

Essar Bulk Terminal (EBTL) - HAZIRA PORT GENERAL INFORMATION.

Dear Captain,

Once again we welcome you to the Essar Bulk Terminal –Hazira.

In addition to the information provided to you by the pilot, in the **Terminal Information Guide** we would like to draw your attention to the following:

1. TERMS FOR BERTHING /UN BERTHING OF VESSELS

Vessel Agent to give 7/5/3/2/1 days notices of Expected Time of Arrival to the Terminal.

The Vessel deficiency must be reported to the Terminal before berthing/un berthing/shifting /warping operations. If Vessel engines or steering is not available during these operations it will be considered as cold move and will be charged as per Tariff.

Minimum 1 hours' notice will be given to the Vessel at Anchorage for reaching Pilot Boarding Point.

A vessel (except for project cargo vessels), should be ready for commencement of cargo operations in all respect within 2 hours from the time she is all fast alongside the berth failing which penal berth hire charges shall be applicable.

2. PORT WORKING HOURS (APPLICABLE TO STEEL VESSELS):

As a customary practice, the following meal break and/or shift change timings are observed, here in this port:

General shift:	0830 – 1700 hours
Lunch break:	1300 – 1330 hours.
First shift:	0700 – 1500 hours.
Second Shift:	1500 – 2300 hours.
Night Shift:	2300 - 0700 hours.

3. SAFE ACCESS, LIGHTING AND ILLUMINATION ON DECK AND IN HOLDS

All vessels are required to provide a gangway to enable stevedore's board vessel on arrival. Any delay more than 20minutes shall be recorded as a delay. Vessel shall ensure that throughout the stay at berth, a safe access is provided for personnel to board/ disembark from the vessel. A safety /cargo net or any equivalent, is safely in place as per ILO/ Dock safety regulations at all times.

If required terminal provides shore gangway either direct to vessel railing or as combination with the ship's gangway. The vessel is required to maintain gangway watch throughout her stay and ensure gangway is attended during change of tide as required.

Any damages caused to shore gangway due to vessel's negligence or any delays thereof shall attract penal charges.

Vessel shall provide sufficient lights on deck as well in holds during the hours of darkness.

It shall be vessels responsibility to provide safe access and working conditions on board ship and all cargo working areas.

4. VESSEL'S MOORING ARRANGEMENTS

The Pilot in consultation with the Master shall determine the mooring arrangements. Hazira being a tidal port, with large range of tides, it is prudent to tend to mooring ropes at regular intervals.

Generally for vessels upto 200 metres length the mooring ropes arrangement shall be 4+2 and vessel exceeding 200 mtrs length shall pass 2 additional breast ropes making mooring ropes arrangement.

Being tidal port the mooring lines to be tended regularly to ensure all lines are tight all the time. In the event of vessel moves away /sheer's away considerably from jetty, the mooring stations are to be manned suitably at all times.

For the safety of the vessel(s) / terminal the Terminal has the right to order the vessel to vacate the berth at short notice. If the Terminal /Master deem it necessary to use tugs/ employ pilot's assistance, to hold the vessel alongside/ cast off the vessel, applicable charges shall be levied.

5. VESSEL'S READINESS TO COMMENCE CARGO WORK

All hatch covers are to be opened and cargo gear (cranes/ derricks, etc.) to be ready soonest to commence the cargo work without any delay. The hatch covers, should be opened to full extent, giving free and unobstructed access to the hold.

For bulk cargoes, the bulk un-loaders should have complete and unobstructed access to all parts of holds for speedy discharging.

Preparation time in excess of 1 hour (except in case of project vessels) shall invite additional charges.

6. SAFETY CHECKS OF CARGO HANDLING GEARS, STEVEDORES, Etc.

The master / vessel shall monitor and ensure that all cargo handling gears, including ancillary (loose gears and attachments) gear, used on board, are in order and is examined by ship staff at periodical intervals.

In addition, it is a prudent that ship staff shall verify, and rectify, as and when deemed necessary, ensure that safe practices are followed by, ship's crew, stevedores employed, shore labourers and occasional visitors, on board.

Safety of all personnel working on board is the responsibility of master/ vessel.

7. READINESS OF VESSEL'S PROPULSION MACHINERY

Vessel shall have her main engines ready for manoeuvring at all times on short notice. Masters shall not to carry out any maintenance of main engines, or any other auxiliary machinery, that may hamper the propulsion of the vessel, throughout her stay in port. Penal action/charges shall be levied in case of any breach.

In exceptional circumstances vessels may be allowed to carry out maintenance provided written permission is obtained from the terminal. Master shall obtain permission from the terminal to carry out any maintenance to vessel that can affect the safety or pollution. Applicable charges would be levied accordingly.

8. HOT WORK

Terminal does not allow any hot work to be carried out during vessel's stay on berth. However in exceptional circumstances where operations of vessels may get effected, hot work permission is granted by terminal. In such case vessel should send a formal written request to the terminal along with duly filled 'Safe Job Analysis/Risk Assessment' and 'Hot work Permit' forms.

9. STOWAGE PLAN, LOADING/ DISCHARGING SEQUENCE APPROVAL

The stowage plan and sequence should be discussed and agreed, in person between the vessel and the terminal prior commencement of loading/ discharging operations.

Vessels bringing in solid cargoes in bulk are to forward their discharging sequence at least 24 hours prior arrival, for our approval.

10. SHORE CRANE / OTHER CARGO HANDLING EQUIPMENT AVAILABILITY IN PORT

The master is at liberty to requisition harbour cranes/ other cargo handling equipment etc. The request will be in writing, addressed to port. Based on availability, the same may be provided. Applicable charges will be levied accordingly.

If the Terminal deems it necessary to employ harbour crane(s)/ other cargo handling equipment etc., due to deficiency of vessel's own cargo gear, applicable charges shall be levied to vessel's owners/managers.

11. BUNKERING /FRESH WATER /STORES etc.

Bunkering if permitted by the terminal via agent shall be carried out only during daylight hours. Special permission must be obtained for any deviation from the above. Applicable charges shall apply. Similarly for supply of fresh water and stores.

12. VESSEL'S READINESS TO SAIL OUT

Hazira being tidal port early departure procedures shall apply and **all vessels should be ready for sailing at short notice immediately on completion of cargo.**

Except in case of project cargo vessels, which shall be on case to case basis, as agreed in writing/email between terminal and ship's master. Failing to do so shall invite penal charges as per the applicable tariff for pro-rata detention.

13. DAMAGE TO FITTINGS ON VESSELS

All obstructions on tank top including but not limited to hold bilge covers that are susceptible to get damaged by pay-loaders/forklifts, etc. should be clearly marked in the holds/ hatches. Obstructions should be properly marked and should be clearly visible indicating location. The vessel should handover a diagram/figure to the stevedores before commencement of loading and discharging operations. The diagram may indicate any other obstructions that are susceptible to damage. No claim will be admissible if above has not been provided.

14. SAFETY OFFICERS

EBTL employs safety Officers who are responsible for looking after the Safety and pollution prevention of the port and environment. The Safety Officers may notify any defects or deficiencies which may come to his notice, and take any action, including stopping the cargo operations, during his inspection. All delays thereof shall attract penal charges.

We wish you a safe and pleasant stay at the terminal.

Essar Bulk Terminal.