

Krishnapatnam Port Company Limited

SPSR Nellore, Andhra Pradesh



Issue: 01 Revision No: 01 | w.e.f 15th Jan 2021

Note:

1. Changes in the existing BPTS from the previous edition have been highlighted.
2. The tariff and scale of rates are subject to revisions. In view of the same, please refer to the trade notices for the latest rates / tariff for a particular service or commodity.

Index

Table of Contents

RECORDS OF CHANGES	3
INTRODUCTION	4
SECTION A	6
I. POLICIES	6
II. DEFINITIONS	6
III. BERTHING POLICY	10
1. Berthing Objective	10
2. Rationale	10
3. Berthing scheme: First come First serve (FCFS)	10
4. General guidelines for all Vessels	11
5. Clarification regarding acceptance of Notice of Readiness time	12
6. Daily Port Berth Planning Meeting	13
7. Dry cargo breaks timings	13
8. General conditions for berthing / un-berthing and cargo operations of vessels	13
9. Free time allowed to vessels prior cargo commencement and after completion	15
10. Lay-up berth hire	16
11. Import / Export voyage in same VCN	16
12. Anchorage charges	17
13. Documents require in prescribed format through PORTKONNECT/MAIL	17

14. Minimum Notice required for filing Pilot request through PortKonnnect	18
15. Swapping of Seniority	18
16. Shifting of vessels	18
17. Immobilization Permission	19
18. Standard time for cargo commencement and completion	20
SECTION B	21
19. Berth Parameters are given in the following table	21
20. Berth allotment criteria	21
21. Berthing / Un-berthing guidelines for vessels.....	22
IV. MARINE TARIFF	23
V. PIDC CHARGES.....	31
RAILWAY HAULAGE CHARGES	32
VI. STEVEDORING TARIFF	32
VII. CONTACT DETAILS	33

Records of Changes

Rev. no	Date	Changes
01	15.01.2021	Berthing Policy & Tariff Structure merged into one document. Anchorage & Berth Hire charges revised. Certain Ancillary Charges Introduced.

THE TARIFF CHANGE PROCEDURE:-

The Berthing Policy and tariff Structure will be reviewed and updated BPTS will be 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 are also reviewed from the perspective of implementation using the invoicing software.

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

All the trade notices will be uploaded on website www.krishnapatnamport.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 is 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. G J Rao (Managing Director)	Krishnapatnam Port Co. Ltd, Nellore

Introduction

Krishnapatnam Port Company Limited

- Krishnapatnam Port Company Limited (KPCL) is a geographically well-positioned customer-centric, multi-cargo port that prides itself on flexibility and service excellence. It is the gateway for expanding markets and is not only linked with the rest of the world, but it also has direct transport links into the heart of the East Asian Countries. The Port has a container terminal with state-of-the-art infrastructure and poised to become future Transshipment Hub on the East Coast of India. It rates high on all the parameters of operations, including optimum cost, reliability, time and the best available service to customers.

- Krishnapatnam Port Company Limited (KPCL) has been operational since 2009 and over 48 Million MT of cargo was handled during FY: 2019-20. The Port's passion for converting opportunity into reality has led to being conferred with the following awards.
 - Golden Peacock Award 2015
 - Private Port of the Year Samudra Manthan Awards 2018
 - Container Terminal of the Year Gateway Awards 2018
 - Container Handling Terminal of the Year 10th South East CEO Conclave & Awards 2018
 - Bulk Port of the Year Gateway Awards 2018
 - IEBF Global Excellence Award House of Lords, United Kingdom
 - Indian Subcontinent Maritime Award Seatrade Maritime Awards Middle East,
 - Indian Subcontinent & Africa 2018

- **Some of the salient features of KPCL are as follows.**
 - KPCL has a diverse cargo base including dry, bulk, break bulk, liquid, project cargo and containers which diversify its business risks and is a unique model for private ports, so far.
 - We have a large water front for future expansion.
 - KPCL has one of the deepest drafts amongst all ports in India.
 - **12** operational berths which can accept biggest and deepest draft vessels as per draft declare in monthly draft declaration for handling dry bulk, break bulk, containers and liquid cargoes. The berths are designed to accommodate Post Panamax and Cape size vessels.
 - KPCL has 1 container terminal with a capacity of 1.2 million TEUs.
 - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.
 - All Weather Port With 365 Days of Operations.
 - Round-The-Clock Navigation Without Any Restrictions.
 - Single Window Clearance:

- Port Provides End-To-End Services from Stevedoring to Custom Documentation.
 - No Inconvenience of Multiple Interfaces (CHA, Stevedores, Customs, Port).
 - Huge Backup Area Of 6,800 Acres.
 - Excellent Connectivity by Both Rail and Road to All Parts of India.
 - Quick Response Customer Service Cell to Provide Round-The-Clock Support.
 - Customized Solutions Based on The Requirements of The Customers.
 - Two-Way Traffic for Both Onshore & Offshore Logistics Leading to Overall Cost Competitiveness.
 - With Bulk Cargo Handled by Mechanized Handling Systems at Dedicated Storage Areas, Port Provides Clean and Contamination Free Handling Facilities for Break-Bulk Cargo.
- **Logistical advantage due to network of unparalleled Road, Rail, Sea, and Air Connectivity.**
 - Dedicated 26 km four-lane road (under expansion to 6-lane) connecting the port to National Highway No. 5 (Chennai-Kolkata Highway). Have no obstruction for free passage of project cargo.
 - The Port is located 180 Km North of The Chennai International Airport, 120 Km from the Domestic Airport at Tirupati and has Port Owned Helipads Inside the Port Area.
 - The port has easy access to the hinterland by road, rail and air. It is strategically located in close proximity to the primary hinterland covering Andhra Pradesh, Telangana, Karnataka and north Tamil Nadu.
 - **Rail Connectivity:**

Krishnapatnam Rail Company Limited (KRCL) a Special Purpose Vehicle is incorporated comprising of the Government of Andhra Pradesh, Krishnapatnam Port Company Limited and Rail Vikas Nigam Limited, to provide rail connectivity to the port.

Phase I (Completed): A dedicated 19 km double railway line connecting the port to the Chennai-Kolkata main line.

Phase II (Completed): A 91 km new broad-gauge line between Venkatachalam and Obulavaripalle. This rail line reduced the distance between the port and the regions of south-eastern Karnataka and south-western Andhra Pradesh by 70 km, thereby saving substantial freight cost.

Inside port siding: Cargo-wise dedicated rail sidings fully operational.

