<p>\$ 1000 Per Hour per Tug</p>	<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>
<p>\$ 2000 per hour per tug</p>	<p>For Escorting/Standby for towing operation out side port limit jobs subject to MMD and necessary approval</p>
<p>\$ 5000 per hour per tug</p>	<p>For towing or engaged in salvage operation of any type of vessels out side port limit jobs subject to MMD and necessary approval</p>

Note:- Tug start and Finished time will be applicable from tug berth to tug berth, Charges applicable as per total tug running hours and inclusive of Fuel cost.

S. CHARGES FOR OIL SPILL POLLUTION RESPONSE.

<p>\$ 35100 Per spillage</p>	<p>Spillage above 500 ltrs USD35100 + charges as per actuals based on resources mobilised.</p>
<p>\$ 5000</p>	<p>Spillage 100 Ltr to 500 Ltr. Content clean up within Karaikal port harbour + charges as per actuals based on resources mobilized.</p>
<p>\$ 2000</p>	<p>Spillage less than 100 Ltr. Content clean up within ship's length + charges as per actuals based on resources mobilized.</p>

T. TARIFF FOR BOLLARD PULL TEST :

Bollard Pull Test

- a. \$ 2700 for tugs up to 100 tons.
 - b. \$ 5400 for tugs above 100 to 150 tons.
- This is inclusive of VRC charges and bollard pull charge. (Berth stay of 12 hrs inclusive of Bollard pull test).

U. TARIFF FOR DIVING OPERATIONS :

Diving services by outside agency

- a) License Fee of \$ 800 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 \$ 250 per 1 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.

V. MISC SERVICE CHARGES:

1.	Late declaration of vessel/None submission of documents by vessel:	Not Applicable	
2.	Security Guard	\$ 55	Per 12 hrs shift /per Guard (Onboard)
3.	Gangway Security Guard	\$ 55	
4.	Security Vehicle (with driver)	\$ 105	
	(i) Shift time: 0800 hrs to 2000 hrs (ii) 2000 hrs to 0800 hrs		
	Oil rags removal & Disposal	\$450	Per CBM
	Garbage collection at berth	\$ 250	Per Trip
	Bio medical waste	\$ 150	Per collection / Trip
	Sewage disposal		charges case to case basis
5.	Garbage collection at anchorage within port limit. (Quantity not to exceed 5 m ³ /per trip)	\$ 2050	Including Tug charges for maximum 3 hours and \$ 400 for every subsequent hour.
	<ul style="list-style-type: none"> 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. b. Garbage collection will be done only during day light hours (0900-1700). c. Garbage collection at anchorage will be done subject to availability of tug. d. Hydra will be required at berth for off-loading garbage from the tug and same will be charged as per port tariff. e. Garbage of food waste will not be collected if it is found to be infested and / or with bad odour. 		
6.	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$ 120	Per calendar day.
	Gangway Extension ladder	\$ 50	Per calendar day.
7.	Hydra	\$ 200 for 4 hours	Thereafter \$50 for every subsequent hour
8.	Crawler Crane	Not applicable	
	Fresh water at berth	\$ 7	Per MT (Min 100 MT)
9.	Fresh water at anchorage within port limit [Only in case of urgent requirement] [Charges for maximum 4 hours and \$ 400 for every subsequent hour thereafter including fresh water charges]	\$ 2340 per trip	Quantity that can be supplied at anchorage within port limit 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.

