

ADANI HAZIRA PORT LTD (AHPL)



PORT INFORMATION BOOK

**WELCOMES THE MASTER, OFFICERS & CREW
OF**

MV / MT _____



Adani Hazira Port Limited - AHPL

WELCOMES THE MASTER, OFFICER AND CREW TO HAZIRA PORT

LEGAL DISCLAIMER

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WEBSITE OF THE PORT

<https://www.adaniports.com/Ports-and-Terminals/Hazira-Port>

Link for Berthing Policy and Port Tariff

https://www.adaniports.com/-/media/Project/Ports/PortsAndTerminals/Hazira-port-Documents/Tariff/BPTS_Hazira_Issue-03_Rev-11_Apr-2025.pdf

Link for Swachh Sagar Reporting

<https://swachhsagar-dgs.in/>

<https://prf.swachhsagar-dgs.in/anf>

Link For Hazira Weather Forecast

https://nwp.imd.gov.in/blf/blf_temp/block.php?dis=12BHARUCH

TABLE OF CONTENT	3
RECORD OF CORRECTION	7
PART I: INTRODUCTION, CONTACT INFORMATION & REGULATIONS	
1. INTRODUCTION	
a. Introduction Letter	9
b. Standard Message	10
c. Port Report	12
d. Port Performance	12
2. CONTACT INFORMATION AND REGULATION	
a. Contact Information	13
b. Rules and Regulation	13
c. Exemption and Permits	13
PART II: NOTIFICATION, DOCUMENTATION AND REPORTING	
3. ARRIVAL DEPARTURE CHECK LISTS	
a. Arrival Checklists	15
b. Departure Checklists	15
4. NOTIFICATION	
a. Health	16
b. Immigration	16
c. Customs	17
d. ETA	17
e. ETD	18
f. Security	19
g. Dangerous Goods	18
h. Waste	18
i. IOPP	19
5. DOCUMENTATION	
a. Required documentation, to be available at all times	19
6. REPORTING	
a. Issues to be reported	21
PART III: PORT DESCRIPTION AND NAVIGATION	
7. PORT DESCRIPTION	
a. Port Location	24
b. Port Limits	24
c. Load Lines	25
d. Maximum Size Vessels	26
e. Time Zone	28
f. Local Holidays	28
g. Working Hours	28

h. Traffic	28
i. Cargo	28
j. Charts and Books	28
k. Shipping announcement for the port area	28
l. Pilot Station & Pilot Pick- up	28
m. Port Infrastructure	29
n. Port Accommodation and Berth	30
o. Weather and Tidal Information	30
p. Webcams	31

8. PORT NAVIGATION

a. Speed	31
b. UKC	31
c. Right of the Way	31
d. Spacing of Vessels	31
e. Passing Arrangement	31
f. Restrictions	31
g. Inward and Outward- Bound Vessels	31
h. Shifting Vessels	31
i. Docking	31
j. Display of Signals and Lights	31

PART IV: PORT SAFETY AND SECURITY

9. PORT SAFETY

a. Emergency Contact	34
b. Emergency Response Equipment	35
c. Pollution & Oil Spill Equipment	35
d. Emergency Co-ordination Centre	36
e. Emergency Scenario	36

10. PORT SECURITY

a. Present ISPS Security Information	40
b. Reporting to Port Facility	41
c. Prohibition on use of Thuraya & Iridium satellite phones	41

PART V: NAUTICAL SERVICES AND COMMUNICATION

11. NAUTICAL SERVICES

a. VTMS Services at Gulf of Khambhat	43
b. Pilotage	43
c. Tugs	44
d. Mooring	44

12. NAUTICAL SERVICE

a. VHF channel and Nautical Communication	46
---	----

PART VI: PORT OPERATIONS

13. CARGO OPERATION	
a. Loading/ Discharging Procedures	48
b. Cleaning Procedures	52
14. VESSEL OPERATION	
a. Lowering Boats and Rafts	53
b. Maintenance and Repair	53
c. Underwater Inspection/Cleaning	53
d. Razor Wire	53
e. Soot Blowing	53
f. Sea Trials	53
15. PORT INSPECTION	
a. Inspection from Port State Control and/or Other Parties	53

PART VI: PORT OPERATIONS

16. PORT SERVICES	
a. Fuel and Lubrication Oil	55
b. Fresh Water	55
c. Stores	55
d. Shore Based Electricity	55
e. Waste Disposal	55
f. Repair	55
g. De-ratting	55
h. Surveyors	56
i. Shipping Agents	56
j. Medical Facilities	56
k. Seaman's Missions	56
l. Transport	56
m. Sludge Removal	56
n. Custom / Immigration	56
o. Shore Crane and Hydra	56
p. Tug and Boat	56
q. Airport	56
r. Nationalised Bank in Port	56
s. Telephone	56
t. Duty Free Shops	56
u. Security Procedure for Crew to Visit Seaman's Shopping Center	57
v. Shore Leave	57
w. Shore Gangway	57
x. Hazira Charts Conveying by Berthing Pilot	57
y. Liferaft & Lifeboat/Rescue Boat Servicing	57
z. Nitrogen gas (98%) purging	57

Annexure I- LAY OUT PLAN ADANI HAZIRA PORT	58
Annexure II- PORT AND BERTH INFORMATION AT A GLANCE	59
Annexure III- CONDITION OF USE	61
Annexure IV- MASTER PILOT INFORMATION EXCHANGE	62
Annexure V- WEATHER	63
Annexure VI- BUOYAGE SYSTEM WITH CO-ORDINATES	64
Annexure VII- DEEP WATER ROUTE	66
Annexure VIII- VTMS COVERAGE	68
Annexure IX- NAVAREA/ METAREA DIAGRAM	69
Annexure X- Port Infrastructure	70

Part I

Introduction

Contact Information & Regulations

INTRODUCTION LETTER

Dear Captain,

We welcome you and crew to Adani Hazira Port Ltd.

A. For your information and compliance, we enclose the following documents.

- a. Condition of Use Document
- b. Safety & Pollution Prevention Requirements.
- c. General Information

B. Please note that “CONDITION OF USE” letter is a legal document and is to be filled up, signed, stamped and delivered to the pilot before commencement of Pilotage.

The following documents are to be completed and handed over to the Pilot.

- a. Inward Pilot Certificate (after berthing)
- b. Declaration of Security (DOS)
- c. Ship Shore Safety Checklist
- d. Feedback Form (To be handed over to the Sailing Pilot)
- e. Outward Pilot certificate (To be handed over to the Sailing Pilot).

1. **RESPONSIBILITY:** While we have taken all reasonable care to ensure that the Port waters, berths, facilities as well as gear and equipment used (including gangway where provided) thereon, are safe and efficient, any vessel using them shall do so, and remain at the sole risk of the vessel, its Master and Owners.
2. **SAFETY & POLLUTION PREVENTION:** You are required to take careful note of the contents of SAFETY AND POLLUTION PREVENTION REQUIREMENTS and ensure full compliance. Before commencement of operations, the Ship-Shore Safety Checklist will be completed by Port Representative and a responsible ship’s officer and will be revalidated at regular intervals.
3. **NON- COMPLIANCE:** Any non-compliance or infringement of the Check-list or of SAFETY AND POLLUTION PREVENTION REQUIREMENTS, by the vessel may result in operations being halted and the vessel ousted from the berth. All time, charges, delays arising from such an event will be to the account of the vessel.
4. **CONTRABAND & LIQUOR:** Dealing in contraband and drugs and illicit goods is strictly forbidden under Indian Law, with heavy penalties and imprisonment for anyone indulging in such activities. You are advised to ensure that your crew is suitably instructed.
5. The use and possession of alcohol is forbidden in Gujarat State. Alcohol should not be taken ashore or offered to Shore personnel during the vessels stay in port. All such contraventions of the Laws could also make the vessel liable to be arrested. So please ensure your fullest attention to these matters.
6. **As per Directorate General of Shipping (DGS) Order No. 02 of 2012, “The use of Thuraya, Iridium and other such Satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.” and hence should not be in use and should be declared in the PANS.**
7. **DEALING WITH THIRD PARTY VENDORS:** Kindly note that request for any service required by your vessel should be routed through your Agent and you are advised to deal only with those third-party vendors who are recommended by your agent and authorized by the port.

We hope you have a pleasant stay.

Yours truly,



Capt. Pankaj Kumar Sinha
Head-Marine Services,
Adani Hazira Port Ltd.
Contact No: 91-7574894206
Email: pankaj.sinha@adani.com

STANDARD MESSAGE

1. Please acknowledge receipt of this Standard Message.
2. Please advise your best **ETA in local time in HHMM format (UTC +5.5hrs) at 72, 48, 24, & 12 hours** before arrival at the pilot boarding point (Non LNG) in position **Lat: 21 02.0'N Long: 072 34.0' E**, **except vessels calling from nearby ports or the voyage duration is around 1 day, which are required to provide one day notice.**
3. AHPL Terminal may be contacted on the following:
 - i. Telephone: Marine Control: +919909957115; +91-261-2207755
 - ii. E-mails: Marine Control – ahppl.marinecontrol@adani.com
Capt. Pankaj Kumar Sinha – pankaj.sinha@adani.com
Mobile: +91 7574894206
 - iii. VHF Channel: 16 & 69 (about 3-4 hrs before arrival)
Call Sign: Hazira Port Control
4. Vessel should report to VTMS Khambhat as per ALRS VOL.6
5. Pilotage is compulsory. Pilot will board vessel **by tug** at Pilot Boarding Position as indicated above.
 - a. Kindly provide a good pilot ladder/combination ladder complying with SOLAS- Ch- V- Reg. 23 on your lee side about 4 meters above the water level with gangway about 7meters above water level.
 - b. Pilot boarding speed should be about 4-6 knots.
 - c. Please have a strong heaving line ready to hoist Harbour Pilot Equipment bags belonging to the pilot.
 - d. Do not use mechanical hoist or weighted heaving lines or forward-facing accommodation ladders.
 - e. Tugs will be made fast using **heavy tugs' rope**. Please prepare **strong messenger rope with a heaving line** to pick up the tug rope.
 - f. Your agent, customs, port health authorities, surveyors, will board your vessel once the vessel is alongside and all made fast.
6. Use of Tugs is mandatory. The pilot will discuss tug arrangement with the Master.
7. Particular care needs to be taken while crossing the Magdalla Port limits. Vessel should keep well clear of the lighterage area. The latest corrected charts (Indian charts 2101 & 2034) need to be used.
8. Kindly complete the following documents and revert by e-mail **as soon as the vessel is declared** (if not already sent):
 - A) AHPL Vessel & Cargo Particulars: MAR/F/011
 - B) PANS: Please send the PANS on the following email Ids as well: indsar@vsnl.net, opsdhq1@yahoo.co.in, vtskhambhat@aatash.com, pomagdalla@gmail.com, icgmrc_mumbai@mtnl.net.in, psc@dgshipping.com, wncmocmb-navy@inc.in
→ All the above formats will be provided by your agent on request
 - C) Q88 (In case of a tanker)
→ **Non declaration of correct information & vessels deficiency in AHPL Vessel & Cargo Particulars: MAR/F/011 or during VHF contact with the port will attract penalty as per Port Tariff.**
→ Vessel Cargo Particulars Form & Acceptance Checklist (MAR/F/011) and Port Information Booklet can be downloaded from our official website (www.adaniports.com) → Hazira Port → Port Operations → Information to Vessel Master/ Agents)
9. Please send the scanned copies of the following certificates/ documents by e-mail (if not already sent):
 - 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. 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
- x. Bill Of Lading of Cargo to be discharged
- y. Stowage Plan (for Bulk & Liquid)
- z. Loading/ Unloading Plan (for Bulk vessels)
- aa. General Declaration (FAL Form 1)
- bb. Cargo Declaration (FAL Form 2)
- cc. Ship's Stores Declaration (FAL Form 3)
- dd. Crew's Effects Declaration (FAL Form 4)
- ee. Crew List (FAL Form 5)
- ff. Passenger List (FAL Form 6)
- gg. Dangerous Goods Manifest (FAL Form 7)

In case of a tanker, please send the below mentioned documents also (in addition to above)

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

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

- a. Last port draft survey report for fertilizer vessel.
- b. Fertilizer 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 to 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 agent before berthing of vessel, both in Excel as well as PDF formats.

- 10. Pilot will bring the COU (Condition of use of Port Facility) document, same to be signed and stamped by Master without remarks (copy of COU is attached in Port Information Book).
- 11. **Current Security Level – 1** (Contact details for PFSO/ Dy. PFSO can be obtained from the Agent/ Port Information Booklet).

12. As per Directorate General of Shipping (DGS) Order No. 02 of 2012, "*The use of Thuraya, Iridium and other such Satellite phone is banned in India under Sec 6 of Indian Wireless Act and Sec 20 of Indian Telegraph Act.*" and hence should not be in use and should be declared in the PANS.

PORT REPORT

Adani Hazira Port Limited

- Adani Hazira Port Ltd. (AHPL) is being developed as the second largest private port in the country. It is located at Hazira, in the southern entrance of the Gulf of Khambhat, en-route major maritime routes making it one of the most convenient gateways for EXIM trade of the country. Hazira is around 270 KM north of Mumbai and 38 KM from Surat city. Its proximity to the western, north-western and northern hinterland gives it a strategic advantage to service the industry and trade of this landlocked region which contributes to about 70% of India's total international containerized cargo. Adani Hazira Port is connected by a 4-lane road to the National Highways which connect to the cargo catchment areas in South Gujarat.
- The salient features of Adani Hazira Port are as follows:
 - Mechanized Cargo Handling Systems with two Liebherr shore cranes per berth for faster turnaround of Cargo. In addition to this, large backup areas of covered godowns and Liquid Tank Farms (Proposed) are being developed.
 - **Phase-1:** 4 multipurpose berths and 2 dedicated container berths that can handle partly loaded Capesize vessels, Panamax size bulk vessels, tankers and large container vessels.
 - **Phase-2:** Propose to add 2 container berths and 5 more multipurpose berths (Total of 7 berths).
 - Dedicated Container Freight Stations (CFS) having easy access to rail and port complex for smooth movement of containers.

PORT PERFORMANCE

- AHPL handles Bulk (Dry), Break Bulk & Project Cargo, Liquid and Container. This Port has a unique advantage of connection from Sea, Road, and Railroad mode.
- 6 operational berths having sufficient depth to handle dry bulk, Project Cargo Liquid and Container of draft upto 14.0 m. The berths are capable of handling Newcastlemax (Max draft 12.5 m), Cap size (Max draft 12.5 m), Baby Cape size (Max draft 14 m), Kamsarmax (Max draft 14 m), Panamax (Max draft 14 m), Handymax (Max draft 14 m) and smaller vessels (Max draft 14 m).
- Handled good amount of cargo every year.
- AHPL has good connectivity to NH 48.
- AHPL is also well connected to commercial airports at Surat which is around 20 km from Hazira.
- Dry cargo infrastructure capable of handling all types of dry cargo.
- A 1.8 km long import conveyor system capable of handling 5000 MT/ Hr of import cargo.
- 3 Covered godowns. Mechanized system for bagging and loading fertilizer and Agri cargo bags into by road vehicles for fast evacuation of cargo.
- Large storage capacity is available within the port in the form of open and covered warehouses.

CONTACT INFORMATION

Adani Hazira Port/ Marine Control:

Call Sign: Hazira Port Control

Mobile : +91-9909957115

Phone : +91-261-2207755

Email : ahppl.marinecontrol@adani.com

VHF Channel: 16 & 69 (about 3-4 hr before arrival)

Port Operation Centre (POC):

Mobile : +91-6359930015

Phone : +91-261-2207754

Email : ahppl.poc@adani.com

RULES AND REGULATION

The rules and regulation of the port contribute to the safe, efficient and environmentally responsible handling of shipping traffic. The international rules of IMO, such as SOLAS convention and its amendments and national regulations are in force at Adani Hazira Port.