Section A

I. Policies

- **Security Policy**

"We are committed to provide a safe and secure working environment to all its employees, port users, cargo, ships and its personnel. This will be achieved by establishing and maintaining the required security measures to prevent unlawful acts against people, cargo and marine assets." "We shall strive to detect and deter unauthorized entrants and criminal activities in port facilities and react timely and correctly when such activities are encountered."

- **Quality Health Safety and Environment Policy**

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

- Satisfy our customers by maintaining a standard of service that consistently meets the agreed requirements;
- Focus on occupational health & safety of employees, pollution prevention, preservation & protection of environment at all times and in all circumstances;
- Identify and analyse the HSE risks arising from our activities to reduce them to the lowest possible levels;
- Eliminate or reduce the potential and severity of injuries, damages to material and non-material assets, and impact on environment & community arising out of our operations;
- Conform to applicable legislations, regulations and other requirements on QHSE and take additional measures considered necessary;
- Shall strive to achieve the QHSE goals and performance objectives, using effective management system; and reviewed to improve performance;
- Develop, conduct and promote education and training to improve QHSE performance; Continually improve QHSE management system by monitoring, evaluating and reviewing through the definition of operational standards, assessments and audits. Communicate our policies and standards to employees, suppliers, business partners and where necessary work with them to raise their standards.
- IMDG: Class 1 & 7 cargo is not acceptable at Adani port.

II. Definitions

- **Agent:** A person authorized to transact business for and in the name of another person or company. Types of agents are: (1) Brokers, (2) Commission Merchants, (3) Resident Buyers, (4) Sales Agents, (5) Manufacturer's representatives.
- **Beam:** The width of the ship.
- **Berth:** A space for a ship to dock or anchor.
- **Bonded Warehouse:** A warehouse authorized by Customs authorities for storage of goods on which Payment of duties is deferred until the goods are removed.

- **Bill of lading:** shall mean a document that establishes the terms of contract between a shipper and a transportation company.
- **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. 0000 to 2359hrs).
- **Cargo:** All goods, materials, merchandise, or wares carried on board an aircraft, ship, train, or truck.
- **CB:** Container Berth.
- **CBM (CM):** Abbreviation for "Cubic Meter." CBM measurement is L x B x H.
- **CFS:** Abbreviation for "Container Freight Station." A shipping dock where cargo is loaded ("stuffed") into or unloaded ("stripped") from containers. Generally, this involves less than container load shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.
- **Cold move:** The vessel's engine and steering gear should be available for use at all times during the manoeuvre. If it fails during berthing / un-berthing / shifting process, it will be treated as cold move and charged as per tariff.
- **CT:** Container Terminal.
- **Deadweight Tonnage (DWT):** Appropriate seasonal deadweight.
- **Detention for cargo on equipment:** Additional charges will be applicable on shippers or consignees for delaying carrier's equipment beyond allowed time. Demurrage applies to cargo; detention applies to equipment.
- **Draft (or Draught):** Vertical distance between the vessel's water line and the lowest part of its hull.
- **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.
- **Dunnage:** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.
- **ETA:** Expected Time of arrival.
- **Export:** Shipment of goods to a foreign country.
- **FCFS:** First Come First Served.

- **Freight Forwarder:** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as "Ocean Intermediaries".
- **FRT: Freight Tones:** CBM or MT whichever is higher. Individually calculated for the packing list.
- **GT:** Gross Tonnage.
- **Idling:** If a vessel is alongside the berth without carrying out any cargo operations.
- **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.
- **Kg:** Kilogram.
- **LOA:** Length Overall.
- **LPG:** LPG is a type of fuel consisting of hydrocarbon gases in liquid form. LPG is an abbreviation for 'liquefied petroleum gas'
- **Monsoon Period for Krishnapatnam port:** Monsoon period at Krishnapatnam Port, Nellore is from October to January each year.
- **Moor:** shall mean holding a ship to the shore by mooring ropes.
- **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 Operations Center.

- **Priority Berthing:**
 - **Ousting Priority:** If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.
 - **Priority:** If a vessel having a priority for a given berth arrives, then she will be berthed ahead of other vessel waiting for that berth once the berth falls vacant.
 - **Overriding Priority:** If a berth has been allotted to a specific cargo/receiver, then these vessels will have priority on that berth. However, if a vessel with overriding priority arrives and requires the use of that berth, she will be berthed ahead of other waiting vessels having the same cargo/receivers.
- **Ro/Ro:** A shortening of the term, "Roll On/Roll Off." A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry Ro/Ro cargo.
- **TEU:** "Twenty-foot Equivalent Unit." is an exact unit of cargo capacity often used to describe capacity of container ships.
- **Timings:** All timings will be based on Pilotage Certificate which is signed by the vessel's Master.
- **TPH:** Tons per hour.
- **Trans-shipment Port:** Place where cargo is transferred to another carrier.
- **VCN:** Vessel Call Number.
- **Warehouse:** A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.
- **Warping:** Physical shifting of the vessel maximum 100 mtrs ahead / astern on the same berth same berth.
- **WB:** West Berth.
- **Types of Ships:**
 - **Bulk Carriers:** All vessels designed to carry homogeneous cargo in bulk, such as fertilizers, ore, coal, minerals and grains.
 - **Freighters:** Break-bulk vessels both refrigerated and unrefrigerated, containerships, partial container ships, roll-on/roll-off vessels, and barge carriers. A general cargo vessel designed to carry heterogeneous mark and count cargoes.
 - **Barge Carriers:** Ships designed to carry barges; some are fitted to act as full container.
 - **General Cargo Carriers:** Break-bulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.

- **Cellular Container ships:** Ships equipped with permanent container cells, with little or no space for other types of cargo.
- **Partial Container ships:** Multipurpose container ships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.
- **Roll-on/Roll-off vessels:** Ships specially designed to carry wheeled containers or trailers using interior ramps.
- **STS:** Ship-to-ship transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas, bulk cargo, and petroleum products.
- **Tankers:** Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.
- **Free pratique:** means permission for Ship/vessel to enter 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 to prevent the possible spread of infection or contamination.