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	(Request should be raised with a notice of 24 hrs. Quantity as determined by the port will be final)		
10.	Permission of tank cleaning of HFO Tank / Cargo Tank from the recognise vendors		\$ 1000 per permission per tank
11.	Permission for cleaning of spillage cargo onboard / Demunking of Ballast tank through external agency. (Non- hazardous cargo) (Gate entry of labor in addition to the above).		USD 500 per permission
12.	Magnetic Compass adjustment through port including compass adjuster fees.	\$ 600	a. Per vessel. b. Tug charges will be charged as per tariff.
13.	Hot work permission	\$ 100	Per 4 hour slab (minimum)
14.	Shore Generator for welding work	Not applicable	
15.	Ambulance Charges (Limited to Karaikal Port premises)	\$ 50	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
Note 1: 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			
16.	Invoice revision.	\$ 100	Per cancellation of Invoice.
17.	Separate / Split Invoice charges	INR 5000/-	Per Invoice
18.	VCN Cancellation.	\$ 10	Per VCN.
19.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
20.	Permanent Pass (Through WMS)	Rs.500/- Per pass	Validity - 03 Months.
21.	Temporary Pass (Through WMS)	Rs.15/-- Per pass	Validity - 01 Day.
Note- The charges for Marine entry passes will be applicable to all registered Vessel Agents, Contractors, Vendors, and Surveyors other than KPPL contract staff.			
22.	Cherry Picker (Subject to availability)	Rs 2500/-	Per hr for equipment
		Rs 4000/-	Per shifting
23.	Bunker Handling Charges (All types of Oil)	Rs 2200/-	Per KL
24.	Mooring Ropes	NA	
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 / Line seal / Stationary from ship. (Custom permission to be provided for Gate in/out material) c. Transhipment permission for supply of goods like spares / ships equipment / medicines. d. Provision & Ship stores (lube Oil upto 3.5 KL) 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 onboard valid till vessel stay) 		INR 8250/-per transaction
Note:			
<ul style="list-style-type: none"> a. Only Port authorized ship chandlers will be permitted for supply onboard. b. 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. c. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg. d. 50% Discount will be given for supply through Transhipment Permission (T.P) 			

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	e. All ship chandlers / shipping agent has to follow Port safety rules and SOP during the supply activity. In case of non-compliance of SOP, Port may cancelled the ship chandling licence immediately.		
28.	<p>IMDG: Class 1 & 7 cargo is not acceptable for handling at Karaikal port. It may be permitted in transit if it is approved by Govt of India.</p> <p>1. Undertaking letter as per format of the port from the shipping line.</p> <p>2. Approval letter from Department of Defence Production, Ministry of Defence.</p> <p>3. Permission from Atomic Energy Regulatory Board (AERB) for class 7.</p>		USD 1000 per day (Including Fire tender and security standby arrangement) Time will be consider as per FL-berthing to LL-unberthing)
29.	Crew Change Facilitation charges	\$ 20	Per crew change
30.	Annual Agency & Ship chandling Registration charges.	<p>Rs 150000 cautionary deposit (refundable) for steamer agents.</p> <p>Rs 50000 cautionary deposit (refundable) for ship chandelers.</p> <p>Rs 200000 cautionary deposit (refundable) for sludge removal vendors.</p> <p>Rs. 15000 per Financial year for new Registration.</p> <p>Rs. 10000 per Financial year for renewal registration (for Steamer agency & Ship Chandellers).</p> <p>Rs 18000 per Financial year of renewal registration (for sludge removal parties)</p> <p>Rs. 20000 per Financial year for Fast Registration.</p>	
32.	Permission of cargo hold washing and retention onboard within Port limit.		USD 500 per permission
33.	Permission for Lifeboard Lowering within Port Limit		USD 100 per activity
34.	Port Facility Charges		Case to case basis depends on the complexity of operations.
35.	Anchor retrival charges	Minimum \$30,000 applicable and depends on the complexity of the operations.	
36.	Port Doctor Consultation	\$ 50 per visit	
37.	Hatch Cover / Pantoon Landing for (for Dry cargo vessel)	\$100 Per hatch cover/pantoon	
38.	Shore Mooring Winch Charges (01-Fwd & 01-AFT) Compulsory for entire stay.	N/A	
39.	Laser Range Finder	N/A	
40.	Shore Crane Charges	\$620	Per 2 hour Slab or Part Thereof(Shore crane will be provided as per availability)
41.	Sludge/ Slop Removal Charges	\$ 40	Per MT & Port Facility Charges Is applicable
42.	Sanitization of vessel gangway	N.A	
43.	Tug boat sanitization charges	USD 200 per trip	
44.	Vaccination charges for use of port facility	N.A	
45.	Failure to report stowaway incident to port	\$ 1000 per Incident	
46.	Stowaway Onboard	\$ 1000 per Stowaway (No desembarketion allowed of swowaway as per Govt. regulations)	
47.	Fine for violation of Port Security Rules	\$ 50 per act (Subsequently person will be blacklisted by the Security)	

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48.	Wrong declaration of Gross Tonnage of Vessel	\$ 1000
49.	Violation of Using Satellite phones banned by Gov. of India (will be reported to MRCC and Other Govt. agency in case of violations found)	\$ 1000
50.	Vessel / Vessel agency Engagged in illegal Activities reported by Govt Authorities / Vessel master	\$ 500 per Incident.
51.	Failure to report release of CO2 at berth or within Port limit (Not permitted without advance permission)	\$ 1000 per incident.