APPLICABLE REGULATION

- Port Security Law (ISPS)
- Indian Port Act
- Gujrat Maritime Board Act 1981
- Navigational Safety Port Committee (NSPC)
- All relevant international rules and regulations on MARPOL, Load lines Etc.

EXEMPTION AND PERMITS

The port operation center can grant permission for special activities such as repairs/ hot work/ cleaning etc. All request to be sent to Port Operations Center through local agent via E mail ahppl.poc@adani.com

Part II

Notification, Documentation and Reporting

Arrival Departure Check Lists

Arrival Checklist:

Documents	When	To Whom & How
The vessel has duly submitted the required Declaration / statutory compliance of government directives as issued from time to time. [Vessel owner / agents are required to declare their vessels in the prescribed format, giving full details].	At least 24/96 hours prior to the arrival of the vessel.	Port Operation Center through local agent by E-mail to below mail id- ahppl.poc@adani.com and ahppl.marinecontrol@adani.com
Pre-Arrival Notification of Security (PANS), Crew list and Port call details	At least 24/96 hours prior to the arrival of the vessel.	Port Operation Center, Indian coast guard, GMB and Indian Navy directly or through local agent by email to below mail id's- indsar@vsnl.net , cgs-mdr@indiancoastguard.nic.in , wncmocmb-navy@nic.in , mrccwest@indiancoastguard.nic.in , pomgmb@yahoo.in , cgs-ppv@indiancoastguard.nic.in , dhq1@indiancoastguard.nic.in , ahppl.poc@adani.com
Free Pratique Documents	At least 72 hours prior to the arrival of the vessel.	Port Health Organization by Email to below mail id- phokandla@gmail.com
Arrival information to VTS	Before arrival in Gulf of Khambhat	VTS information through agent or directly send mail to- vtskhambhat@aatash.com

DEPARTURE CHECKLISTS

Departure information to VTS	Before departure from Gulf of Khambhat	VTS information through agent or directly send mail to- vtskhambhat@aatash.com
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NOTIFICATION

HEALTH

Source: Port Health Organization

Yellow Fever Countries- PHO may board vessels arriving from Yellow Fever Prone Countries at anchorage. Vessels are requested to contact their local agent for clarification.

The master must complete and sign a "Maritime Declaration of Health". The standard forms must be used. In all cases keep the "Maritime Declaration of Health" form stand- by.

In case of an epidemic threat the master can be requested to report the health situation on board to Adani Hazira Port / Marine Control on VHF Ch 69 and must inform customs through agent.

Definition:

Free pratique: means permission for Ship/ vessel to enter the port limits, embark or disembark, discharge or load cargo or stores.

Quarantine: means the restriction of activities and/or separation of suspected person who are ill or of suspect's baggage, containers, ship/vessel or goods from others in such a manner as to prevent the possible spread of infection or contamination.

Free Pratique is granted by Public Health officer (PHO). Any ship/ vessel coming within 30 days from yellow fever affected countries as notified by WHO shall be inspected by Port Health Officer before granting free pratique as per Annex 8. For vessels that arrive from epidemic affected countries, same procedure will be followed. The person so affected will have to be kept in quarantine for the entire duration of vessels stay in port limits.

Annexure –8

List of yellow fever endemic countries

Countries in the Yellow Fever-Endemic Zone

Africa			Central and South America
Angola	Ethiopia	Rwanda	Argentina ¹
Benin	Gabon	Senegal	Bolivia ¹
Burkina Faso	The Gambia	Sierra Leone	Brazil ¹
Burundi	Ghana	Sudan	Colombia
Cameroon	Guinea	Togo	Ecuador ¹
Cape Verde	Guinea-Bissau	Uganda	French Guiana
Central African Republic	Kenya		Guyana
Chad	Liberia		Panama ¹
Congo	Mali		Paraguay ¹
Côte d'Ivoire	Mauritania		Peru ¹
Democratic Republic of Congo	Niger		Suriname
Equatorial Guinea	Nigeria		Trinidad and Tobago
			Venezuela ¹

source: WHO (amenable for the periodic changes)

IMMIGRATION

Source: Hazira Marine Police (responsible for Immigration)

Prior to arrival Adani Hazira Port, the Master of the vessel should forward the following documents via agent:

- Forward a Crew and Passenger list to Immigration
- Report on the presence of any stowaways

Immigration officials will board the vessel to carry out a physical inspection for border control purposes once vessel comes along side. During an inspection of this kind, the Master must present and offer his full co-operation during the inspection.

CUSTOMS

Source: Indian Customs

Detailed list of the documents required to be asked from agent prior to arrival. The following documents must be available:

- Cargo Statements (e.g. bills of lading)
- Crew's effects declaration
- Vessel's stores declaration

It is strongly recommended that these papers are in hand before arrival in port.

Goods which are not to be cleared must be stored in one room, the room which can be sealed by Customs. It is recommended to put these goods in that room before entering the harbour. Masters of ships must be careful that these seals are not damaged. If renewal or removal is wanted, this can be applied by Customs.

If an incoming vessel is within Adani Hazira Port limit and has not been cleared by Customs, it is strictly forbidden:

- To allow any person to board the ship
- To allow any member of the crew to disembark
- To load or unload any goods
- To allow contact with any other craft

The following persons are exempted from these rules:

- Commissioned and licensed pilots
- Harbour Master's representatives
- Customs officers
- Agents in possession of special permits
- Personnel on tugs employed in assisting the vessel
- Port Health Officer

ETA

Vessel has given at least 5/3/2/1 days notices of Expected Time of Arrival (ETA), except vessels calling from nearby ports or from within the Gulf of Khambhat which are required to provide 1 day notice. Vessel which has physically

arrived within the port limits & registered herself with Adani Hazira Port / Marine Control on VHF CH 69 by giving all the vessels particulars.

Please note following regarding Inward Pilot Request-

- Inward Pilot request Minimum notice 3 hrs 00 minutes from Pilot request time
- Pilot Cancellation and amendment can be accepted through email or through VHF on Channel 69 to Adani Hazira Port/ Marine Control with minimum 1 hr 15 minutes notice for IWPM.

- Only one cancellation and revision will be accepted. Thereafter minimum 2hrs notice must 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

Physical arrival of any vessel is considered as per below-

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

After Pilot boards, kindly fill up the following documents and return to the Pilot, duly signed and stamped: -

- a. Acknowledgement Copy of "Condition of Use" letter
- b. Master's Declaration
- c. Declaration of Security
- d. Inward Pilotage Certificate

ETD

Vessel should be ready in all respect for sailing before Pilot boarding time. All shore personal must be disembarked prior pilot boarding. Vessel must confirm the exact Pilot boarding time from Adani Hazira Port/ Marine Control on VHF CH 69.

Please note following for OUTWARD Pilot Request-

- Outward Pilot request Minimum notice 02 hrs 00 min from Pilot request time.
- Pilot Cancellation and amendment can be accepted through email or through VHF on Channel 69 to Adani Hazira Port / Marine Control with minimum 45 minutes notice for OWPM.
- Only one cancellation and revision will be accepted. Thereafter minimum 2hrs notice must be given for revision of pilot request.
- A vessel whose OWPM timing has been amended will be given a pilot only after all other planned movements have been carried out.

Prior to vessel's departure, kindly fill up, "Outward Pilot Certificate" for the section regarding the Port Clearance and Vessel's Particulars provided in the booklet, which will be collected by pilot with him before disembarkation.

SECURITY

All vessels calling Adani Hazira port to forward Pre-Arrival Notification of Security (PANS), Crew list and Last Port of call details to Port Operation Centre through local agent 24 before ETA.

DANGEROUS GOODS

N/A

WASTE

Vessels calling Adani Hazira port can declare "Waste" to port operations centre through local agent.

Waste Accepted

- Paper
- Plastic
- Food Waste
- Glass Bottles
- Oily Rags
- Expired Medicines
- Expired Pyrotechnics
- Slop
- Sludge

Waste collection is available 24 x 7. Kindly contact your local agent for the same.

Ballast & Slop Handling:

No facility is available. Vessel is permitted to pump out clean ballast only.

IOPP

Vessels calling Adani Hazira port to have valid IOPP certificate onboard.

DOCUMENTATION

REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

All statutory and international sailing certificates should be always available onboard.

Master / Agent of vessel calling at Adani Hazira port must provide copy of following documents / certificates of the vessel (soft copy as well as Hard copy).

Please see below-

A. Before Arrival / Berthing of vessel -

- a. Berthing application - MAR/ F/ 003
- b. Vessel & cargo particulars part A - MAR/ F/ 011
- c. Vessel acceptance navigational checklist- Part B
- d. List of 10 Ports of Call
- e. P&I certificate
- f. IMO Crew List
- g. Ship particulars.
- h. Certificate of Registry
- i. Certificate of Class (IACS class)
- j. International Tonnage certificate.
- k. International Load Line Certificate
- l. IOPP Certificate
- m. ISPS Certificate
- n. Stowage Plan (for Bulk & Liquid)
- o. Safe Manning Certificate
- p. International Air Pollution Prevention certificate (IAPP)
- q. ISM Safety Management Certificate (SMC)
- r. Documents of compliance
- s. Liability for the Removal of Wrecks Certificate
- t. Civil Liability Convention (CLC) 1992 Certificate:

- u. International ship security certificate
- v. Civil Liability for Bunker Oil Pollution Damage Convention
- w. Ship sanitization control Exemption
- x. Safety equipment certificate
- y. Safety construction certificate
- z. Safety Radio certificate.
- aa. Ballast water Management system certificate
- bb. Load port and/or interim ports Draft Survey report (if applicable)
- cc. SOF and Protest letter (if any) issued at Load port and/or interim ports (if applicable)
- dd. Bilges / sounding tank report
- ee. Ballast – De-Ballast report during the voyage (if any)
- ff. Last Rightship Inspection certificate
- gg. Pre arrival notices of 5/3/2/1 days, PANS as per ISPS Code requirement
- hh. Annexure 1: Clean COU without any remarks to be signed by vessel Master.
- ii. Annexure 2: Undertaking letter from Owner.
- jj. Annexure 3: Declaration by vessel master (FAL Forms) as per below as applicable-
 - a) General Declaration (FAL Form 1)
 - b) Cargo Declaration (FAL Form 2)
 - c) Ship's Stores Declaration (FAL Form 3)
 - d) Crew's Effects Declaration (FAL Form 4)
 - e) Crew List (FAL Form 5)
 - f) Passenger List (FAL Form 6)
 - g) Dangerous Goods Manifest (FAL Form 7)

B. After Berthing of vessel -

- Ship / Shore Safety Check List
- DOS (Declaration of Security)
- Discharging Sequence
- Safety Precaution to be followed during vessel stay at port

C. Before Un-berthing of Vessel -

- Service Certificate
- Marine Feedback Form
- Ballast Water Reporting Form
- Ship Waste Assessment Form MARPOL

D. Customs Authority

1. Original Last Port Clearance
2. Maritime Declaration Of Health- 3 Copies
3. Vaccination List- 3 Copies
4. Voyage Memo (Ports called in last 30 days or last 10 ports of call) with arrival and departure dates and security levels)- 3copies
5. Bills of Lading, Cargo Manifest and Transit Cargo if any - 1 Copy
6. List of Ships Stores Including Bonded Stores and Deck Store- 3 copies
7. Personal Effects Declaration with Crew Currency- 3 Copies
8. Ships Currency Declaration- 3 Copies
9. Nil List (If there are no Passengers, Stowaways, Animals, Arms, Ammunitions)- 3 copies
10. List of Narcotic Medicines- 3 Copies
11. Crew List (Name, Rank, nationality, Passport Number, Seamen book number, Date of and Place, Place of Embarkation)- 7 Copies
12. Following Statutory Certificates- 2 Copies Each
13. Ship Registry Certificate,
14. ISPS Certificate
15. International Load Line Certificate
16. Cargo Ship Safety Equipment Certificate
17. Cargo Ship Radio Certificate
18. Cargo Ship Safety Construction Certificate
19. International Oil Pollution Certificate
20. Ship Sanitation Control Exemption Certificate

E. Immigration Authority:

Marine Police clear the vessel on behalf of Immigration Authority. For Sign on and Sign off of Foreign Nationals 48 hours' notice with confirmed air ticket is required. Ship's Agent will have to get landing permission from the local police.

For Indian National above requirement is not applicable.

Documents required in case of Crew Change (Foreign or Indian national): -

1. Crew List – 1 Copy
2. Personal Effects Declaration- 1 Copy
3. Sign/Sign off crew passport- 1 Copy
- 4.

F. Please note that "CONDITION OF USE" letter is a legal document and is to be filled up, signed, stamped and delivered to the Pilot without any remarks before commencement of Pilotage.

G. Quarantine Authority

At Adani Hazira Port, the customs-boarding officer usually gives quarantine (Free Pratique) clearance. However, if the vessel is coming from Yellow Fever area, Port Health Officer from Kandla Port will board the vessel. Vessel to inform whether vessel has visited any yellow fever affected area in the last one month.

Following set of documents is required:

1. Crew List- 1 Copy
2. Maritime Declaration of Health- 1 Copy
3. Vaccination List- 1 Copy
4. Ship Sanitation Control Exemption Certificate - 1 Copy

H. Port Security Details-

Current Security Level of Adani Hazira Port "Security Level 1"

Details of PFSO & Dy. PFSO:

Capt. Ankur Basu
PFSO (Hazira (Surat) Port)
PHONE: 91-0261-4151301 (O)
MOBILE: 91-6357078104 (AOH)
FAX: 91- 0261-4151158
E-MAIL: ankur.basu@shell.com

Capt. Pankaj Kumar Sinha (HOD Marine)
Dy. PFSO: AHPL
PHONE: 91- 0261-2207755 (O)
MOBILE: 91-7574894206 (AOH)
E-MAIL: Pankaj.sinha@adani.com

REPORTING

ISSUES TO BE REPORTED

Issues to be reported	To	Via
Bunkering Operation start/stop	Adani Hazira Port Control	VHF Ch 69
Oil Spill	Adani Hazira Port Control	VHF Ch 69
Collision/grounding/fire/serious injury/MOB	Adani Hazira Port Control	VHF Ch 69
Losing of anchor or chain	Adani Hazira Port Control	VHF Ch 69
Entering/leaving port limit	Adani Hazira Port Control	VHF Ch 69
Anchoring inside port limit	Adani Hazira Port Control / VTMS	VHF Ch 69/ VHF Ch 10
Anchoring outside port limit	VTMS	VHF Ch 10
Collision or in any way out of control or in situations that may endanger the safety of shipping	Adani Hazira Port Control	VHF Ch 69
Under water inspection /diving	N/A	N/A
Lowering of lifeboats / Rescue boat	N/A	N/A
Robbery/Theft in Port Limit	Adani Hazira Port Control	VHF Ch 69
Sighting of suspicious craft/boat	Adani Hazira Port Control	VHF Ch 69
Any other activity or incident that vessel Wish to report	Adani Hazira Port Control	VHF Ch 69

Part III

Port Description and Navigation

PORT DESCRIPTION

PORT LOCATION & DETAILS

Adani Hazira Port Ltd. (AHPL) is being developed as the second largest private port in the country. It is located at Hazira, in the southern entrance of the Gulf of Khambhat, en-route major maritime routes making it one of the most convenient gateways for EXIM trade of the country. Hazira is around 270 KM north of Mumbai and 38 KM from Surat city. Its proximity to the western, north-western and northern hinterland gives it a strategic advantage to service the industry and trade of this landlocked region which contributes to about 70% of India's total international containerized cargo. Adani Hazira Port is connected by a 4-lane road to the National Highways which connect to the cargo catchment areas in South Gujarat.