III. Berthing Policy

1. Berthing Objective

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

2. Rationale

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

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

The Port, as a general rule, adopts the policy of First Come First Serve (FCFS) basis. Container vessels are generally accepted basis their berthing windows as agreed between the Shipping Line and the 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), 96 hrs for foreign run & 24 hrs for coastal run prior to vessel's arrival / statutory compliance of government directives as issued from time to time. Vessel's agents are required to declare their vessels through PortKconnect. All vessels related details are to be updated in vessel definition and vessel registration. The details should be entered as per the vessel particulars. In case any information is incomplete or missing in PortKconnect, the vessel's application for berth will not be accepted.
- 3.2 Vessel's agent has to pay in advance all the charges as per the PAA raised by the port. The first PAA will be generated basis the berth hours expected by the agent subject to a minimum berth stay of

24 hours. In case the vessel completes her cargo operation in less than 24 hours, the additional berth hire charges will be adjusted in the final invoice. Maximum 6 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 vessel's particulars. Physical arrival means the time of arrival of vessel into Port Limits or at defined position.
- 3.5 Seniority of a vessel will be counted basis the time of her physical arrival, filing of IWPM, Cargo readiness, clearance from concerned department with respect to cargo readiness, receipt of pipe check list, verification of packing list and Terminal readiness whichever is later and applicable for that vessel.
- 3.6 Contractual agreements in place: Customers who have entered into long term contracts with the Port will be given priority in berthing as per their contractual terms & conditions. Port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.
- 3.7 In case of pipe export vessels, seniority will only be considered for vessels if "80% Let Export Orders" of each type/size/diameter of pipe is available in the Port for loading. If cargo is found to be less than the aforementioned quantity, such vessels will not be considered / discussed in Port berthing meeting and seniority of such vessels will only be considered upon meeting the aforementioned norms. Similarly, for other export cargoes, seniority will only be considered provided 80% with LEO of the cargo is inside the Port.
- 3.8 All the Edible Oil Tanker vessels intending to call the Port are deemed to have agreed for unloading of Edible Oil Cargoes while staying double banked with other vessels alongside berth.

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 Operations Center kpcl.poc@adani.com or through VHF on **Channel 12/16** to Krishnapatnam Port Marine Control prior berthing / un-berthing / shifting warping operations. Non-reporting of such deficiency will attract charges as per BPTS vessel depending upon the type of deficiency. If engines or steering is not available, then these 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 (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 '90 minute' notice will be given to vessels for reaching PBG (Pilot Boarding Ground). Any vessel which requires more time than the above notice has to inform Port Control well in advance through her agent or via Port VHF working Channel.
- 4.7 If for any operational reasons or Port convenience, a junior vessel is berthed by superseding the seniority of other vessels, the junior vessel will revert back to her original position in the seniority list if she is shifted out to anchorage.
- 4.8 By making an application for, an accepting, the berth or other services and facilities in the port, the Vessel and the agent agrees to be bound by the provisions of the General Terms and Conditions for Services, Facilities and general tariff charges as issued and amended from time to time by the Port.
- 4.9 **Preferential berthing for Naval / Coast Guard Ships:** Naval vessels, Indian Coast Guard vessels and other Govt. vessels will be accorded preferential berthing subject to berth availability and Port discretion.
- 4.10 For all import steel and project vessels, vessel is to be declared with party wise packing list including receiver's details in an excel sheet. For all pipe export vessels, vessel is to be declared with duly filed "Pre-Arrival Check list". In absence of same, KPCL will conditionally declare the vessel and VCN will be provided which allows respective vessel to anchor at Krishnapatnam Port waters. However, the vessel will be considered for berthing seniority only after berthing clearance is received from Dry cargo or Marketing Team as required by the Port. Above procedure will be followed for all vessels arriving in port for import/export of bulk cargoes.
- 4.11 All ships calling the port to get free pratique clearance from the Port Health Officer, prior their arrival. In case vessel requires boarding of PHO for clearance, the port will take 1.5 hrs notices for berthing of vessel after it is cleared by PHO.
- 4.12 In case of project cargo, containers or ODC if a variation in weight/Dimensions between declared cargo weight/Dimensions and actual cargo weight/ Dimensions is more than 5% (Actual being higher than declared) then the port would impose an additional stevedoring charge equivalent to the existing tariff as per BPTS or tariff as agreed in applicable contracts.

5. Clarification regarding acceptance of Notice of Readiness time

- 5.1 If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR time.
- 5.2 If vessel does not get Pilot on arrival and the vessel drops anchor in the port anchorage area, then the anchor dropped time will be considered as NOR time.

- 5.3 In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time of filing the inward pilot request will be considered as NOR time.
- 5.4 In case a vessel physically arrives at a distance of 1 mile from Port's pilot station and waits for pilot to board the vessel without dropping anchor then the time of arrival to such position which is 1 mile from PBG will be considered as NOR time. The time of arrival along with NOR time has to be communicated and confirmed with Marine control on **CH-12/16**.

6. Daily Port Berth Planning Meeting

The Port holds Daily Berth Planning Meeting at 1100 hrs on all working days, to plan the allocation of berths for the next 24 hours commencing from 1200 hrs on that day. The vessels agent and concerned parties shall be notified through auto Tentative Berth Plan by 1200 hrs and 1800 hrs through Port Operation Center. Allocation of berth to any vessels other than the FCFS policy will be purely on Port's discretion.

7. Dry cargo breaks timings

- 7.1 0745 to 0800hrs Shift Change.
- 7.2 1300 to 1400 hrs Lunch Break.
- 7.3 1945 to 2000 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 Bulk and Break-Bulk Vessels will be berthed only after submission of discharging permission by Agent.
- 8.1.9 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.
- 8.1.10 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.
- 8.1.11 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.
- 8.1.12 "CONDITION OF USE" is a mandatory requirement and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.
- 8.1.13 Tank cleaning, Purging, Gas Freeing or inerting is not permitted for tanker vessels at berth under normal conditions.

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

- 8.2.1 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 06:00 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 06:00 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 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.
- 8.5 For purposes of this policy: -
- A shifting movement means:
 - Physical shifting of the vessel more than 100 mtrs ahead / astern.
 - From one berth to another berth or from one berth to anchorage and re-berth.
 - A warping movement means: Physical shifting of the vessel maximum 100 mtrs ahead / astern on the same berth.
 - A turnaround movement means: Un-berthing the vessel from its berth and re-berthing it at the same berth on a different side. Pilotage charges will be charged in case of turnaround movement.