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

W. FIRE FIGHTING ASSISTANCE TARIFF :

S. No.	Service provided	Duration	Charges
1.	Fire Fighting at anchorage/offshore through port tug in case of emergency.	Per tug per hour.	\$ 4500
2.	Fire Fighting at alongside through port tug in case of emergency.	Per tug per hour.	\$ 2000
3.	Use of foam tender or water tender for fire call, spraying water and supplying water. (Fresh water charges USD 6 per MT will be applicable in addition to Water tender charges)	Per one hour.	\$ 130
4.	Foam tender or water tender standby with crew.	Per hr	\$ 50
5.	Fire crew standby (during hot work, hazardous cargo handling etc.)	Eight hour shift.	\$ 165
6.	Supplying water with pressure by using fire pump at liquid terminal and dry cargo area (Including the charge of water).	Per hour.	\$ 215
7.	Supplying sea water with pressure using fire pumps at jetty.	Per hour.	\$ 60
8.	Fire operator standby.	Eight hour shift.	\$ 25
9.	Uses of Foam concentrate (AFFF or Alcohol Resistant Foam).	One litre.	\$ 6
10.	Provide fire extinguisher for hot work (for one 10 kg DCP extinguisher)	Eight hour shift	\$ 6
11.	Providing fire extinguisher for hot work.	For one day (three shift).	\$ 14
12.	Providing portable fire pump for standby, firefighting and dewatering operation.	Per hour.	\$ 25
13.	Providing Smoke exhauster unit.	Per hour.	\$ 25
14.	Providing SCBA set.	One time use per Set.	\$ 25
15.	Imparting training (for outside agency) – maximum 4 hour limited to 20 persons.	Per session.	\$ 110
16.	Fire crew for on board for fire fighting	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

X. Facility for Discharge of Ship generated waste

Vessels have to discharge ship generated waste (Like sludge, Slop, Garbage, scrap etc.), which are generated during voyage period, at any port of call. Disposal of ship generated waste into sea water is strictly prohibited as per MARPOL 73/78 convention as amended. India is signatory to this convention of IMO (International Maritime Organisation). For collection and disposal of ship generated waste, as per MARPOL 73/78, it has been made compulsory for all the countries, who are signatory to IMO, to provide shore reception facility. Accordingly, KPPL, Karaikal 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.

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Y. TARIFF FOR COUNTRY CRAFT		
1	Port Dues for Country Craft	\$ 0.15 per GT (Minimum \$ 746)
2	Pilot Exemption Certificate for Country Craft	\$ 75 per activity (includes berthing, unberthing and Dhow not ready for sailing as per OWPM.
3	Berth Hire for Country Craft	\$ 0.020 per GT/per hrs.
4	Anchorage Charges	\$ 0.001020 per GT per hour
5	Mooring charges	Exempted
6	Port Environment safety protection charges	\$ 100 per VCN.

Note: Other services will be provided as per BPTS tariff. Stevedoring charges may be vary as per the agreement.

Z. WHARFAGE CHARGES			
S.NO	Commodity	Unit per	Rate in Rs
A CHEMICAL			
1.	Solid Chemicals		
	Gypsum	M. Ton	35/-
	Fertilizer, Urea, Rock Phosphate and fertilizer raw materials	M. Ton	40/-
	Edible Oil (bulk)	M. Ton	90/-
C STEEL			
	Steel Billets	M. Ton	75/-
D MINERALS			
	Iron Ore	M. Ton	35/-
	Coal	M. Ton	40/-
	Lime stone	M. Ton	35/-
	Petcoke	M. Ton	60/-
	Slag	M. Ton	35/-
E BAGGED CARGO			
F PETROLEUM PRODUCTS & PETROLEUM DERIVATIVES			
1.	Solid Petroleum Products and derivatives		
2.	Liquid Petroleum Products		
	Bitumen	M. Ton	125/-
	Crude Oil	M. Ton	129/-
3.	Liquid Petroleum Derivatives		
4.	LPG & LNG		
G OTHER DRY CARGO			
	Cement, Clinker	M. Ton	40/-
	Wood and Timber including logs	M. Ton/CBM	70/-
	All non-hazardous solid cargo not listed in above categories	M. Ton	40/-
	All non-hazardous liquid cargo not listed in above categories	M. Ton	90/-
	Project Cargo	CBM / FRT	105/-

Note: Wharfage charges may be vary as per agreement.