Adani Hazira Port is all weather port, independent, commercial port with geographical and hydrological

Position: LAT: 21° 06' North, LONG: 072° 37' East

PORT LIMITS

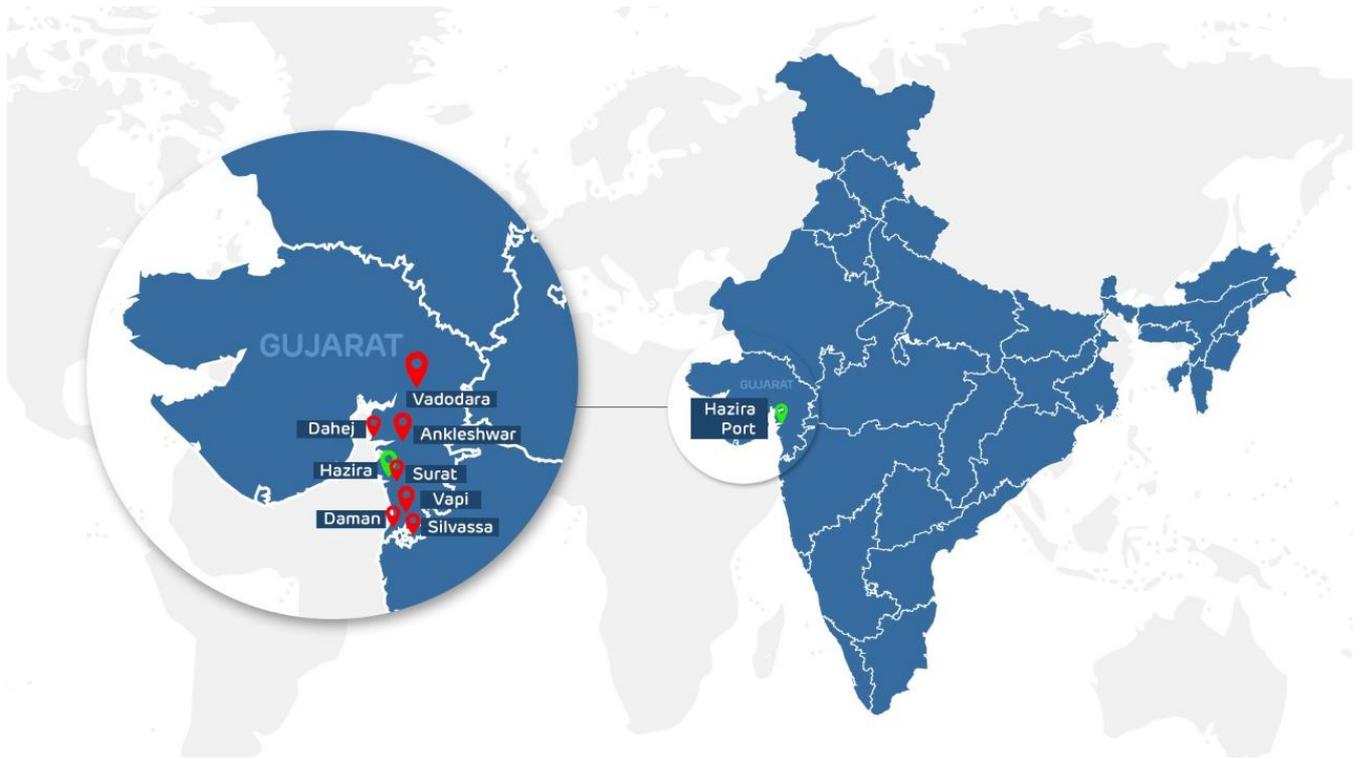
Port limits contained within the following co-ordinates -

Point	Position
North	
U	21° 07.73' N, 072° 37.89' E
A1	21°07.70' N, 072°36.70' E
A2A	21°07.70' N, 072°35.90' E
West:	
A2a	21°07.70' N, 072° 35.90' E
A2b	21°06.70' N, 072° 35.00' E
X1	21°05.00' N, 072° 35.00' E
X2	21°05.00' N, 072° 34.00' E
X3	21°02.00' N, 072°34.00' E
South:	
X3	21°02.00' N, 072°34.00' E
X4	21° 02.00' N, 072° 36.00' E
X5	21° 02.50' N, 072° 36.00' E
X6	21° 02.50' N, 072° 36.70' E
X7	21° 01.98' N, 072° 36.69' E
X8	21° 02.20' N, 072° 39.05' E
X9	21° 02.67' N, 072° 39.23' E
X10	21° 02.89' N, 072° 39.41' E
East:	
X10	21°02.89' N, 072° 39.41' E
X11	21°04.81' N, 072° 36.43' E
A7	21°04.79' N, 072° 38.88' E
AB	21° 05.36' N, 072° 38.86' E
B	21° 05.09' N, 072° 38.31' E
C	21° 05.16' N, 072° 38.33' E
D	21° 05.45' N, 072° 38.23' E
E	21° 05.60' N, 072° 38.05' E
F	21° 05.99' N, 072° 37.89' E
G	21° 06.03' N, 072° 37.85' E
H	21° 06.11' N, 072° 37.85' E
I	21° 06.19' N, 072° 37.87' E
J	21° 06.29' N, 072° 37.71' E
K	21° 06.35' N, 072° 37.79' E
L	21° 06.45' N, 072° 37.71'E

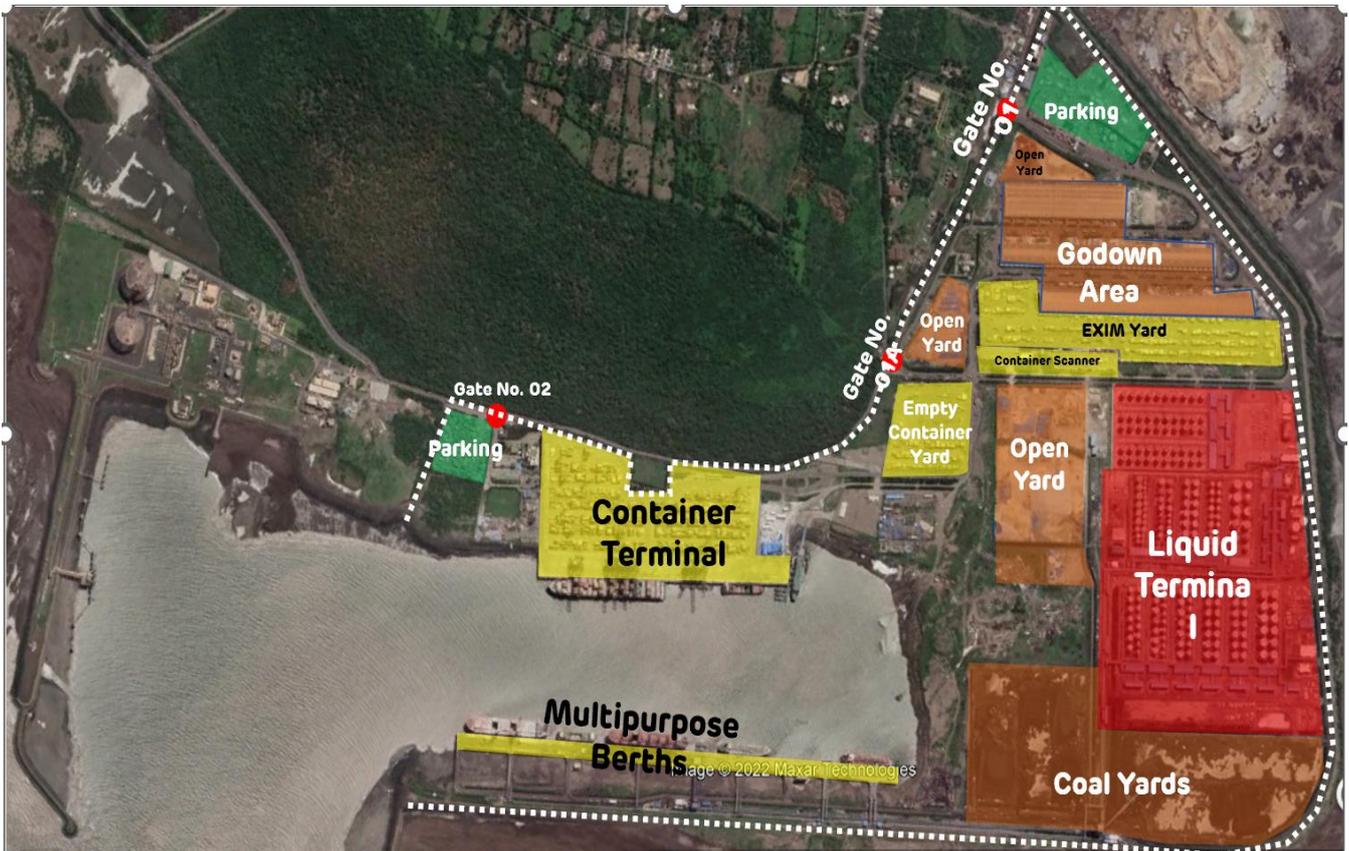
M 21° 06.53' N, 072°37.66' E
N 21° 06.65' N, 072° 37.70' E
O 21° 06.70' N, 072° 37.70' E
P 21° 06.79' N, 072° 37.65' E
Q 21° 06.90' N, 072° 37.61' E
R 21° 06.96' N, 072° 37.59' E
S 21° 07.05' N, 072° 37.75' E
T 21°07.15' N, 072°37.90' E
U 21°07.73' N, 072° 37.89' E

LOAD LINES

Vessels in Adani Hazira Port to comply with International Load Line regulations.



PORT AND TERMINAL INFORMATION



(1) PORT: ADANI HAZIRA PORT

COUNTRY: INDIA

UN Port Facility Code: INHZA

(2) TERMINAL: ADANI HAZIRA PORT LTD (AHPL)

- a. Multi-Purpose Terminal (Dry Bulk & Liquid Terminal)
- b. Container Terminal

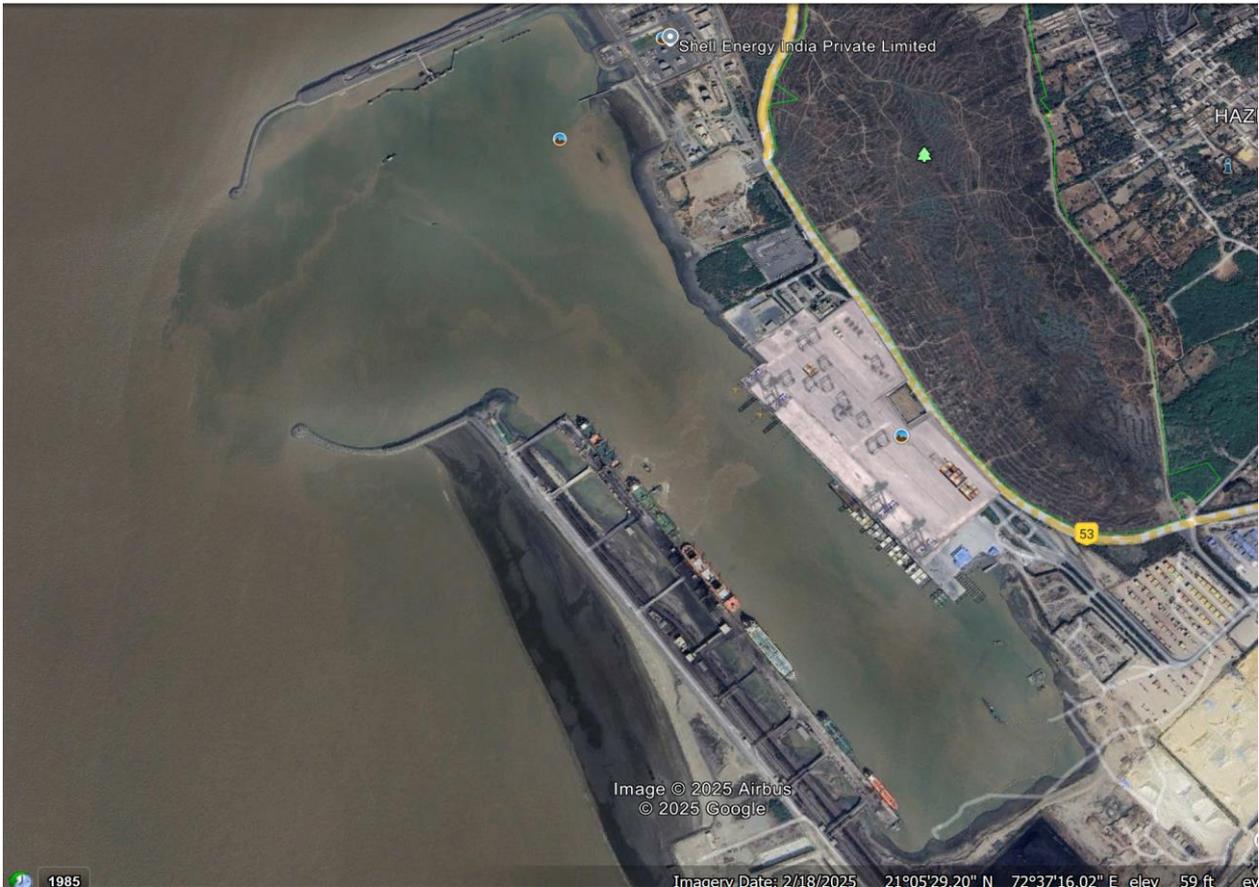
Maximum Size Vessels / Details Of Berths

Please see below restriction on size of vessel in different aspects of the port-

Berth Details			Max. permissible vessel parameters			Cargo Type
No.	L	Remarks	LOA	Displacement	Beam	
MP1	330m	Total quay length 1260m	300m	187200 T	45m	Bulk / Liquid
MP2	330m		300m	187200 T	45m	Bulk / Liquid
MP3	300m		270m	187200 T	45m	Bulk / Liquid
MP4	300m		270m	187200 T	45m	Bulk / Liquid
CT1	360m	Total quay length 720m	350m	153000 T	48m	Container
CT2	360m		350m	153000 T	48m	Container

Draft limited by:

1. Maximum permissible draft at MP 01, 02 & 03 and CB 01 & 02 is 14.0m, MP 04 is 13.0m.
2. Maximum permissible draft can further be increase to 14.5 depending upon height of tide.
3. More than 4 vessels can be berthed at MPT berths (MP01 to MP04) subject to combined LOA of vessels are fitting within total quay length.
4. Minimum water depth maintained in approach channel: 15.5m and inside basin 14.5m at CD (Zero tide).
5. Minimum UKC in the approach channel: 15% of maximum draft and 10% of maximum draft in the basin.
6. Minimum UKC alongside berth: 1m.
7. Other information: Type of bottom: Soft mud, Dock water density: 1.020-1.023



Depth alongside refers to:

- Chart datum (Zero Tide).
- Lowest Low Water (LAT) is 0.3m and most of the LW is about 0.8m.

Other limitations (including minimum) of any kind:

- Entry and exit of vessels through the break water planned when the cross current is less than 2.5 Knots at the break water.

Berths details:

- Height of Jetty = CD + 10.5m
- Bollard: 19.5m space in between two bollards, SWL 150MT, Bollard length-2.0m, width-1.05m and height- 1.1m.
- Fender: Dual Cone type; Distance from jetty edge 1.8m; Fender width- 2m and height- 8.5m
- Jetty top strength: 3.56 MT/SQM
- Max height of Manifold above sea level: No restriction (Terminal uses flexible hoses).