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

- 9.1 A vessel should be ready for commencement of cargo operation in all respect within 2 hours of all fast time. In case the vessel cannot commence her cargo operation within 2 hours, layup berth hire as per Port Tariff shall be applicable.
- 9.2 A vessel wanting to over stay beyond the allowed 2 hrs after cargo completion shall make a request for over stay at least 3 hrs prior to cargo completion. 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 2 hrs will be given on lay-up berth hire till the outward pilot request time.
- 9.3 Lay-up Berth Hire will be levied for all periods of stoppages caused by the vessel or her principals during the course of cargo operations including unduly closure of hatch covers, unable to match vessel's ballasting-deballasting in sync with cargo ops, breakdown of vessel's cargo gear, time taken for interim Ullage surveys and interim draft survey in excess of 1st such interim survey or any other reasons.

- 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 2 hours of due notice by the Port, the Port will charge "Non-Vacating of berth" charges as mentioned in the port tariff. Pilot detention and cancellation charges where applicable will be as per Port Tariff.

10. Lay-up berth hire

- 10.1 In case of stoppages which is attributable to the vessel or her principals/principal's client during the course of cargo operations including principal/principal's client MHS infrastructure not matching port MHS infrastructure, duly closure of hatch covers, unable to match vessel's ballasting-deballasting in sync with cargo ops, breakdown of vessel's cargo gear, time taken for interim ullage surveys and interim draft survey in excess of 1st such interim survey or any other reasons, layup berth hire will become applicable for such stoppages provided there are no vessels waiting for berth. The vessel will revert to normal berth hire when the vessel or her principals/principal's client machinery, equipment, MHS infrastructure are operational, or shore equipment deployed for operation on vessel request.
- 10.2 In case, a vessel is on layup berth hire, vessel is Idling due to equipment failure and another vessel arrives and requires the use of same berth, the vessel will be shifted out to anchorage on vessel's / owner / agent account.
- 10.3 Layup berth hire will not applicable on Tug which has towed the dumb barge into the port for cargo operations provided it is made fast alongside the dumb barge. Layup charges in case of additional stay on berth will be applicable only on the dumb barge on hourly basis. The tug will continue to be charged at normal berth hire rates.
- 10.4 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.
- 10.5 Port will not charge layup berth hire charges on vessel which stay on the berth after cargo completion if vessels are receiving bunker / freshwater / waste collection. This will be subject to the following conditions:
- There are no vessels waiting for that berth.
 - The concerned terminal / Marine department should not have planned any maintenance activity on that berth.
 - 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.
 - The concerned vessel will get pilot only after other planned vessel movements have been carried out. Efforts will however be made not to unduly delay these vessels.

11. Import / Export voyage in same VCN

- 11.1 As a general rule after completion of discharge operations, a vessel has to vacate the berth for other vessels waiting at the anchorage. If the same vessel is fixed for loading, her arrival

time for loading operation will be considered only after she has completed her previous cargo and is thereafter ready to load cargo in all respects.

- 11.2 In case a new VCN is issued upon request, the second call will be treated as a fresh call and all marine dues will be applicable to the vessel.
- 11.3 After completion of Import cargo, if vessel goes outside of the port limits for hold cleaning/operational requirements and coming back to load export cargo in same vessel, then New VCN will be provided for Export cargo operation. All the charges will be applicable as per BPTS.

12. Anchorage charges

Anchorage charges 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.

- a. Those vessels which are governed by individual long-term Marine services contracts.

13. Documents require in prescribed format through PORTKONNECT/MAIL

The vessel's agent should submit the following documents in the prescribed format through PortKonnnect/Mail 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 vessel declarations

- a. Berthing application - MAR/ F/ 003
- b. Vessel & cargo particulars part A - MAR/ F/ 011
- c. Vessel acceptance navigational checklist- Part B
- d. International Tonnage certificate.
- e. Ship particulars.
- f. P&I certificate
- g. Certificate of Class
- h. Agency appointment letter from Owner of vessel
- i. Certificate of Registry
- j. Safe Manning Certificate
- k. International oil Pollution Prevention Certificate
- l. Pre-arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement

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

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

- j. agent before berthing of vessel, both in Excel as well as PDF formats.

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

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

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

14. Minimum Notice required for filing Pilot request through PortKonnnect

(Dry, Liquid and Containers)	
Inward Pilot request	Minimum notice 2 hrs from Pilot request time
Outward Pilot request	Minimum notice 1 hr from Pilot request time
Pilot Cancellation and amendment can be accepted through email to kpcl.poc@adani.com or through VHF on Channel 12/16 to Krishnapatnam Port Marine Control with minimum 1 hr notice for IWPM and 45 minutes notice for OWPM. Only one cancellation and revision will be accepted. Thereafter minimum 2 hrs notice has to be given for revision of pilot request. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.	

15. Swapping of Seniority

Swapping of berthing-seniority between vessels may be permitted by the Port provided the agent or agents of the affected vessels and /or the respective cargo interests jointly request the Port for exchange of seniority in the 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 her principals.
 - 16.9.4 Vessel vacating the berth due to bad weather/storm – 50% of the shifting charges will be applicable.
 - 16.9.5 Vessel vacating berth due to bad weather/storm under Planned/Unplanned cold move - Planned/Unplanned cold move charges will be applicable.

17. Immobilization Permission

If vessel wants to carry out M/E maintenance work during her Port stay the Port will grant Immobilization permission subject to the following terms and conditions on port's discretion. After completion of permitted time, fresh Immobilization requisition has to be filed for completion of the remaining work. The Immobilization should be completed prior to completion of cargo operations. The Master of the vessel should inform Marine Control on VHF Ch-12/16 prior immobilizing the ships engine and after repairs have been carried out. In case the vessel is unable to sail out after cargo completion due to engine repairs in progress, then layup berth hire will be applicable.

- 17.1 Permission will have to be obtained in writing.

- 17.2 Master to ensure that the vessel remains safely alongside and if required to double up the moorings.
- 17.3 Port will give 4 hours' notice to get the vessel's engine ready in case of emergency.
- 17.4 In case, the vessel is unable to remain alongside the berth for whatever reason, any pilot / tug / mooring crew assistance provided by the Port will be on a chargeable basis.
- 17.5 Due care should be taken by ship's crew in tending the ship's mooring lines, as Krishnapatnam Port has strong tidal currents or off shore winds at some of the berths. The vessel will come off the berth in case the mooring lines are not tended properly.
- 17.6 Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request then once permission granted the charges will remain applicable.