V. Tariff for Salvage operation**Charges Vessel in Emergency and/or under Salvage operations**

\$ 2000 per tug per hour	Tug hire charges for the Salvage operations assistance within the Port limits
\$ 2000 per tug per hour	For Escorting/Standby for towing operation outside port limit jobs subject to MMD and necessary approval
\$ 5000 per tug per hour	For towing or engaged in salvage operation of any type of vessels outside port limit jobs subject to MMD and necessary approval
As per actual	Business loss or claim from third party
1. \$2000 per hour with 100 tons crane. 2. \$3000 per hour with 200 tons Crane. 3. \$4000 per hour with 300 tons Crane. 4. \$ 5000 per hour with 400 tons Crane. 5. \$ 6000 per hour with any crane more than 400 tons.	Jack up Barge (JUB) With Crane mounted designed capacity.
\$ 1000 per hours per pilot	Pilot Service attended charges for salvage and any emergency handling
\$ 250 per hours	Service Boat charges (Small wooden boat)
\$ 500 per hours	Flat Rack Barge hire charge
1. \$ 1000 per hours for Grab dredger 2. \$ 2000 per hour for Cutter suction Dredger (CSD) 3. \$ 3000 per hour for Trailer Head suction Dredger (THSD)	Dredging Assistance hire charges for salvage operations or Wreck removal
\$ 2000 per hour per location (Tug hire / Boat hire charges will be extra in addition to Diving operations charges)	Diving operation charges for Salvage operations
\$ 7500 per day (Only for one channel / Basin / berth pocket)	Bathymetric Survey during, on or after the salvage operations
\$ 1000 per day	Man Power cost per day for Involved in Salvage operation (Max 10 persons)
\$ 500 per day	Administration charges
\$ 100 per day per vehicle	Vehicle hire charges used for Salvage operations
1. \$ 1000 per container 2. \$ 200 per Pkgs / Bags / Pcs / Units	Penalty for Cargo falling overboard
Technical / Legal Consultancy Fees for Liability Claim	As per actual and invoice furnished by the Legal firm or by the consultants

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

VI. Stevedoring Tariff

A. TARRIFF FOR EQUIPMENT / GEAR HIRING			
Sr.No	Equipment	RATE	Slab charges
1.	Weigh Bridge Charges	Rs 200/-	Per Vehicle
2.	Pay loader HM 2021	As per CHA	
3.	Ex-200	As per CHA	
4.	CAT Loader	As per CHA	
5.	Dumper Model-2518	As per CHA	
6.	LMC HIRING-15 MT	As per CHA	
7.	Equipment deployment for cargo collection on jetty. (Applicable basis deployment of shore crane for vessel carrying cargo over 20,000 Mt)	As per CHA	
8.	Wrong declaration of Packing list submitted by the agent/customer.	As per CHA	
➤ 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 FITTED WITH GRABS OF 27 TO 32 CBM.			
	As per Contractual Agreement.		
➤ TARIFF FOR HANDLING BULK CARGO			
	As per Contractual Agreement.		
➤ Tariff for handling break bulk / Project cargo.			
	As per Contractual Agreement.		
C. PROJECT CARGO STEVEDORING RATES			
	As per Contractual agreement.		
A. calculation of crane idling charges due crane failure for the vessels berthed at karaikal 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			
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.
5. In case of fatality due to such incidents, the vessel will be detained and will be subject to the provisions of the State and National Rules, Regulations and Laws. All cost, charges, compensation and consequence arising due to such an accident will be on vessel account-

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

VII. Contact details

1	CEO	Mr. Jagdish Patel	+91-7069166188 Jagdish.patel@adani.com
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