Additional requirements:

- Multipurpose Terminal (MPT) consists of a Dry Bulk and Liquid Terminal (LT). The MPT is constructed as a straight-line Jetty having a total length of 1260m.
- Tankers are berthed with respect to the position of ship's manifold and the position of flexible hose on the jetty. Since the jetty is in a straight line, distance from Manifold to Bow, Stern, F&A parallel body is not of any significance.

TIME ZONE

Local Time : GMT + 5.5 hr

LOCAL HOLIDAYS

Please see port website for local holiday list.

WORKING HOURS

The Port works 24 hours x 7 days in a week.

TRAFFIC

Most of the time of year both berths are occupied, other vessels wait for their turn at OPL anchorage.

CARGO

Adani Hazira Port is handling good amount of cargo, and it has been increased in past few years. For more information, please refer port website www.adaniports.com

CHARTS AND BOOKS

Navigational Charts: Vessels visiting the Port must have on board a sufficient range of current Hydrographic Charts relevant to the Area. These charts must be kept up to date with regards to Notices to Mariners and other Notices issued for the area.

Indian Hydrographic Organization has published the following charts for the area:

Chart No. 2101: Approaches to Hazira

Chart No.: 2034: Hazira Port

British Admiralty Charts: 1486

Navigational Volume: ALRS Vol 6

SHIPPING ANNOUNCEMENT FOR THE PORT AREA

Shipping announcement can be found in **Adani Hazira Port Trade Notice, which can be downloaded from Adani Port Website.**

<https://www.adaniports.com/Downloads>

PILOT STATION & PILOT PICK UP

Adani Hazira Port pilot boarding ground is -

2.5 NM west of terminal i.e. Lat: 21° 02.0' N, Long: 072° 34.0E.

While approaching the pilot station avoid drifting to north of PBG with the strong following current. This may be avoided by taking a sharp turn to head the tide once you reach PBG (Vessel heading 170°) and vessel position to be maintained at PBG.

Pilot board with the tug and vessel is required to keep pilot ladder rigged on both (Port & Stbd) side. Pilots have pre-berthing meeting after boarding with master and officers on the bridge for smooth and safe piloting operation. **Refer Annexure VI for above**

Adani Port / Marine control will guide the vessel inside port limit for approach to pilot station.

Kindly note following:

1. Vessel to reach pilot boarding ground as per schedule time as tidal current is very strong and narrow berthing window available for berthing.
2. In case tide is from astern, it is advised that vessel start turning before reaching PBG so that when vessel is at PBG she is facing the tide (vessel heading 170°) and tries to maintain position till pilot boards.

PORT INFRASTRUCTURE

Anchor positions are provided by the Gulf of Khambhat VTMS. Hazira marine environment is challenging because of its large tidal variation and very strong tidal currents. For the safety of deep draft loaded vessels, Gulf of Khambhat VTMS is advising vessels to anchor at outer port limit (OPL).

Anchorage(s):

The recommended anchorage is at outer port limits in a location approximately 11 miles SW of the harbour, outside the Magdalla Port Limits, where the sea bottom is sand and is of good holding ground. Anchoring is prohibited within Port Limits, unless it is used temporarily to support vessel manoeuvring or in case of an emergency. Vessels are advised to take anchoring position from VTS Khambhat at Ch. 16/69.

Approach and Departure Channel:

An entrance channel connects the port with the deep water of the Sutherland Channel. The approach channel to the port is presently dredged to a depth of 15.5m below chart datum. The maximum allowed draft of the vessel is 14.5m. The straight approach channel has a clear width of 700m at the seaside tapering off to a width of 470 meters between the breakwaters to allow unobstructed easy entrance/departure of ships. The orientation of the approach channel is heading 069 - 249 degrees.

Turning Basin:

The port contains a turning circle of 630 meter for manoeuvring vessels during berthing and un-berthing. Basin is presently dredged to a depth of 14.5m.

AHPL Channel: Channel leading to AHPL berths is 560 meters. As per the Port's UKC (Under Keel Clearance) Policy, the maximum draft permitted is 14.5m.

Fog Signals: Not Applicable

Fenders:

Berth	MPT	CT
Type	Dual Cone fenders	
Number of Fenders	65	39
Interval (Max)	20 m	20 m
Size	2 X 8.5 m	2 X 8.5 m

PORT ACCOMMODATION AND BERTH

Details of Berths

Berth Details			Max. permissible vessel parameters			Cargo Type
No	L	Remarks	LOA	Displacement	Beam	
MP1	330m	Total quay length 1260m	300m	187200 T	45m	Bulk / Liquid
MP2	330m		300m	187200 T	45m	Bulk / Liquid
MP3	300m		270m	187200 T	45m	Bulk / Liquid
MP4	300m		270m	187200 T	45m	Bulk / Liquid
CT1	360m	Total quay length 720m	350m	153000 T	48m	Container
CT2	360m		350m	153000 T	48m	Container

Adani Hazira Port consists of 4 multipurpose berth of 1260 m length for handling liquid and dry cargo.

MP2 berth is fully mechanized berth with conveyor for handling coal cargo at very fast evacuation rate of 5000 MT / Hr. MP1 berth is non-mechanized berth for handling Dry cargoes.

Main jetty load density is 3.56 MT/m² and load per axle is 13.5 MT.

Five tugs having the capacity of 55 tons and 70 bollard pulls with twin engine and twin propeller. The engines of the tugs are 2200 BHP with Z- pellar system. Two tugs are fitted with full Fifi and two tugs are fitted with Half Fifi.

Berths have Dual cone type fenders, Distance from jetty edge 1.8m; Fender width- 2m and height- 8.5m

Directions:

The general directions, rules and regulations pertaining to safety of navigation are in accordance with the International Regulations for Prevention of Collisions at Sea 1972 and The IALA Buoyage System – Region A. A heavy swell may be encountered during the monsoon season from May to September.

WEATHER AND TIDAL INFORMATION

Weather:

The wind speed during monsoon period is normally between 15kts to 30kts and wind direction Westerly to SW'ly.

The wind speed during non-monsoon is normally 5kts to 15kts and wind direction NE'ly.

- Maximum current in the approach channel at one ship's length outside the breakwaters is 2.5 knots.
- Minimum UKC not below 15% of the deepest draft in the channel, not below 10% of the deepest draft in the turning circle and inner basin and not below 1.0 meter at the berth.
- The limiting wave height is Hs = 1.5 m in combination with a wind speed of 24 Knots (10 minutes average wind speed).

Tidal Information:

Hazira Water levels -Astronomical Tide

Hazira Water levels -	Astronomical Tide
Highest Astronomical Tide [HAT]	CD + 8.68 m
Mean Higher High Water [MHHW]	CD + 6.96 m
Mean Lower High Water [MLHW]	CD + 5.84 m
Mean Sea Level [MSL]	CD + 4.19 m
Mean Higher Low Water [MHLW]	CD + 2.11 m
Mean Lower Low Water [MLLW]	CD + 1.37 m
Lowest Astronomical Tide [LAT]	CD + 0.32 m

Storm Surge:

Cyclones were combined with a mean spring tide, which resulted in a maximum Still Water Level of CD +9.05 m.

Currents:

The general pattern of the tidal currents in the approach channel of the Hazira port is as follows.

NEAP CURRENTS

Location	Flood	Current	Ebb	Current
Channel Entry	Maximum current [knots] 3.6	Direction [Deg North] 360	Maximum current [knots] 3.0	Direction [Deg North] 180

SPRING CURRENTS

Location	Flood	Current	Ebb	Current
Channel entry	Maximum current [knots] 4.8	Direction [Deg North] 360	Maximum current [knots] 3.6	Direction [Deg North] 180

Water density:

Dock water density: 1.020-1.023

WEBCAM

All Berths and Port Area is under continuous CCTV surveillance and monitored from Central Security Control Room.

SPEED

Vessel, approaching to Pilot boarding ground, should have minimum safe speed and vessel to hold on to its position at PBG. Vessels are advised not to cross north of PBG. Adani Port / Marine Control directives are to be strictly followed. Excessive speed may result in vessel drifting along with tide.

Please note that the tidal current in the area is very strong. The current strength is about 3 to 5 knots and sets in the direction 360° in flood tide and 180° in ebb tide. Vessels are advised to exercise caution.

Once the ship is positioned in front of the jetty head, the pilot must ensure that vessel touches the berth fenders at speeds which are within the acceptable limits of fenders.

The Berthing speed limit for the AHPL Terminal is 10 cm/sec.

Speed limit while entering off Green Buoy outside the breakwater is 7.0 knots.

Speed limit while entering the breakwater is 6.0 knots.

UKC

A minimum under keel clearance of "15 % of the ship's max static draft" will be maintained at the all-time of berthing.

While alongside berth minimum clearance of 01 m is maintained.

RIGHT OF THE WAY

The outbound vessel will have priority Right of the Way. Any changes will be communicated by Adani Port Marine Control. Control on CH-69. Passing sides between the vessels will be communicated to inbound vessel by outbound vessel pilot.

SPACING OF VESSELS

Under Way vessels in port limit has to maintain:

Without Pilot on-board: minimum 1 NM distance with another vessel

When Pilot on-board: As per pilot's discretion

Vessel to avoid being in north-south axis with other vessels within the port limit.

PASSING ARRANGEMENT

Vessel to cross each other in accordance with the COLREG 1972 (as amended). Marine communications between passing vessels to be established on VHF CH 16 / VHF Ch 69 (within the port limit).

RESTRICTIONS

- Berthing/unberthing activity is suspended if visibility falls below 1000 meter.
- While maneuvering in Port Limit, Vessel to maintain clearance of 2 Nm from LNG terminal.

INWARD AND OUTBOUND VESSELS

Vessel to cross each other in accordance with the COLREG 1972 (as amended). Marine communications between passing vessels to be established on VHF CH 16 / VHF Ch 69 (within the port limit).

SHIFTING VESSELS

Shifting of vessel, if required by the situation, will be always done under pilotage. Shifting might be berth to berth, berth to anchorage, anchorage to berth (as the case may be).

DOCKING

Docking of vessels is done by Adani Hazira Port Pilot.

DISPLAY OF SIGNALS AND LIGHTS

All vessels in port limit are required to display lights and signal in accordance with International Rules of Road.

Part IV

Port Safety and Security

PORT SAFETY

The port complies with **ISO 9001:2015**, **ISO 14001:2015** and **ISO 50001:2018** standards. In addition to the above, the Port also has valid NSPC and ISPS Certification from Govt. of India.

The services, facilities and assistance provided by the Adani Hazira Port to vessels is subject to the following stipulations being complied with. The Masters of vessels in port are advised to take serious note of contents of this circular to avoid punitive action.

1. Vessel should arrive at Adani Hazira Port with positive trim and no list. In no case should the vessel be trimmed down by the head or have a list of more than 0.2°. In case a vessel is found to be trimmed down by head or has a list of more than 0.2°, draft survey will not be conducted till she comes on even keel and uprights herself. All delays, detention and cost arising because of the same will be on vessel's account.
2. Vessels alongside must moor with the mooring plan as discussed/ agreed with. Do not use wire and fiber ropes in the same direction.
3. In the interest of safety of the berths and vessels, please ensure that moorings are always tight. The vessel must rest fully alongside all fenders within the parallel body length. Since the currents are strong and the tidal range is large, the vessel will come out of the berth if the mooring lines are not properly tended to. **Non-compliance may result in stoppage of cargo operations; all time lost and incidental expenses will be on vessel's account.**
4. No repairs or maintenance is to be carried out on the main engine or any other machinery which is essential for vacating the berth at short notice.
5. Hot work is normally not permitted on the berth. If Hot-Work permission is granted, the work will be carried out under attendance of the port's Fire & Safety unit, subject to payment of specified charges.
6. Smoking and naked lights are not permitted on vessel decks or on the berths.
7. An efficient & continuous mooring and gangway watch under a responsible officer must always be maintained when at berth.
8. All working areas, decks and access points and gangway must be properly illuminated during hours of darkness.
9. Radio transmissions (MF & HF), under - water activity or small craft alongside the vessel are strictly prohibited.
10. Vessel must always listen to VHF Ch 69 for communication with Adani Hazira Port / Marine Control for all kinds of reporting.
11. **Every vessel to have on board, always sufficient number of responsible officers and crew to deal with emergency situations.**
12. **All equipment's related to the vessel's Safety Fire Fighting as well as Pollution Prevention and control equipment, appliances and devices must be always in a state of efficient readiness and be readily available and accessible.**

EMERGENCY CONTACT

Any Emergency, Incidents or accidents onboard is to be reported to Adani Hazira Port / Marine Control (primary) and/or Port Operations Centre (backup), as required, on the designated contact information as per below-

Adani Hazira Port/ Marine Control:

Call Sign: Hazira Port Control

Mobile : +91-9909957115

Phone : +91-261-2207755

Email : ahppl.marinecontrol@adani.com

VHF Channel: 16 & 69 (about 3-4 hr before arrival)

Port Operation Centre (POC):

Mobile : +91-6359930015

Phone : +91-261-2207754

Email : ahppl.poc@adani.com

Details to be reported: Name of the Ship, Name of the berth, nature of Emergency.

EMERGENCY RESPONSE EQUIPMENT (FIRE FIGHTING EQUIPMENTS)

Fire-fighting facilities available at Adani Hazira Port-

Fixed Firefighting System (Hydrants, monitor, water spray, foam purer) with pressurized water supply at jetty-

Location	Hydrant	Tower Monitor	Foam Monitor	Tower Monitor	Fire Extinguisher
MPB Jetty	33	11	17	11	92
CT Jetty	31	0	0	0	195
Total	64	11	17	11	287

POLLUTION & OIL SPILL EQUIPMENT

POLLUTION

✓ **BEFORE ARRIVAL TO HAZIRA, OVERBOARD VALVE CONNECTED TO BUNKER OR OIL/ CHEMICAL TO BE SEALED AND SEAL NO. TO BE RECORDED IN VESSEL'S LOGBOOK.**

1. It is an offence to discharge or allow escape, will fully, or accidentally, any oil, oily mixture, oily/dirty ballast or contaminated bilge water or noxious sewage from any vessel within Hazira Port limits. International and Indian Laws stipulate heavy penalties including arrest, on the offending vessel and crew.
2. Replenishment of bunkers, whether from sea or shore, will be permitted only on special application, monitored by the port's Marine/ Safety personnel and shall be carried out in daylight hours only.
3. Inter - tank transfers of oil or ballast water, de-ballasting or discharge overboard of wash water etc. Should not be carried out without permission from the Port.
4. Emission of dense smoke is prohibited from vessels within Port limits. Violations of stipulations under current Indian laws will incur heavy penalties.
5. It is an offence to throw or dump galley refuse, garbage, and rubbish, hold sweepings etc. into the water or on the berths. Offending vessel is liable to large fines. No chipping or painting to be carried out alongside berth.
6. Garbage disposal is facilitated via local agency to approved reception facility.

Oil Spill Equipment

Adani Hazira Port is equipped to handle Oil Spill up to Tier-1. See below for list for equipment available-

Item	Quantity	Status
1500 mm Air Inflatable boom on reel with accessories	600 m	Operational
750 mm Foam filled boom (Cylindrical) with accessories.	600 m	Operational
20 TPH Multi Skimmers system with pumps & power packs	04 set	Operational
OSD Spray System / OSD Applicator	02 set	Operational
OSD (NIO & CG Approved) Type 2 & 3- Kept in Birla Copper	5000 L	Within Expiry
Absorbent Boom	200 m	Operational
Absorbent Pad	1000 No.	Operational

EMERGENCY CO-ORDINATION CENTRE

The emergency coordination Centre for any kind of emergency in Adani Hazira Port is **Adani Marine Control** VHF CHANNEL -69 and Backup for the same is **Port Operation Centre**.