18. Standard time for cargo commencement and completion

Sr.No.	Types	Case	Cargo commencement	Cargo completion
18.1	Containers	IMPORT / EXPORT	Cargo commencement takes place after unlashing of containers the first container loaded or unloaded.	After handling of gearbox, the last container loaded or unloaded.
18.2	Bulk	IMPORT	First grab discharge into the hoppers or shore.	Full cargo discharge and after removal of all equipment from the vessel.
		EXPORT	First grab discharge into the ship's cargo hold.	After completion of cargo loading, trimming and removal of all shore equipment from the vessel.
18.3	Break Bulk / Project Cargo	IMPORT	Commencement of cargo Lashing removal.	Full cargo discharge and after removal of all shore equipment.
		EXPORT	Commencement of dunnage Laying in the cargo hold.	After completion of cargo Lashing and removal of all shore equipment. *maximum time for lashing/choking for various Break bulk/Project Cargo: Granite : 4 hours Windmill blades : 6 hours All Steel material : 4 hours Project Cargo : Port Discretion. *lashing/choking time stretches beyond above stipulated, Lay Up charges shall be levied as per tariff.
18.4	Liquid	IMPORT	When cargo passes the ships manifold into the shore line.	Air blow completion time and when receiver gives the go ahead for hose disconnection.

		EXPORT	Commencement time of Cargo pumping from Terminal.	When the vessel is informed to close the manifold valve.
--	--	--------	---	--

SECTION B

19. Berth Parameters are given in the following table

S. NO.	BERTH NO.	BERTH LENGTH (m)	LOA (MAX)	DISPLACEMENT (MAX)
1	N 1	325	300	1,00,000
2	N 2	325	300	1,00,000
3	N 3	250	225	85,000
4	N 4	250	225	85,000
5	N 5	325	300	1,60,000
6	N 6	325	300	1,90,000
7	N 7	325	300	1,60,000
8	N 8	250	225	85,000
9	NW 1	200	175	35,000
10	NW 2	200	190	50,000
11	NW 3	200	190	35,000
12	S 4	300	225	70,000

Notes:

- 19.1 The depths around the berths are checked periodically. The maximum permissible draft at each berth is promulgated on monthly basis and issued to Trade.
- 19.2 Non-container vessels allocated berth at the container terminal shall vacate the berth for a container vessel which has priority at the berth. Shifting charges for the same shall be borne by the vacating vessel. A minimum of 6 hours' notice for shifting will be given to the vessel.
- 19.3 A minimum safe clearance of 25 meters will be maintained in between vessels.

20. Berth allotment criteria

BERTHING POLICY	
Berth- N1, N2	Priority for container vessels as per their berthing windows.
Berth- N3	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- N4	Priority for Fertiliser vessel.
Berth- N5	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- N6	Priority for Cape Vessels
Berth- N7, N8	Priority for vessels delivering to North Power Plants through conveyors, Rail-bound Cargo.

Berth- NW1	Priority for M/s Penna cements Limited's cement export vessel.
Berth- NW2, NW3	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.
Berth- S4	First Come First Serve (FCFS) subject to conditions mentioned in the Notes.

Notes:

- 20.1** If a Container vessel Arrives within the agreed Berthing Window and is ready in all aspects as per the prevailing Berthing Policy, then the vessel will be provided berth on arrival;
- 20.2** If a Container vessel arrives ahead of the agreed Berthing Window ETA, then the vessel will be provided berth on arrival subject to availability of the berth and Quay cranes and Gate cut-off should be preponed accordingly.
- 20.3** If a Container vessel arrives or is due to arrive more than two (2) hours later than its agreed Berth Window, then that Vessel shall lose its priority. Basis the actual arrival and readiness of the vessel, Container Terminal will identify the next available berthing window, based on the agreed Vessel Exchange Parameters, on a 'First Come First Served' basis and allocate the berth accordingly. If berth is available, then the non-window vessel will be berthed subject to Clause 20.4 below.
- 20.4** If 'out of window'/'non-window' vessel is allocated a berth and if the non-window vessel is unable to complete her container operations before the arrival of the next window vessel, then the Port/Container Terminal reserves the right to shift the 'out of window'/'non-window' vessel to any other alternative berth (if available) or to the anchorage and re-berth in the next available window, at the cost and time of the non-window vessel or its agent.
- 20.5** The Port shall not be responsible for any delay in pilotage, berthing, ingress or egress for any reason whatsoever.
- 20.6** Any vessel that has priority as per its contractual agreement shall override the above berth allotment criteria.
- 20.7** The port will not be liable for payment of any damages / claims / delays / detentions / demurrages etc. to vessels, whose berthing is delayed due to berthing of junior vessels which have been given priority in berthing as per their contractual agreements.

21. Berthing / Un-berthing guidelines for vessels

Berthing:	
N1, N2	S/S A/S, POB on Arrival, LOA > 250m - Three Tugs, LOA > 350m – Four Tugs.
N3, N4	S/S A/S, POB as planned, Two Tugs,
N5	S/S A/S, POB as planned, LOA > 250m – Three Tugs
N6	S/S A/S, POB Three hours before HW for draft >16.5m – Four Tugs, LOA > 250m – Three Tugs
N7	P/S A/S, POB as planned, LOA > 250m – Three Tugs
N8	P/S A/S, POB as planned, Two Tugs
NW1	P/S A/S, POB as planned, Two Tugs
NW2, NW3	S/S A/S, POB as planned, Two Tugs,
S4	P/S A/S, POB as planned, Two Tugs
Un-berthing:	
N1, N2	TURN AROUND IN TC, LOA > 250m – THREE TUGS, LOA > 350m – FOUR TUGS

N3, N4	TURN AROUND IN TC, DRAFT > 12.0m - THREE TUGS
N5, N6	TURN AROUND IN TC, LOA > 250m OR DRAFT > 12.0m - THREE TUGS
N7	TURN AROUND IN TC, LOA > 250m - THREE TUGS.
N8	TURN AROUND IN TC, TWO TUGS.
NW1, NW2, NW3, S4	TURN AROUND IN ITC, TWO TUGS.

IV. Marine Tariff

A. PORT DUES:

Vessel Type	Tariff
Coastal & Foreign-Going Container Vessels, Pure Car Carriers (PCC), Pure Car/Truck Carriers (PCTC), Project Cargo Vessels	\$ 0.220100 Per GT of Vessel Per VCN.
Coastal All other vessels (Bulk, Liquid, Break bulk, etc)	\$ 0.430000 Per GT of Vessel Per VCN.
Foreign-Going All other vessels (Bulk, Liquid, Break bulk, etc)	\$ 0.540000 Per GT of Vessel Per VCN.

Port Dues are applicable per vessel call and is valid for a maximum of 30 days. If a call exceeds 30 days, Port dues are payable again.

Except in case of Container, PCC, PCTC and Project Cargo Vessels, 2 nos port calls will be counted for the purpose of levying Port Dues in case of a vessel loading another cargo after completion of unloading of previous cargo or vice-versa.

B. PILOTAGE CHARGES PER GT OF VESSEL:

For Container Vessels, Pure Car Carriers (PCC), Pure Car/Truck Carriers (PCTC), Project Cargo Vessels – Coastal & Foreign-Going

Vessel GT	Tariff
Upto 3,000	\$ 0.418000 Per GT
3,001 – 10,000	\$ 0.289000 Per GT
10,001 – 15,000	\$ 0.333000 Per GT
15,001 – 30,000	\$ 0.384000 Per GT
30,001 to 60,000	\$ 0.545000 Per GT
60,001 and above	\$ 0.631000 Per GT

All other Vessels (Bulk, Liquid, Break Bulk etc) – Coastal

Vessel GT	Tariff
Upto 8,000	\$ 0.380000 Per GT
8,001 – 20,000	\$ 0.650000 Per GT
20,001 – 40,000	\$ 0.700000 Per GT
40,001 – 70,000	\$ 0.750000 Per GT
70,001 and above	\$ 0.810000 Per GT

All other Vessels (Bulk, Liquid, Break Bulk etc) – Foreign-Going

Vessel GT	Tariff
Upto 8,000	\$ 0.480000 Per GT
8,001 – 20,000	\$ 0.650000 Per GT
20,001 – 40,000	\$ 0.730000 Per GT
40,001 – 70,000	\$ 0.750000 Per GT

70,001 and above		\$ 0.810000 Per GT
<p>Includes one Berthing and one Un-berthing. All tugs inclusive except in case of cold move. Note : For Mediterranean Mooring, all the tugs used for berthing / Unberthing vessel will be charged as per actuals in addition to the pilotage charges. Except in case of Container, PCC, PCTC and Project Cargo Vessels, 2 nos pilotage acts will be counted for the purpose of levying pilotage dues in case of a vessel loading another cargo after completion of unloading of previous cargo or vice-versa.</p>		
C. MOORING CHARGES		
\$ 0.017360 Per GT per VCN	Includes mooring & unmooring activity. Not Applicable for vessels not using berth facilities.	
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.
E. PILOT EXEMPTION CHARGES		
Pilot Exemption Charges	\$ 900 / Exemption Certificate (Maximum validity 30 days)	
F. BERTH HIRE CHARGES (First Line Ashore to All cast-off)		
Vessel Type		Tariff
Container Vessels, Pure Car Carriers (PCC), Pure Car/Truck Carriers (PCTC), Project Cargo Vessels		\$ 0.003110 Per GT per hour
All other vessels (Bulk, Liquid, Break bulk, etc)		\$ 0.007000 Per GT per hour
Note:		
1. Minimum charges of \$ 325 per day is applicable.		
2. The day of vessel berthing shall be used for determining the conversion / exchange rate. If vessel does not use berth then arrival date will be considered for exchange rate.		
G. LAY UP BERTH HIRE :		
<p>Layup (First line ashore to All cast off) 2 times the berth hire and applicable in addition to the berth hire.</p> <p>Minimum berth hire charges is applicable for those vessels which call Krishnapatnam Port purely for lay-up berth hire.</p>	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 from all fast to cargo commencement and cargo completion to outward request time respectively.
	1.2	In case of stoppages which is attributable to the vessel or her principals/principal's client during the course of cargo operations including principal/principal's client MHS infrastructure not matching port MHS infrastructure, duly closure of hatch covers, unable to match vessel's ballasting-deballasting in sync with cargo ops, breakdown of vessel's cargo gear, time taken for interim ullage surveys and interim draft survey in excess of 1 st such interim survey or any other reasons. The vessel will revert to normal berth hire when the vessel or her principals/principal's client machinery, equipment, MHS infrastructure are operational, or shore equipment deployed for operation on vessel request.
	1.3	Lay Up berth hire can be granted on sole discretion of port subject to availability of berth.
	1.4	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.
1.5 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.

H. NON BERTH VACATING CHARGES :

Non-berth Vacating charges:

2.5 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.

I. ANCHORAGE CHARGES

Anchorage Charges: \$ 0.001125 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 other than the below:

- 1.1 Those vessels which are governed by individual long-term Marine Services Contracts.
- 1.2 Drifting within the port limit is generally not permitted. Drifting on case to case basis may be permitted by Krishnapatnam 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.

J. BERTHING PROCESS CHARGES :

Pilotage Cancellation Charges	\$ 645	If cancelled between 2 hrs till pilot Boarding.
	\$ 2365	If cancelled after pilot boarding.
Pilotage Detention Charges	NIL	Upto 30 minutes delay from the nominated pilot boarding time.
	\$ 1290	Per 30 minutes slab and applicable when delay is more than 30 minutes.

K. UN-BERTHING PROCESS CHARGES :

Vessel should be ready in all respect for sailing at the nominated Pilot boarding time. In exceptional cases, a maximum delay up to 15 minutes after Pilot boarding time will be allowed if the unberthing of the vessel is delayed beyond 15 minutes after POB timing due to non-readiness of the vessel, pilot detention charges will become applicable for the entire duration of delay including first 15 minutes.

Pilotage Cancellation Charges	\$ 645	If cancelled between 2 hrs till Pilot boarding.
	\$ 2365	If cancelled after pilot boarding.
Pilotage Detention Charges	\$ 500	Upto 30 minutes delay from the nominated pilot boarding time.
	\$ 1290	Per 30 minutes slab and applicable when delay is more than 30 minutes.

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

L. SHIFTING / TURNAROUND CHARGES

Shifting & Turnaround Charges	50% of the applicable pilotage charges.
Shifting due to Bad weather/storm	50% of Shifting Charges.

M. WARPING CHARGES PER GT OF VESSEL :

Warping charges	\$ 0.160000 per GT. Minimum INR 1 Lakh charges applicable.	
N. CARGO LIGHTENING CHARGES:		
Cargo Lightening Charges	\$ 1.075000 per MT on balance cargo in the vessel not discharged at Krishnapatnam Port.	
O. DUMB BARGE :		
\$ 1975 per Activity	<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. 	
P. 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, 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.
<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. 	\$ 300	For each incident.
Anchor missing, Single Anchor Missing / anchor fluke damage	\$ 300 vessel deficiency charges applicable per movement for Single Anchor Missing / anchor fluke damage cases	An additional Tug will be applicable to Berthing vessels if both anchors are missing.