EMERGENCY SCENARIOS

- Every vessel must have onboard, always, a sufficient number of responsible officers and crew to deal with emergency situations.
- Vessel's Safety, Fire - Fighting as well as Pollution Prevention and control equipment, appliances and essential devices must be always in a state of readiness and be available and accessible for immediate use.
- Safe access to the vessel must be always made available.
- Any fire mishap, accident, or case of pollution on / by or near a vessel in Port must be notified immediately to **Adani Marine Control** on VHF CH. 69 (Primary) or to **Port Operations Centre (POC)** on designated number (secondary) of Adani Hazira Port, and by sounding appropriate alarm signals. Port's Marine / Safety personnel will attend the vessel and initiate shore emergency response to deal with the emergency.

EMERGENCIES

- **PERSONNEL INJURIES, CARGO RELATED INJURIES, EVACUATION OF SICK AND INJURED PERSONNEL**
 1. Provide first aid to injured personnel.
 2. In case of serious injury, inform **Adani Marine Control** and/or **POC** via designated method and transfer the injured personnel ashore for further medical attention.
- **FIRE ONBOARD**
 1. Stop cargo discharging.
 2. Inform **Adani Marine Control** and/or **POC** via designated method.
 3. Initiate on board fire emergency plan.
- **SECURITY BREACH**
 1. Stop cargo operations.
 2. Inform **Adani Marine Control** and/or **POC** via designated method.
 3. Initiate actions as per SSP.
- **TERRORIST ONBOARD VESSEL**
 1. Initiate actions as per SSP.
 2. Inform Port Control on VHF channel 69.
- **GROUNDING OF SHIP**
 1. Inform **Adani Marine Control** and/or **POC** via designated method.
 2. Initiate on board emergency action plan for grounding as per onboard check list
- **COLLISION**
 1. Inform **Adani Marine Control** and/or **POC** via designated method.
 2. Initiate on board emergency action plan for collision as per onboard check list.
 3. If Oil Spill, inform Port Control and initiate on board emergency action plan for Oil Spill as per onboard check list.
 4. If there is any injury to ship's crew, provide first aid to injured personnel. In case of serious injury to personnel, inform Port Control on VHF Channel 73 and transfer the injured personnel ashore for further medical attention.
 5. If there is DANGER to VESSEL'S SAFETY, then it is to be ANCHORED in safe water, so that she does not pose any threat to the port's water.
- **BAD WEATHER / CYCLONE**
 1. Vessel at berth to double up mooring lines and always keep them tight.
 2. Vessels at anchor to pay out sufficient length of chain into water and keep good anchor watch.
 3. Vessels to keep watch on VHF channel 69.
 4. In case of persistent wind speed >30 kts, vessel at berth may be unmoored to stay out of Port Limit.

- **MAN OVERBOARD / FALLEN FROM JETTY INTO SEA**
 1. Inform **Adani Marine Control** and/or **POC** via designated method.
 2. Person on site throw Life buoy and should NOT LOOSE SIGHT of the person fallen overboard.
 3. Initiate on board emergency action plan for MOB as per onboard check list.

- **OIL SPILL**
 1. Inform **Adani Marine Control** and/or **POC** via designated method.
 2. Initiate on board Oil spill contingency plan as per onboard check list

EMERGENCY PROCEDURES:

Port Emergency Alarms & Siren

Sr. no.	Location of the Siren	Type of the Siren	The Alarm (Signal) is heard (Seen)	Type of Emergency	Duration of Sounding
1	At ER – 1 Building (Near MP Jetty) At SS-1 Building (Marine Control Room)	Double mounding, motor driven	Wailing Sound	Fire/ Liquid spillage / Gas leakage	2 Minutes
			<hr style="width: 50%; margin: auto;"/> (Continuous for 2 minutes)	All clear/ Testing	2 Minutes
2	Vessel		Alarms as defined in the vessel's emergency response	Any Emergency	

- 1 On receiving any emergency alarms, you are requested to stop cargo operation immediately, keep VHF watch on CH-69 & await till further instruction from the port
- 2 Every vessel must have on board, at all times, sufficient number of responsible officers and crew to deal with emergency situations.
- 3 All of the vessel's Safety, Fire - Fighting as well as Pollution Prevention and Control Equipment, appliances and devices must be in a state of efficient readiness at all times and be readily available and accessible.
- 4 Safe access to the vessel must be made available at all times.
- 5 As a secondary means of evacuating the vessel in emergency, kindly keep the seaside lifeboat in readiness for launching.
- 6 Tankers are required to rig fire wires on the seaside.

Emergency Communications

At Adani Hazira Port Ltd. the primary method of communication will be via the VHF – Ch 69 / Mobile No. +91 9909957115

Secondary means of communication will be verbal with jetty operator or boarding officer.

Emergency Actions

The following table summarises action to be taken in the event of an emergency at Adani Hazira Port Ltd.:

SAFETY PROCEDURES:

- 1 Please ensure that all moorings are tended to and remain taut at all times. The vessel's side must rest fully alongside all fenders within the parallel body length. Non-compliance may result in stoppage of cargo operations and all time lost and incidental expenses being to vessels account.
- 2 **No repairs or maintenance is to be carried out on the main engine or other machinery which may be required should it be necessary to vacate the berth at short notice.**
- 3 **Hot work is normally not permitted at berth. If permission is granted, the work will be carried out under attendance of the port's Fire & Safety unit and subject to payment of specified charges.**
- 4 **Smoking is strictly prohibited in the berth area and on-board ships alongside Adani Hazira Port Ltd.** except in those spaces on board that are specifically designated by the Master and Terminal Representative as "Smoking Areas."
Smoking is also prohibited in any place within the Terminal and berth areas, except designated areas as directed.
- 5 An efficient deck watch under a responsible officer must be maintained at all times when at berths.
- 6 **Personal Protective Equipment (PPE):** The following minimum dress code shall be adhered to by ship's personnel while on duty alongside Adani Hazira Port Ltd.:
 - Boiler suit or trousers and long-sleeved shirt.
 - Suitable shoes, preferably safety shoes or boots with steel toe caps.
 - Life jacket or buoyancy aid when working in such risk identified areas.
 - Helmets

Addition Safety Procedures for Tankers

1. All working areas, decks and access points as well as liquid cargo manifold and gangway must be properly illuminated during the hours of darkness.
2. Radio transmissions, under-water activity or small craft alongside the vessel are strictly prohibited.
3. Tankers are required to keep the tanks in inert condition and during cargo operations.
4. All tanker operations are complying with standard operations as laid down in ISGOTT.
5. Under no circumstances members of the ship's crew are allowed to carry matches, lighters, inflammable liquid or any other similar sources of ignition while within Adani Hazira Port area. Visitors to ships at Adani Hazira Port are required to leave matches and lighters at the jetty gate.
6. Only approved intrinsically safe electrical equipment may be used on Adani Hazira Port Ltd. or within the hazardous zone of the ship.
7. Portable electrical equipment, including computers, mobile phones, pagers and cameras, if not certified intrinsically safe, must be switched off and may only be used within:
8. Permanent buildings as designated by the Terminal Manager.
9. Areas on the ship designated by the Master.
10. **Closed Operations:** The loading, discharging and/or ballasting of ship's cargo tanks must be conducted under closed conditions. The use of manual gauging/sampling of cargo tanks via sighting, ullage ports or similar openings is not permitted
11. **Inert Gas:** Tanks should be inerted during the operations. In the event that a ship's inert gas system is not functioning, or not functioning as required, cargo operations must cease immediately and may not resume until the system is repaired or written permission is given from the ship's owners and the terminal.
12. **Cargo tank high level alarms** Every vessel involved in cargo operations alongside the terminal should have operational cargo tank high level alarms fitted that are independent from the main gauging system. Alarms should be tested prior to operation and be operational both during loading and discharging operations
13. **Enclosed space entry:** No entry into any enclosed space as per ISGOTT definition is allowed on the ship when alongside the terminal.
14. The main engines and other essential machinery of all ships alongside must be maintained in a state of readiness for vacating the berth at short notice.
15. **Tank cleaning, gas freeing or purging operations** are not permitted on board any ships while alongside.

COMPLIANCE WITH REGULATIONS / SAFETY GUIDELINES: -

All Vessels/Masters/Owners are urged to comply with all the relevant International and Indian Rules and Regulations with respect to Safety of Navigation, Pollution Prevention and any other applicable rules and requirements. Masters are required to present various records like Oil Record Book, Cargo/Ballast Records etc. for inspection by Pilots/Port Officials.

The following restrictions are applicable to vessels while they are berthed alongside:

- **No Hot work to be carried out without prior port permission**
- **Main Engines shall not be immobilized without permission from Port.**
- **Lifeboats shall not be lowered without permission from Port. On receiving confirmation from the port lifeboat may be lowered, unhooked in water but not permitted to maneuver in the water.**

PORT SECURITY

CERTIFICATION: The port complies with ISPS and ISO 28000:2007 (Security Management System) standards. Strict enforcement of security measures is advised. Any suspicious activity in the vicinity of the vessel must be reported immediately to the **Adani Marine Control** on VHF Channel 69 or POC (**Port Operation Centre**) on the contact details provided. Vessels are advised to keep an effective Anti-Piracy watch at all times.

PRESENT ISPS SECURITY INFORMATION

Current Security Level of AHPL Port "Security Level 1"

PFSO & DY. PFSO details of AHPL

<p>Capt. Ankur Basu PFSO (Hazira (Surat) Port) PHONE: 91-0261-4151301 (O) MOBILE: 91-6357078104 (AOH) FAX: 91- 0261-4151158 E-MAIL: ankur.basu@shell.com</p>	
<p>Capt. Sanjeev Kumar Tomar Dy. PFSO (Hazira (Surat) Port) PHONE: 91- 0261-4151304 (O) MOBILE: 91-9978444358 (AOH) E-MAIL: sanjeev.tomar@shell.com</p>	<p>Capt. Pankaj Kumar Sinha (HOD Marine, AHPL) Dy. PFSO: AHPL PHONE: 91- 0261-2207755 (O) MOBILE: 91-7574894206 (AOH) E-MAIL: Pankaj.sinha@adani.com</p>

Non-LNG/c vessels calling Hazira Port, may contact the AHPL Marine Control or the above for any security related information.

PANS (Pre arrival Information)

Please send PANS report to below mention email Ids, Report to be send 96 hrs prior to arrival. If any vessel carrying ARM guard / Security Personnel, then additional information to be send as mentioned below along with PANS.

- 1.1. Flag state authority letter for carrying arms guard onboard said vessel.
- 1.2. Arm Guard supply company Name and contact No with email address
- 1.3. Weapon details
- 1.4. Passport copy of Arm guards.

Please forward following details on following email ids:

indsar@vsnl.net , opsdhq1@yahoo.co.in , vtskshambhat@aatash.com , pomagdalla@gmail.com ,
icgmrc_mumbai@mtnl.net.in , psc@dgshipping.com , wncmocmb-navy@inc.in

SPEED PATROL BOAT – Security Patrolling done by speed boat Dolphin-24 at regular intervals.

REPORTING TO PORT FACILITIES

Embarkation and Disembarkation of visitors and crew

Embarkation and Disembarkation of visitors and sign on/sign off crew should be reported to PFSO of the facility called at.

Stores and Bunkers

Stores and Bunkers over land should be reported to PFSO of the facility. Deliveries of stores, supplies or equipment parts is allowed 24 x 7 using ship's crane or shore movable crane (on rent), which can be requested via local agent upon specific authorization by the PFSO/ Dy. PFSO.

PROHIBITION ON USE OF THURAYA & IRIDIUM SATELLITE PHONES

The Government of India vide DG Shipping Circular No. 18NT (04)/2007/PT dated 06th Sep 2012 have **banned use of Thuraya or Iridium satellite phones in Indian Waters.**

Vessels are required to provide declaration on presence of Thuraya and Iridium phones prior to arrival at Dahej Port along with Pre arrival Notification on Security (PANS). Vessels Masters are required to keep the Thuraya/Iridium Phones switch off prior entering Indian Exclusive Economic Zone (EEZ) and keep it switched off till the vessel is out of Indian EEZ.

Part V

Nautical Services and Communication

VTMS SERVICES AT GULF OF KHAMBHAT

For entry and any guidance regarding navigation in Gulf of Khambhat, please contact VTMS Khambhat on VHF Ch. 10/69, on arrival within communication range of VTMS Hazira. VTMS also guides vessels regarding anchoring position. If anchoring, drop anchor as per VTMS instructions via email to Adani Marine Control/ Port Operation Centre.

The vessel entering the Hazira Port limit for Adani Hazira port must report to the Adani Marine control on Ch-69 or 16.

PILOTAGE

Pilots are available 24 x 7. Pilots board vessels using tugboat having white accommodation and black hull. All Pilot Boats maintain a listening watch on VHF Ch – 69 at all times.

Pilotage is compulsory at Hazira Port. No movements are to be undertaken without a licensed pilot on board and without express instructions from the Adani Port / Marine Control (VHF Ch.69). Pilot Boarding Ground for Adani Hazira Port Ltd (AHPL) is at Lat: 21° 02.0' N, Long: 072° 34.0E. A tug will be used for boarding Pilot on to the vessel. Port Control shall advise the vessel regarding boarding speed and boarding arrangement required. A good lee will be required to be created to ensure safe boarding of pilots. A good heaving line will be required to be kept standby at the Pilot Embarkation area to pick up PPU (Portable Pilot Unit) equipment safely from the tug which will be used for navigation of the ship through the channel till the berth. Tugs will be deployed for assistance in maneuvers at the sole discretion of the Pilot.

PILOT TRANSFER ARRANGEMENTS

Pilot ladder/ combination ladder and other pilot transfer arrangements of all vessels, entering or departing Adani Hazira Port shall be rigged in strict accordance with regulation 23 of chapter 5 of SOLAS (Safety of Life at Sea) and IMO resolution A1045(27). Pilots normally board vessels from the Lee Side using one of the Tugboats. The deck on the Tugboat, from where the Pilots board, is approximately 4 meters above the water level. Adani Hazira Port / Marine Control will advise the "height of pilot ladder above the water", but in general should be 4 m above water line.

The Pilot Ladder should have tripping line attached so that it is not damaged when the tug comes alongside.

Vessels with freeboard more than or equal to 9 meters are required to rig Combination Ladder for Pilot Transfer.

Non-compliance shall result in delays/cancellation of the movement and penalty on the vessel.

Main Engines, Navigational and Mooring equipments: Vessel's main engines, navigational equipments viz. radars, tachometers, telegraph, gyro compass and repeaters etc shall be in good working order and tested before arrival at Pilot Station and. Any deficiency shall be reported to the Port Control. Windlasses, anchors and mooring winches shall also be in good working condition. Non- reporting of deficiency of critical equipments may attract fines to the vessel.

TUGS

Adani Hazira Port is equipped with 5 ASD tugs (2X70T, 2X54T and 1X56T of bollard pull).

Sr. No.	Name	Built	BP	Fi-Fi	Deck Crane	Stern Roller	Class Notation	Remarks
1	Dolphin 7	2007	55 T	Half	No	No	RSV Type - I	
2	Dolphin 21	2012	55 T	Full	No	No	RSV Type - I	
3	Dolphin 23	2012	70 T	Full	Yes	Yes	RSV Type - I	
4	Dolphin 38	2022	70 T	Full	Yes	Yes	ICV	Harbour Manning
5	Ocean Breeze	2009	55 T	Half	No	No	ICV	Harbour Manning

The Tugs use their own heavy towing lines and therefore the ships' winch will be required to pick up the towing lines using good heaving/messenger lines. A minimum of two tugs are required for any vessel movement. Third/Fourth tug will be used, depending on the dimensions of the vessel or as decided by the pilot. The number and position of tugs will be decided by the Pilot.