Q. TUG / BOAT HIRE CHARGES :

Tug hire for transportation (per trip).	\$ 1183 per hour	Minimum 3 hours charges shall be applicable. If the same tug is used by two different parties for different vessels, then each party to pay the said charges. (Maximum 10 persons at a time).
Ship Store supply charges through tug	\$ 1183 per hour	Minimum 3 hours charges shall be applicable. If the same tug is used by two different parties for different vessels, then each party to pay the said charges. (Max Quantity not allowed more than 10 MT per tug per trip.)
Service boat	INR 8600	Per each 5-hour slab or part thereof.

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.

R. COLD MOVE CHARGES :

1.1 Planned Cold Move	<p>Planned Cold move for a berthing vessel will be carried out only with prior approval of the concerned agency. However, no prior approval will be necessary for cold move of a vessel which is already at the berth. Port decision to vacate the berth (to accommodate any waiting vessel) will be final. Charges for each process of berthing / un-berthing / shifting, cold move charges will be in addition to the Pilotage charges. Planned cold move charges will be as given below.</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. Cold move charge is in addition to the normal Pilotage charge.</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 times the pilotage charges.</p>

S. IMMOBILIZATION AND ADDITIONAL CHARGES AS PER REQUIREMENT :

\$ 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. Failure to take prior approval will result in additional charges which will be thrice the normal charges.</p> <p>Note: 1. Immobilization charges will not be applicable if same is carried out at anchorage. 2. Cancellation of Immobilization request shall be considered only if it is rendered 2 hours after all fast time or else charges will be applicable. If vessel is already at berth at the time of request then once permission granted the charges will remain applicable.</p>
-----------------------------	---

T. ADDITIONAL TUG HIRE CHARGES :

\$ 1451 Per Hour	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.			
U. CHARGES FOR OIL SPILL POLLUTION RESPONSE.				
Oil Spill Pollution charges	\$ 35100 + charges as per actuals based on resources mobilised.			
V. TARIFF FOR BOLLARD PULL TEST :				
Bollard Pull Test	a. INR 107,500 for tugs up to 50 tons. b. INR 161,250 for tugs from 51 to 100 tons. c. INR 268,750 for tugs from 101 to 150 tons. (Each test not exceeding 3 hours).			
W. TARIFF FOR DIVING OPERATIONS :				
1.1	Diving charges	\$ 1000 for 4 hrs (Diving will only be done during slack tide).		
1.2	Videography Charges	\$ 1800 per hr in addition to tug hire charges as above.		
1.3	Diving services by outside agency	a) License Fee of \$ 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 \$ 200 per 1 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.				
X. MISC SERVICE CHARGES:				
1.	Creation of PortKonnnect request number behalf of agent for vessel declaration	\$ 100	Per request [exception for agent's first five vessels]	
2.	Security.	\$ 50	Per calendar day /per Guard.	
3.	Security Vehicle (with driver).	\$ 100	Per 8 hrs shift	
	(i) Shift time: 0600 hrs to 1400 hrs, (ii) 1400 hrs to 2200 hrs, (iii) 2200 hrs to 0600 hrs.			
4.	Oil rags removal & Disposal	\$ 450	Per CBM	
	Garbage collection at berth	\$ 100	Per collection / Trip (Max 3 CBM per Trip).	
	Bio Medical waste	Not Available		
	Sewage collection	-	charges case to case basis	
	Noxious liquid substance	-	charges case to case basis	
	Garbage collection at Anchorage (Quantity not to exceed 5 m ³ /per trip)	\$ 1905	Including Tug charges for maximum 5 hours and \$ 440 for every subsequent hour.	
	a. The request for garbage collection should be placed 24 hours prior berthing. Garbage collection requests with less than 24 hours 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.			

Berthing Policy & Tariff Structure

[Top page](#)

	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.		
5.	Gangway (Request to be made prior berthing). (ship's responsibility to rigged gangway safety net)	\$ 100	Per calendar day.
6.	Hydra	INR 10,750	Per 4 hour slab (minimum) or part thereof.
7.	Fresh water at berth	N.A.	
	Fresh water at anchorage	Not Available	
8.	Permission for tank cleaning of HFO Tank/Cargo Hold /Cargo tank / Deck space through authorized vendors. The charges are per tank basis. [Only Port authorized agencies can carry out cleaning activities [charges for tank cleaning is based on the volume of tank / hatch which is to be cleaned]		I. Upto 250 CBM \$ 2239 II. 251- 500 CBM \$ 2986 III. 501- 750 CBM \$ 4478 IV. More than 750 CBM \$ 5971
9.	Spillage on Hatch / Hold cleaning/Tank Squeezing through authorised vendors (Non-hazardous cargo)		\$ 500 including labour entry
10.	Magnetic Compass adjustment through port including compass adjuster fees.		a. \$ 600 per vessel. b. Tug charges will be charged as per tariff.
11.	Hot work permission	INR 2,150	Per each place of hot work per each 8 hour slab or part thereof.
12.	Ambulance Charges	\$ 50 (till Port Hospital)	If used for medical purpose (passenger/crew injury) same will be borne by the vessel agent.
Note: 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.			
13.	Invoice revision.	\$ 100	Per cancellation of Invoice.
14.	VCN Cancellation.	\$ 10	Per VCN.
15.	Any query regarding final invoice, to be raised / initiated within 60 days of final invoice date else charges will be applicable.	\$ 100	Per VCN.
16.	Permanent Pass (Through WMS)	N.A.	
17.	Temporary Pass (Through WMS)	N.A.	
18.	Cherry Picker	INR 2,500/-	Per hour for equipment.
		INR 4,000/-	Per Shifting
19.	Bunker Handling Charges (through Vendor)	N.A.	
20.	100 MT crane capacity crane on barge Hire Charges	N.A.	
21.	Mooring Ropes	N.A.	
Gate entry permission charges for on-board work shop, repairing and other activities.			
22.	a. For repairing of on board ship's equipment except critical navigational and bridge equipment.		INR 10,750 per transaction
	b. Gate In/Out permission for Landing gears / equipment from ship.		

	<p>c. Transshipment permission for supply of goods like spares / ships equipment / medicines.</p> <p>d. Provision supply to vessels per shipping bill gate entry.</p> <p>e. General cleaning on board the vessel non-hazardous.</p> <p>f. Permission for name/draft-mark change on ship's hull.</p> <p>Note 1:</p> <p>a. Only authorized ship chandlers will be permitted. Authorized ship chandlers list is hoisted on the Port website.</p> <p>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.</p> <p>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.</p> <p>d. Ship chandelling charges will not be applicable to supply of BA charts and medicines up to 25 kg.</p> <p>e. 50% Discount will be given for supply through Transshipment Permission (T.P.)</p>	
23.	<p>Permission for Transit cargo class 1 and 7 in case of containers on case to case basis and port discretion.</p> <p>1) Government of India as exporter or receiver of cargo.</p> <p>2) MMD permission for transit.</p> <p>3) Customs permission for transit</p> <p>4) Undertaking letter as per format of the port from the shipping line.</p> <p>Permission from Atomic Energy Regulatory Board (AERB) for class 7.</p>	<p>\$ 500 per vessel</p>

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

Y. 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

Z. 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, Krishnapatnam Port provides this facility to vessels calling at this port through the private firms registered with Central Pollution Control Board and having valid approval to operate from State Pollution Control Board. These private registered firms make the necessary arrangement for discharge / reception of the ship generated waste from the vessel.

AA. Wharfage charges

S.NO	Commodity	Unit per	Rate in INR
1.	Coal	M.Ton	40/-
2.	Iron Ore	M.Ton	45/-
3.	Minerals	M.Ton	35/-
4.	Granite & Stones	M.Ton	60/-
5.	Fertilisers (Loose bulk)	M.Ton	45/-
6.	Food Grains	M.Ton	45/-
7.	Sugar	M.Ton	45/-
8.	Steel	M.Ton	60/-
9.	Salt	M.Ton	35/-
10.	Cement/Clinker	M.Ton	45/-
11.	Break Bulk (in any Container form)	M.Ton	90/-
12.	Edible Oil	KL	113/-
13.	Cars, Buses, Dumpers, Lorries, Tractors, Trucks and Trawlers by RORO System	0.36% of Ad valorem	
14.	Project Cargo (Exports/Imports)	0.36% on FOB/CIF value	

V. PIDC Charges

Description	Tariff	Remarks
20 FT Container	N.A.	
40 FT Container	N.A.	
45 FT Container	N.A.	

Other Services	
Railway Haulage Charges	INR 3,650 per wagon for all inward & outward rakes.
Water Tanker Charges	INR 2,500 per tanker.
Fire Tender Charges	INR 7,250 per 4 hours slab or part thereof.

VI. Stevedoring Tariff

TARRIFF FOR EQUIPMENT / GEAR HIRING		
1.	Crane hire without Grab for Part Shipment:	\$ 2000 per 4 hours or part thereof [Shore crane will be provided as per availability].
2.	Crane hire with Grab for Part Shipment:	\$ 3500 per 4 hours or part thereof [Shore crane will be provided as per availability].
3.	Crane hire with Grab for Entire Shipment:	\$ 1.500000 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability].
4.	Crane hire without Grab for Entire Shipment:	\$ 1.200000 per Metric Ton + Applicable GST. [Shore crane will be provided as per availability] – For Loading of Granite Blocks Only.
5.	12 CBM CLAMP SHELL CELCTRO Hydraulic Grab	INR 30 per MT [For Grabs hired for cargo operations for entire nominated quantity if ship]. In case the grab is deployed on individual basis, INR 75,000/- per Grab per Day or part thereof shall be levied.
6.	12 CBM Radio Remote Grab (Reduced size 6 cbm)	INR 40 per MT [For Grabs hired for cargo operations for entire nominated quantity if ship]. In case the grab is deployed on individual basis, INR 75,000/- per Grab per Day or part thereof shall be levied.
7.	Grab Transportation charges	INR 15000 per grab
8.	Shore Power Supply	INR 50/- per unit
9.	Front End Loader	INR 4000 per hour or part thereof
10.	Excavator Ex- 200/210	INR 4000 per hour or part thereof
11.	Equipment for Cargo Sampling	INR 5000 per hour (maximum 1 hour)
12.	Delivery Order Registration Charges	INR 10000 per DO
13.	Cargo Shifting Charges (Yard to Yard)	INR 100 per MT
14.	Weighment Charges (During Shifting)	INR 25 per MT
15.	Port Special Approach Road Usage Charges	INR 1000 per cbm or per freight ton whichever is higher. For the movement of Project Cargo and Machineries to various construction sites near port through Port approach road and not shipped at Port.
16.	Wrong declaration of Packing list submitted by the agent	INR 10000/- per change request
Note: Above equipment 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.		
A. Calculation of crane idling charges due crane failure for the vessels berthed at Adani Port		
Idling of vessel on account of following:		
➤ Miss-declaration of cargo. 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 **\$ 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 \$ 180 = \$ 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 **\$ 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.

All charges mentioned in this document are exclusive of applicable taxes. Taxes, duties etc., if applicable, must be paid extra at actuals.

VII. Contact details

Primary Contact points

1	POC	Port Operations Center	+ 91 9701702027 kpcl.poc@adani.com
2	Customer Service Center	Customer Cell	+91 8008153789 customer.service@adani.com
Important Contact Points			
1	COO	Mr. B G Gandhi	+91 9100066311 bg.gandhi@adani.com

2	Marine Services	Capt. N Padhi (Head Marine services)	+91 9704123702 N.Padhi@adani.com
		Capt. Dharam Prakash (HOS Marine services)	+91 9100113421 Dharma.Prakash@adani.com
3	Container Terminal	Mr. Manish Dave (Head - Container terminal Ops)	+91 9100066324 Manish.Dave@adani.com
4	Dry Cargo	Mr. Munish Kanwar (Head Dry Cargo & Liquid Ops)	+91 9100066320 Munish.Kanwar@adani.com
5	Marketing	Mr. Sanjay Dutta (Head-Marketing Dry& Liquid cargo)	+91 90999 95989 Sanjay.Dutta@adani.com
		Mr. Shahzad Athar (Head-Marketing Containers)	+91 9870512850 Shahzad.Athar@adani.com
6	Safety	Mohd. S Saifi (Head - Safety)	+91 9704123700 Mohammad.Saifi@adani.com
7	Security & Fire	Col Rakesh Krishnan (Head Security& Fire)	+91 9100349456
			Rakesh.Krishnan@adani.com

Port Office

Krishnapatnam Port Company Ltd

Post Bag No. 1,
Muthukur Mandal,
SPSR Nellore, Andhra Pradesh.
India – 524 344
Tel: +91 861 2377999
Fax: +91 861 2377046

Corporate Office

Adani Ports and Special Economic Zone Ltd

Adani Corporate House
Shantigram.
Ahmedabad, Gujarat,
India - 382 421.