IGS AND COW: COW is not permitted. Vessels without IGS are not permitted to operate cargo.

MOORING

Mooring Arrangements

Mooring line configuration will depend on vessel LOA and weather conditions however Master should consult the Pilot.

Below is the normal sequence to be followed for mooring:

1. Spring Lines (2nos): One Line at a time to be passed by Heaving Line.
2. Headlines & Stern Lines (4nos): One Line at a time to be passed by Heaving Line.
3. Final Mooring: 4 headlines and 2 Spring Lines forward and aft (4+2 forward and aft).
4. Mixed mooring comprising of wire and rope is not permitted.

All mooring lines are to be checked frequently and adjusted if required as tide range is very high. Due to the high tidal range at Hazira most of the time ship's Gangway is not possible hence port provide shore Gangway on chargeable basis. Vessel must keep a regular watch on Port working channel CH-69 during entire stay including stay alongside berth.

Vessel equipment's & mooring winches

Vessel Master to ensure that all navigational equipment, mooring winches, anchor windlasses are fully operational. Any shortcoming is to be reported to Port as soon as possible on or before arrival.

It is advised that all mooring winches / break liners / mooring ropes are in good working condition. It has been observed vessels on which mooring winches / mooring ropes were not in good condition sway out of berth during strong tidal stream.

Mooring Readiness Prior Berthing for Vessels Calling at Adani Hazira Port

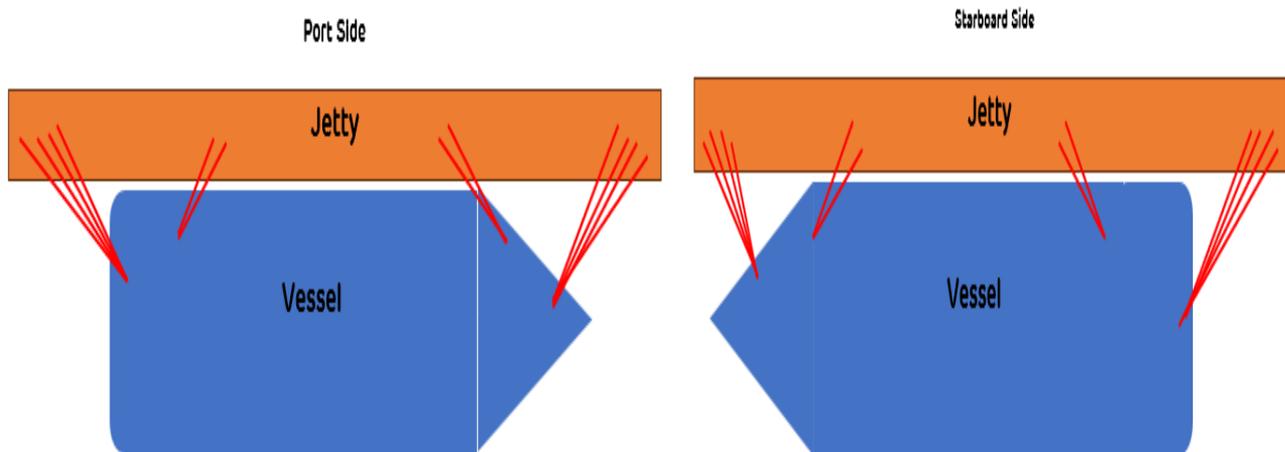
- Forward and Aft mooring station crew to be standby when the ship is arriving at Pilot station.
- The tugs to be made fast once pilot boards the vessel.
- Vessel to keep messenger lines ready along with heaving lines to make fast the tugs lines which are heavy.
- Vessel to keep ready 6 mooring lines Forward (4 Headline + 2 spring) and 6 mooring lines Aft (4 Stern lines + 2 spring).

Mooring line sequence

- When the vessel is about 10-15 mtrs off the berth, the vessel shall pass a single spring line from both the forward and aft stations using the vessel heaving line.
- Once the vessel is in position and alongside the berth, another spring line can be passed ashore.
- After that head and stern lines (2+2) to be sent ashore by tying 2 mooring lines in 1 messenger line each (Fwd & aft) and to be secured to the shore bollard.
- Breast lines are to be passed, as per vessel master's request.

Note- Master's call (in consultation with pilot) on mooring sequence and operation will override the normal guidelines.

Mooring Pattern-



*Bollard Position subject to differ depending upon the type and size of vessel. *

NAUTICAL COMMUNICATION

VHF CHANNEL NAUTICAL COMMUNICATION

Adani Marine Control continuously monitors VHF Ch. 16. Port Working Channel is VHF Ch 69. Call "Adani Marine Control" as per below-

Adani Hazira Port/ Marine Control:

Call Sign : Hazira Port Control

Mobile : +91-9909957115

Phone : +91-261-2207755

Email : ahppl.marinecontrol@adani.com

VHF Channel: 16 & 69 (about 3-4 hr before arrival)

COMMUNICATIONS:

Please note that Vessels calling at Hazira port must keep strict watch on VHF Channel as mentioned below. VHF channels on which watch must be maintained

Hazira Port Control : 16 & 69

Magdalla Port Control: 16 & 09

VTS Khambhat : 09

AHPL Port Control may be contacted on the following:

Mobile Phone: +919909957115;

Land Phone: +91-261-2207755

E-mail : ahppl.marinecontrol@adani.com

VHF Channel: 16 & 69 (about 3-4 hrs before arrival)

Call Sign: Hazira Port Control

OTHERS IMPORTANT NUMBER OF PORT OFFICIALS

PIC (Pilotage/Marine Services): Capt. Pankaj Kumar Sinha Email id: pankaj.sinha@adani.com Contact No. +91 7574894206	PIC (Container operations): Capt. Shyam Nair Email id: shyam.nair1@adani.com contact no. +91 6359134600
PIC (Dry Cargo operations): Mr. Sheshnath Maurya Email id: sheshnath.maurya@adani.com Contact no. +91 8980802372	PIC (Liquid Operations): Mr. Gaurang Chudasama Email id: gaurang.chudasama@adani.com Contact no +91 8980802997

Part VI

Port Operations

CARGO OPERATION

Adani Hazira port handles following cargoes:

- Dry Bulk & Break Bulk Cargoes: All types of dry bulk cargoes, project cargo and steel cargo.
- Liquid Terminal: Oil, Chemical & Petro Chemicals.
- Container Terminal: Container and reefer container.

LOADING/DISCHARGING PROCEDURES

The Master is always responsible for the safe loading & discharging of the ship cargo, details of which should be confirmed to the terminal in the form of a loading/discharging plan. In addition, the Master should ensure that the ship-shore safety checklist is completed in consultation with the terminal and signed before loading or unloading is commenced.

The Master and terminal manager, or their representatives, should complete the checklist jointly.

It is prohibited to transfer dangerous or noxious substances in Adani Hazira Port.

CARGO HANDLING

The Terminal Operators, M/s. Adani Hazira Port arrange all cargo handling activities in the port, including warehousing and storage, internal transportation and cargo loading/ unloading, round- the- clock.

Cargo Handling Equipments:

Multipurpose Terminal:

- Liebherr Cranes : 4 X SWL 75T
- Grabs : 5 X 46CBM Capacity
: 2 X 14CBM Capacity
- MP-2: Mechanized Conveyor System : Max 5000MT/Hr Discharge Rate
- Hoppers (Rail Mounted) : Max 2 x 2000MT/Hr Discharge Rate
- Hoppers (Rubber Tyre) : Max 4 x 1000MT/Hr Discharge Rate

Container Terminal:

- Quay Cranes : 6 Nos (4 Post Panamax & 2 Super Post Panamax)
- Max lifting capacity : Single Lift – 40 MT and Twin Lift – 65 MT
- E Rubber Tyre Gantries : 14 Nos
- Max lifting capacity : 41T

Liquid Terminal:

Hoses/Arms:

1. Flexible hoses will be connected to the manifolds of tankers for cargo operations. The vessel has to present 8 inches manifold / reducer for connection to the shore.
2. Ship's crane will be used to lift shore flexible hoses.
3. Since the port uses flexible hoses, maximum height of vessel's manifold is not of concern.
4. Number of Pipelines available on the Liquid Terminal (LT): 1 X 08" Stainless Steel Pipeline, 4 X 10" Stainless Steel Pipelines (Out of 4 pipelines 1 x 10" is Hot Insulated), 5 X 10" Carbon Steel Pipelines, 7 X 12" Carbon Steel Pipelines (Out of 7 pipelines 4 x 12" are Hot Insulated), 1 X 12" Stainless Steel Pipeline and 1 X 14" Carbon Steel Pipeline.

Berth & Cargo Information:

Berth No.	Name	Connection No.	Hose / Hard Arm	Size (in) / ASA	Cargo /Grade	Load (L)/ Discharge (D)	Vapour Return Line Yes /	Note.
MP-1	Multi-Purpose Berth No.1	9	Hose	8" (150#)	All	Both	No.	
MP-2	Multi-Purpose Berth No.2	9	Hose	8" (150#)	All	Both	No.	
MP-3	Multi-Purpose Berth No.3	12	Hose	8" (150#)	All	Both	No.	
MP-4	Multi-Purpose Berth No.4	17	Hose	8" (150#)	All	Both	No.	

In addition, please note that:

- There are adequate facilities provided for disposal of hose draining.
- There are safety facilities available i.e. Water Hoses, Showers, Hazard warning signs & firefighting facilities.
- Vessel will be required to blow the pipelines and shore hoses up to the shore manifolds with Air/Nitrogen depending upon the product handled.

Sr. No	Cargo Handling Equipments	Specification
1	Hose Size (ASA)	8" dia. (150#)
2	Size of Reducer/Manifold Connection	8 Inches.
3	Number of Pipelines available	As per given table
4	Discharge Pressure (Maximum)	7.1 Bars at the Ship's Manifold
5	Discharge Rate on 12" Line (Maximum)	525 M3/ Hr @ 7.1 Bar pressure
6	Discharge Rate on 10" Line (Maximum)	450 M3/ Hr @ 7.1 Bar pressure
7	Discharge Rate on 14" Line (Maximum)	600 M3/ Hr @ 7.1 Bar pressure

GROUND HANDLING EQUIPMENT

Dumpers, Pay-loaders and stackers are used for quick transfer of cargo between storage area and berths.

COMPUTERISED WEIGH BRIDGES

Total 25 Weigh bridges are available as per below details:

For Dry Cargo: -

- 100 Mt Capacity: 12 Nos.

For Liquid Cargo: -

- 60 Mt capacity : 03 Nos.
- 100 Mt Capacity: 08 Nos.

For Container Cargo: -

- 100 Mt Capacity: 02 No

STORAGE CAPACITY

Adani Hazira Port		
Location -DC Yard	Open Yard/Covered Godown	Total AREA (SQM)
Coal Yard - AEL - Kaccha Plot	Open Yard	103020
New Coal Yard (Plot 10 & 11)- AEL -Kaccha Plot	Open Yard	47168
New Coal Yard (Plot 12)- Reliance-Kaccha Plot	Open Yard	55770
Rock + Gypsum -Paved Plot	Open Yard	103690
Steel Pipe Yard (Opp CG-02 Godown)-Kaccha Plot	Open Yard	12000
Near NDC Bldg. -Gypsum Yard - Paved Plot	Open Yard	16920
Near HSE Bldg. -Paved Plot	Open Yard	9480
Outside of CG-01/02(CG-01/ 04 Bay & CG-02/08 Bay) -Paved Plot	Open Yard	15600
Iron Ore Yard (Opp CFS)- Partly concrete and Kaccha Plot	Open Yard	22000
Near CT - Opp CB 02 -Paved Plot	Open Yard	4900
CT Yard (Near CT Out Gate)-Paved Plot	Open Yard	4200
Rail Yard (Back to Rock Yard)-Paved Plot	Open Yard	29000
CG-01 - Closed Godown- (DC & CFS)	Covered Godown	27450
CG-02 - Closed Godown	Covered Godown	27450
CG-03 - Closed Godown	Covered Godown	27600



Phase III: 50 Tanks; Capacity: 1.75 Lacs KL



Phase I: 83 Tanks; Capacity: 1.99 Lacs KL



Phase II: 86 Tanks; Capacity: 2.45 Lacs KL

**Total Tanks: 229 Nos.
Capacity: 7.20 Lacs KL**

- Tanks in different size configurations starting from 650 kl, 850 kl, 1100 kl, 1580 kl, 1850 kl, 2150 kl, 2470 kl, 3220 kl, 5650 kl & max 6800 kl
- To handle specific cargoes special tanks are available –
 - SS tanks – 16 nos,
 - cold insulated tanks with refrigeration system for low temperature sensitive cargoes,
 - heating coils with hot water facility for high temperature sensitive cargoes,
 - epoxy coating line tanks etc

Suction line of each tank connected with headers having double isolation ensuring 100% accuracy during receipt line-up.

- 18 export pumps catering to 13 Enclosures
- 123 loading bays for road tankers along with 16 unloading points



- Total Area: 33.8 Acre (1.37 Lac Sqm) Exim yard + 11.9 Acre (48k Sqm) empty yard
- 2554 TGS for container stacking (1625 TGS ldd, 929 empty).
- 850 TGS under development, ready next couple of weeks.
- 7045 Sqm of covered bonded and 11000 Sqm of normal covered warehouse.
- 1635 Sqm of open bonded facility.
- Buffer yard facility available.
- 06 Reefer points for perishable goods
- 05 nos RSTs for CFS operation 01 ECH (Empty Container Handlers) and 12 nos forklifts and hydra + crane for cargo handling.
- Container Scanner facility for scanning & HMS handling.
- 15 vehicles dedicate for exim yard. 40 vehicles vessel side.
- 24x7 Exim yard operational with stuffing / de-stuffing / loading / unloading activities.

CLEANING PROCEDURES

The holds of a Freighters or bulk carriers may always be cleaned, provided that the refuse or the cargo residues stay on board.

1. The vessel is not permitted to discharge hold wash water in the Gulf of Khambhat.
2. The vessel should retain the hold wash water in vessel tanks & there should be provision for transferring the hold wash water into the tank.
3. Port representative will board the vessel upon berthing to verify the storage of hold wash water. Any breach of MARPOL regulation observed will be reported to Port State Control for their further action.
4. The master will have to demonstrate the tank transfer arrangement and safe containment of hold wash water retained on board.
5. The matter involves compliance with MARPOL and any deviation from the regulations is not permitted by MMD or DGS.

VESSEL OPERATION

LOWERING OF LIFEBOATS / LIFERAFTS

Not permitted to make waterborne and manoeuvre. Only lowering above water level is allowed.

MAINTENANCE AND REPAIR

For any type of maintenance and repair facility prior permission must be taken from Adani Hazira Port.

UNDERWATER INSPECTION/CLEANING

Not permitted.

RAZOR WIRE

Tug's tow line tends to get damaged due to the protrusion extending outside the ship side for fitting anti-piracy razor wires or other devices. The tugs are used not only for pushing and pulling but also for pulling back after being made fast to the ship's shoulder and quarter. The vessel's Master should keep the ship side clear from where the tug will be made fast on the shoulder and quarter so that no damage takes place to the tug's towing line. In case any damage takes place to the tugs towing line, the cost of replacing the tow line will be recovered from the vessel.

SOOT BLOWING

Soot blowing is prohibited in port limits.

The vessel should, if required, carry out soot blowing before arriving in port waters.

Sea trial

Not permitted within port limit.

PORT INSPECTIONS

INSPECTIONS FROM PORT STATE CONTROL, INSPECTIONS FROM OTHER PARTIES

The office of Port state control is located at Kandla approx. 600 Km away from Adani Hazira Port. The officials from Port state control or from government agencies can board the vessel anytime for necessary inspection during her stay at Adani Hazira Port, as required.

Part VII

Port Services

PORT OPERATIONS

Services at Adani Hazira Port

S.NO	SERVICES	DETAILS
1	Bunkers / stores	Can be arranged by Agents with sufficient notice after obtaining permissions from Statutory bodies.
2	Fresh water	Available on Requisition on chargeable basis.
3	Medical facility	Round the clock medical representative & Ambulance available in port.
4	Garbage/Sludge removal	Garbage/Sludge removal facility available on requisition (chargeable basis).
5	Custom / immigration	Office in Hazira
6	Airport	Surat (20 km) Daily flights to Delhi / Mumbai and other cities

Please go through BPTS for further details.

Fuel and Lubrication Oil

Bunkers can be arranged by Agents with sufficient notice after obtaining permission from Port Operations Centre. Bunker facility available through tankers.

Fresh Water

Fresh Water Supply facility is available at all berths on prior requisition to Port Operations Center through local agent on chargeable basis as per port tariff.

Stores

Ship store supply facility is available through registered ship chandlers only.

Deliveries of stores, supplies or equipment parts is allowed 24 x 7 using ship's crane or shore movable crane (on rent), which can be requested via local agent upon specific authorization by the PFSO/ Dy. PFSO.

Shore Based Electricity

Shore based electricity can be provided if prior request is made through agent and charges will be applicable as per port tariff.

Waste Disposal

Waste disposal is possible on prior requisition to Port Operations Centre through local agent on chargeable basis as per BPTS to approved facility. Collection of same is permitted 24 x 7.

The vessel master can send waste disposal request through "Swachh Sagar Portal" created by DG Shipping.

<https://prf.swachhsagar-dgs.in/anf>

Repair

All types of repair facilities are provided by approved workshop upon prior approval from Port Operation via local agent.

De-ratting

Not available

Surveyors

Vessels are advised to liaise with local agent for surveyor.

Shipping Agents

The offices of various steamer agencies are located at Hazira and Surat. A list of agencies is available with POC.

Medical Facilities

An Occupation Health Centre with Ambulance service is available inside port premises. To avail medical services, if required, ambulance from port can be hired for transportation to Surat.

Seaman's Missions

Duty Free Shop available

Transport

Transport facility for any purpose will be arranged by local agents only.

Sludge Removal

Sludge removal facility is available on prior requisition through local agents by registered contractors.

Custom / Immigration

The Custom Authority has its office in Hazira.

Shore Crane and Hydra

Shore Crane and Hydra service is available on prior requisition to Port Operations Centre through local agent.

Tug and Boat

Tug and Boat service is available on prior requisition to Port Operations Centre through local agent.

Airport

- Vadodara Airport (BDQ) is located 180 km from Adani Hazira Port
- Surat International Airport (STV) is located 20 km from Adani Hazira Port.
- Ahmedabad International Airport (AMD) is located 290 km from Adani Hazira Port.
- Mumbai International Airport (BOM) is located 300 km from Adani Hazira Port.

Nationalised Bank in Port

Not available.

Telephone

Not available

Duty Free Shops

Available

Security Procedure for Vessel Crew to Visit Seaman's Shopping Centre

N/A

Shore Leave

Vessel crews are permitted to land ashore after seeking clearance from immigration. They are required to carry their passport along with them. Surat city is around 30 Km from the port.

Gangway

Shore Gangway is available on prior requisition to Port Operations Centre through local agent. The vessel to fix the safety net for the gangway, even if the gangway is provided by shore.

All vessels moored at Adani Hazira Port are required to provide a suitable gangway to enable safe access between ship and shore, complete with suitable safety net.

Hazira Charts Conveying by Berthing Pilot

In case vessel is not carrying navigational charts for Hazira, the vessel agent can arrange for the same and hand it over to the Port Operation Centre. The berthing pilots will hand over the charts to the vessel master on boarding of the vessel at no cost.

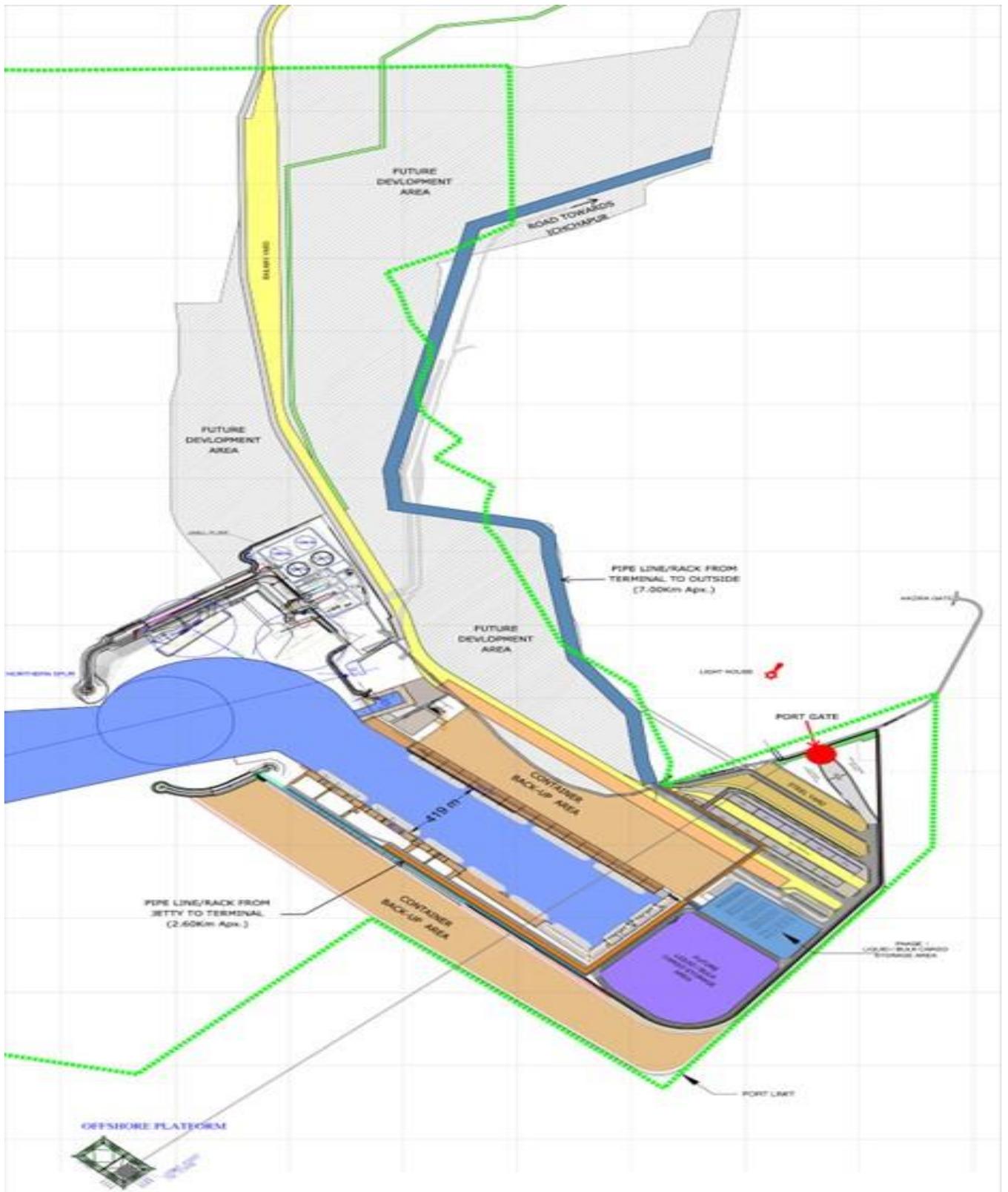
Liferaft & Lifeboat/Rescue Boat Servicing

Facility can be availed via local agent.

Nitrogen gas (98%) purging

N/A

Annexure I: LAYOUT PLAN OF ADANI HAZIRA PORT



Annexure II: PORT AND BERTH INFORMATION (at a glance)

Terminal Name	Adani Hazira Port Ltd.
Call Sign (for Radio Communication)	Hazira Port Control
Radio Channel	Ch-69
PBG position	LAT- 21° 02.00' N
	LONG- 072° 34.00' E
Total length of jetty	1989 mtrs

Details of Jetty	CB1	CB2	MP1	MP2	MP3	MP4/ MP4E
Length	350	350	312	312	293	312
Max permissible length of vessels	350	350	300	300	270	270
Breadth	64.5	64.5	36	36	36	36
Load Bearing	3.56 MT/Sq mt	3.56 MT/Sq mt	3.56 MT/S q mt	3.56 MT/S q mt	3.56 MT/Sq mt	3.56 MT/Sq mt
Tug Berth		42m				
Tug berth Width		24m				
Fender Number	1-19	19-37	1-17	17-34	34-49	49-65
No. of fire line hydrant valve						
Jetty Bollard						
Length	1950 mm					
Width	1050 mm					
Height	1078 mm					
Total number	104					
Type	Twin horn					
Distance between Bollards	19.5 m					
Capacity	150 T					
Breaking strength of Jetty bollard	200 ton					
Tug Ropes used for LNG (Platina)						
Type	X2 ULTRA					
Diameter	88 mm					
Length	110 m					
Breaking Force	173.7 t					
Tug Towing Ropes						
Diameter	88 mm					
Breaking Force	173.7 t					

Shore Gangway	
Quantity	10
Length	(L-12m 4 nos, L-15m 2 nos, L-16m 2 nos, L-18m 2 nos.)
Width	750 mm, 760mm, 780 mm
Communication Channel	
AHPL (Adani)	VHF Ch 69
HPPL (SHELL LNG)	VHF Ch 69
VTS KHAMBHAT	VHF Ch 09
DIRECTION OF JETTY	135° ~315°
CURRENT FLOW DIRECTION	174° ~354°
Tug Details	
Dolphin No. 7	ZP-31, 2 x 1618 KW, 54 T
Dolphin No. 21	ZP-31, 2 x 1618 KW, 55T
Dolphin No. 23	ZP-41, 2 x 2206 KW, 70T
Dolphin No. 38	ZP-41, 2 x 2206 KW, 70T
Ocean Breeze	ZP-31, 2 x 1471 KW, 52T
Cargo Handling Equipments for Dry Cargo operations	
Liebherr Cranes	4 X SWL 75T
Grabs	5 X 46CBM Capacity 2 X 14CBM Capacity
MP-2: Mechanized Conveyor System	Max 5000MT/Hr. Discharge Rate
Hoppers (Rail Mounted)	Max 2 x 2000MT/Hr. Discharge Rate
Hoppers (Rubber Tyre)	Max 4 x 1000MT/Hr. Discharge Rate
Cargo Handling Equipments at Container Terminal	
Quay Cranes	6 Nos (4 Post Panamax & 2 Super Post Panamax)
Max lifting capacity	Single Lift – 40 MT and Twin Lift –65 MT
E Rubber Tyre Gantries	14 Nos
Max lifting capacity	41T
Outreach of Quay Cranes	Post Panamax – 52 mtrs Super Post Panamax – 60 mtrs
Cargo Handling Equipments for Tanker Operations	
Hose Size (ASA)	8" dia. (150#)
Size of Reducer/Manifold Connection	8 Inches.
Number of Pipelines available	As per given table
Discharge Pressure (Maximum)	7.1 Bars at the Ship's Manifold
Discharge Rate on 12" Line (Maximum)	525 M3/ Hr @ 7.1 Bar pressure
Discharge Rate on 10" Line (Maximum)	450 M3/ Hr @ 7.1 Bar pressure
Discharge Rate on 14" Line (Maximum)	600 M3/ Hr @ 7.1 Bar pressure

Annexure III: CONDITION OF USE

The Business Head,
Adani Hazira Port Limited (AHPL), Hazira - Gujarat (India)

Dear Sirs,

I, **Capt** _____, Master (“**Master**”) of M.V. _____ (“**Vessel**”), owned by _____ (“**Owner**”) whose address is at _____ hereby acknowledge receipt of these Conditions of Use (“**Conditions of Use**”) of _____ Port (“**Port**”) and to avail the Port Facilities* and Port Services* as detailed hereunder and agree that:

- (a) The Master shall at all times and under all circumstances be responsible for the safe and proper operation, navigation and berthing of the Vessel at the Port operated by Adani Hazira Port Limited (“**Company**”). It is further agreed the Port Management shall not be responsible for delay in pilotage, berthing, ingress or egress, delay in cargo operation, etc., for any reasons whatsoever.
- (b) The Vessel shall abide by all rules, regulations, guidelines and recommendations with reference to prevention of pollution, including pollution due to bilges, ballast water, vessel waste, garbage and the like; in addition to any other laws, rules, regulations, or procedures, declared or issued by the Government of India, or the State of Gujarat, or by the Company (“**Port Management**”).
- (c) The Vessel will be held responsible for any loss or damage caused to the Port property and all costs, charges and expenses in that behalf, which shall be paid on a demand being made, without any demur and shall be responsible for, indemnify and hold harmless the Company from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every nature.
- (d) The Port endeavors that the berths, its facilities, equipment’s, tugs and crafts are deployed and operated safely, but does not guarantee any such safety. The Port shall not be responsible for any damage, delay or loss (including cargo loss) sustained by the vessel for any such reasons.
- (e) If the Vessel or any person on board or any object, article, substance, equipment or installation on its board sinks, grounds or otherwise becomes or is likely to become, in the sole opinion of the Port Management, an obstruction, threat, hazard or danger to navigation, operations, safety, health, security or environment in or adjacent to the Port, then the Master shall upon receiving the Port Management request, without any delay allow the Port Management to remove or deal with the obstruction, threat, hazard, for which reasonable costs shall be paid by the Vessel / Owner.
- (f) It is mandated by Gujarat Maritime Board that pilotage in this Port for all vessels is compulsory. The Master of a Vessel shall alone be answerable for any loss or damage caused by the Vessel or by any fault of the navigation of the Vessel in a manner as he would have been at pilotage.
- (g) A no due certificate shall be issued by the Port subject to clearance of all outstanding invoices by the Vessel / Owner.
- (h) All disputes between the Port and the Vessel, its Owner, Master, agents and charterers shall be subject to the exclusive jurisdiction of the Courts at Gujarat in India.

Signature:

Name: Capt.

(For and on behalf of) VESSEL OWNER/ MASTER (with Seal)

*** “Port Facilities” mean all facilities, assets, equipment and installations, whether the same are fixed or movable, including, without limitation, the channel, berths, bunkering, loading facilities including buoys or other channel markings;**

Annexure IV: MASTER – PILOT INFORMATION EXCHANGE

MASTER - PILOT INFORMATION EXCHANGE						Tug Arrangement Plan	Notes/Remark																																						
"Passage Plan of Adani Hazira Port Ltd - Multipurpose Terminal and Container Terminal"																																													
1	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="3">Arrival</th> </tr> <tr> <th>Time</th> <th>At buoy</th> <th>At BW</th> </tr> <tr> <td></td> <td></td> <td>flood/ebb</td> </tr> <tr> <td></td> <td></td> <td>flood/ebb</td> </tr> </table>		Arrival			Time	At buoy	At BW			flood/ebb			flood/ebb			<p>9. Tugs made fast by tugs line</p> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px;">Dol:</div> <div style="border: 1px solid black; padding: 5px;">Dol:</div> </div> <div style="display: flex; justify-content: space-around;"> <div style="border: 1px solid black; padding: 5px;">Dol:</div> <div style="border: 1px solid black; padding: 5px;">Dol:</div> </div> <div style="border: 1px solid black; padding: 5px; width: 50px; margin: 0 auto;">Dol:</div>		<p>Additional info during the stay:-</p> <p>12. In case of emergency , vessel should be able to vacate the berth.</p> <p>13. During the stay, adequate crew should be available on board.</p> <p>14. No repair work planned on the jetty and advised no major repair work to be carried on board without informing the port control.</p> <p>15. In case , strong off shore winds of 25 kts or more is experienced, please drop the sea side anchor and heave up the anchor before out bound pilot boards.</p>																										
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		flood/ebb																																											
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2	Berth: <input type="text"/> Side A/S: STBD/PORT	8. PORT UKC POLICY:	Approach Channel = 15% of Max Draft			No. of Lines to pass together:																																							
3	Keep both Anchors ready for emergency.		Maneuvering Basin = 10% of Max Draft																																										
4	F & A clearance at berth : 30- 40 mtrs	Min depth in channel/berth	15.3	m	Min UKC	2.07	-Springs	2 / 1																																					
5	Final Mooring For'd & Aft:						- Head / Stern Line		2 / 1																																				
6	Bollard distance 20 m. From Bollard to <input type="text"/>	First Lines Springs For'd & Aft by					Heaving line.																																						
7	Wind Direction: <input type="text"/> Speed <input type="text"/>	Dep. Min UKC																																											
						0																																							
It is mandatory for the master to read the Port Information booklet. The same can be requested from agent or send email on ahpl.marinecontrol@adani.com . OR same can be downloaded from below URLs or QR Codes.						0																																							
(1) Port Information Booklet - https://goo.gl/3P3Pbt				(2) Tide Table - https://goo.gl/nooEds				0																																					
						0																																							
Date	Pilot				Master																																								

Annexure V: WEATHER

Period	Season	Characteristics
Mid Jun-Sept	SW monsoon	Winds mod-strong SW, Occasional cyclones
Oct-Nov	Interim period	Winds lighter, Occasional cyclones
Dec-Feb	NE monsoon	Winds light NE, effectively no cyclones
March-Mid June	Hot season	Winds mod-strong SW, May/June frequent mostly distant cyclones

Wind conditions:

The wind velocities presented below are based on statistical information. The prevailing wind direction is 250o. The following table summarizes the distribution of wind speed. [10 minute means at 10 m above Mean Water Level]

Wind speed [knots]	December- March [NE monsoon] [%]	April-May [%]	June- September [SW monsoon] [%]	October- November [%]
< 6	95.5	83.1	86	97.3
7-16	4.2	16.2	13.4	2.2
> 16	0.3	2.7	0.6	0.5
Total	100.0	100.0	100.0	100.0

Cyclones:

Between 1877 and 1982 [105 years] 8 cyclones hit the region, out of which 6 cyclones were of a severe nature, with wind speeds exceeding 24.2 m/s. This results in an average of one cyclone every 13 to 17 years [only the severe storms are counted].

Air temperature: Information regarding air temperature has been obtained from the nearby Surat airport. A summary of results are provided in the following table:

Month	Daily max [°C]	Daily min[°C]	Highest in the month [°C]	Lowest in the month [°C]
Nov, Dec, Jan, Feb	32	16	36	10
March, April, May	36	24	42	20
June, July, August	32	26	35	24
Sept, October	35	24	38	19

Environmental Criteria for Suspending Operations and leave berth

	Suspend Cargo Operations	Disconnect cargo Hoses (Applicable for Tankers only)	Vessel depart Berth (if safe to do so)
Wind Speed	35 kts (Dry Cargo/ Container) 30 kts (Tanker)	35 kts	40 kts – depending on wind direction and strength of current
	Applicable only for Tankers		
Accumulation of gases in area	Still air conditions	N/A	N/A

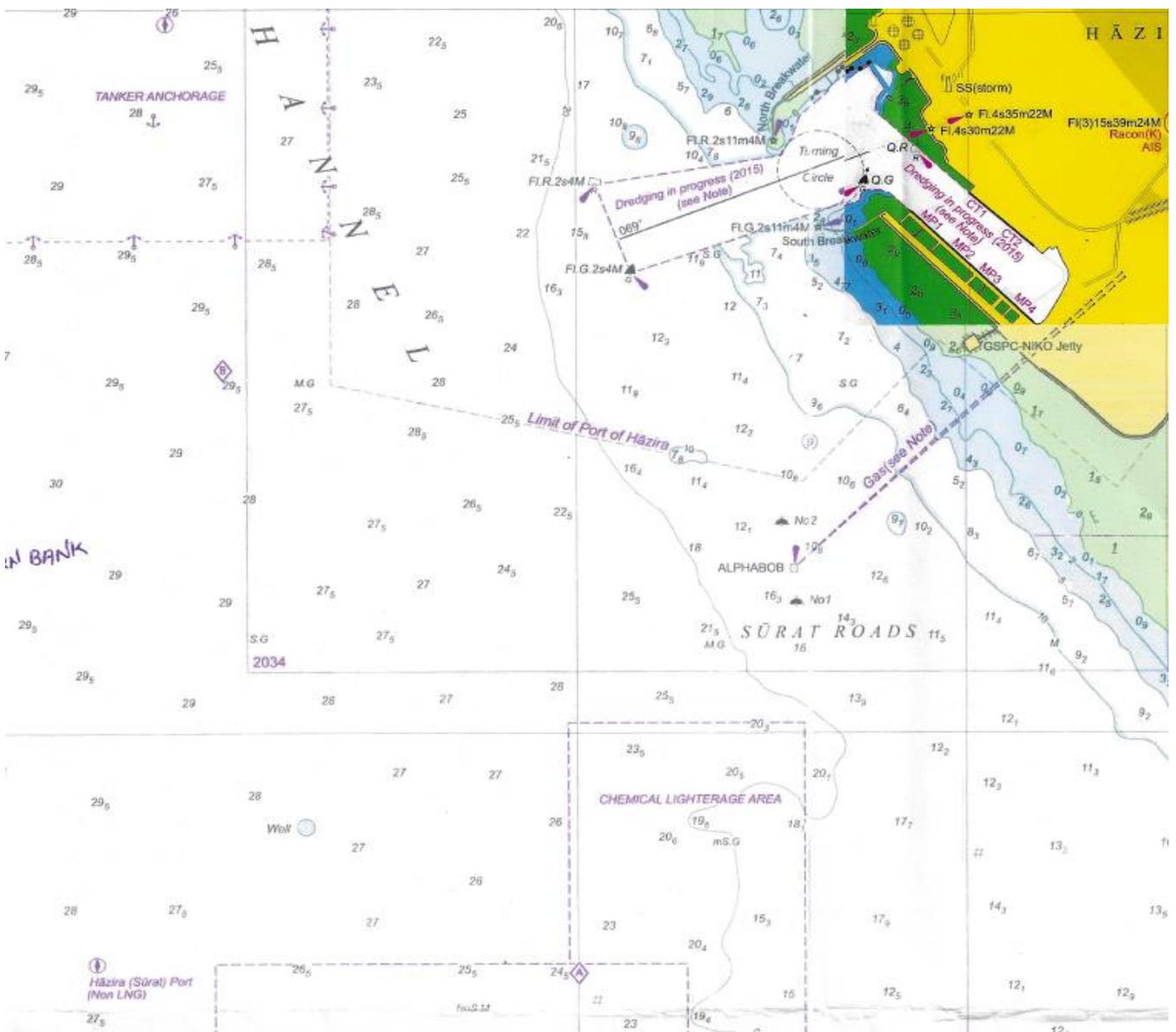
Electrical Storm	Loading/discharging operations have to be suspended on the approach of electrical storms/ lightning; regardless of whether or not an IG (inert gas) and/or vapour control system is in use. All tank openings, tank-venting systems and manifold valves must be closed.
Swell	If the swell conditions create vessel movements, which concerns the safe mooring loading and discharge operations has to be suspended and hoses/arms disconnected. Vessel departure should be considered. Normally, conditions of high swell will not occur in Hazira Port because it is situated within a break water.

Annexure VI: BUOYAGE SYSTEM WITH CO-ORDINATES

Please find the below list of navigation buoyage-

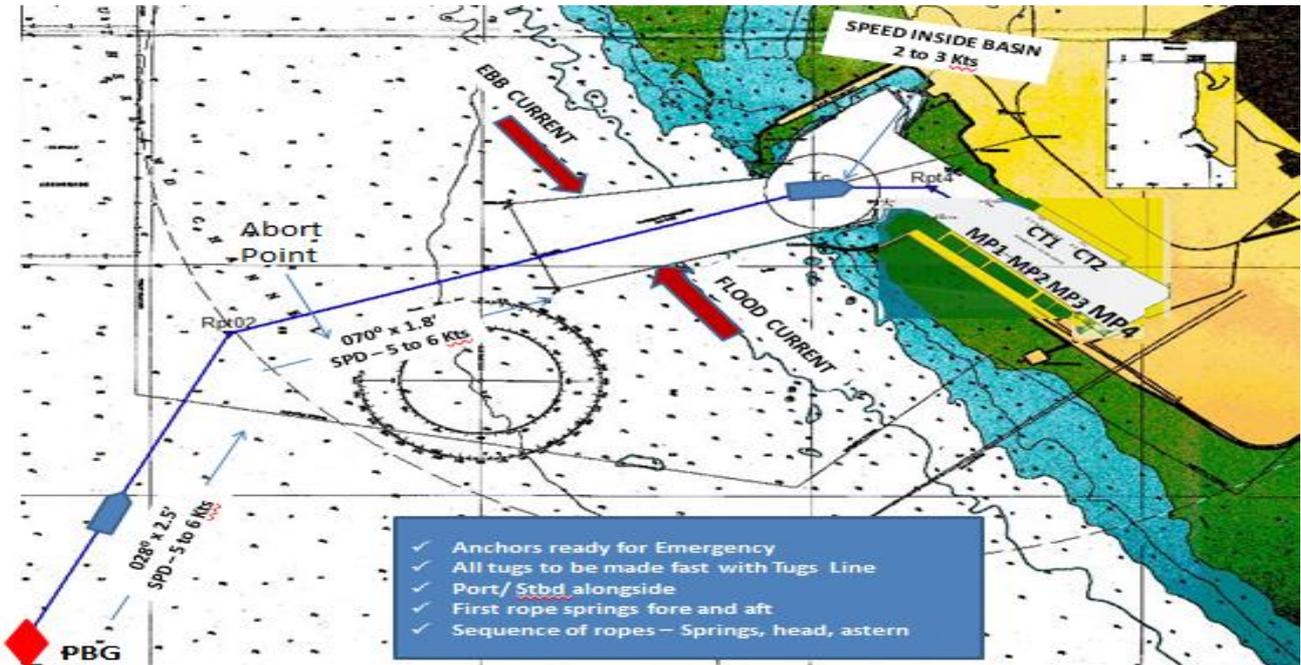
Buoy	Status of Light	Charted Position
Buoy No.1 Lateral Green	Operational	21°04.90'N 072°36.23'E
Buoy No.2 Lateral Red	Operational	21°05.27'N 072°36.08'E
Buoy No.3 Lateral Green	Operational	21°05.30'N 072°37.20'E
Buoy No.4 Lateral Red	Operational	21°05.44'N 072°37.33'E

Please see below extract of nautical chart **INT 7347 IN 2101- Approaches to Hazira** depicting Hazira Port navigation buoyage-



Annexure VII: DEEP WATER ROUTE

Details of this route (way points) is provided by VTMS and the agency. VTMS is monitoring the route and traffic in this area. See below for guidance only-



ROUTE WPT COORDINATES (FROM AHPL PILOT BOARDING GROUND TO AHPL BASIN)

Waypoint	Latitude	Longitude	Course	Distance (NM)	Speed
(LNG PBG)	20° 54.000' N	072° 35.000' E	353.7	8.6	
AHPL PBG	21° 02.000' N	072° 34.000' E	028	2.5	5 to 6 Kts
WPT02	21° 04.702' N	072° 35.232' E	069	1.8	5 to 6 Kts
WPT03	21° 05.342' N	072° 37.020' E	090	0.3	2 to 3 Kts
WPT04	21° 05.344' N	072° 37.360' E	132	0.4	2 to 3 Kts
WPT05	21° 05.053' N	072° 37.707' E			

Charts: Indian Hydrographic Organization has published the following charts for the area:

Chart No. 2101: Approaches to Hazira

Chart No.: 2034: Hazira Port

Pilot Boarding Ground for Adani Hazira Port: Lat: 21° 02.0' N, Long: 072° 34.0E

Fishing net information: Fishing nets have been reported in the past inside Hazira-Magdalla Port Limits. So, you are advised to follow the Route above and Navigate with caution.

Approaches to Hazira through Magdalla Port waters:

Vessels bound for Adani Hazira Port approach through the Magdalla port waters. Ships bound for Hazira will have to report to Magdalla Port Control two miles south of the Magdalla Port Limits. The whole route

from pilot station to Hazira Port dredged approach channel is 3-4 NM long. Strong tidal currents are present in the channel in North and South directions. There are no crosscurrents. The Malacca banks act as a natural breakwater for waves and swells during low water but at high water waves and swell pass unrestricted over these banks. During strong SW monsoon conditions and at high water the waves in the Hazira approach can be as high as 2 meters coming from a 250 degree- direction.

An AIS and long-range RADAR has been installed in the Hazira (Surat) Port Control building with a direct link to Magdalla Port Control through which the Magdalla Port control has full knowledge of all traffic in Magdalla Port waters and the locations of ships engaged in lighterage and/or transit.

The co-ordinates of the General Lighterage Area are:

- A) 21° 02.0'N, 072° 34.5'E; B) 20° 59.0'N, 072°34.5'E;
C) 20° 59.0'N, 072° 36.5'E; D) 21° 02.0'N, 072° 36.5'E

Ships engaged in lighterage operations are instructed to anchor only in this area.

Important Information regarding Hazira LNG Terminal:

The Hazira (Surat) Port Pilot will board the LNG carrier bound for the Hazira Port LNG terminal well south of General Lighterage Area as a precautionary measure to pass vessels at anchor in the General Lighterage Area with pilot on board.

The one-mile wide corridor between the General Lighterage Area and the Malacca Banks will be used for the safe passage of the LNG Carrier bound for Hazira (Surat) Port as well as for tankers proceeding to and from the Reliance SPM. Only one tanker at a time is allowed in this corridor. Magdalla Port Control should be informed by Shell LNG Tankers and Reliance Tankers, and latest traffic position should be taken before proceeding to North of General Lighterage Anchorage.

All vessels following LNG tankers shall keep behind, such LNG Tankers at a safe distance of not less than 1 NM. Similarly, LNG tankers following another vessel ahead of her shall keep a safe distance of at least 1 NM, behind such vessel.

A 54-ton bollard pull Tug will escort the LNG Carrier when passing the General Lighterage Area advising other traffic to keep clear or to assist the LNG carrier to turn in case of an emergency.

A tanker anchorage area has been designated for the tankers waiting for berthing at the Reliance SPM, north of the approach channel. The coordinates are:

- (A) 21* 06.0' N 072* 35 0' E (B) 21* 06.0' N 072* 33.5' E
(C) 21* 05.0' N 072* 33.5' E (D) 21* 05.0' N 072* 35.0' E

Annexure VIII: VTMS COVERAGE

VTMS COVERAGE

All Vessels in the VTS area or intending to enter VTS area must do mandatory reporting to Gulf of Khambhat VTS. Please see below detail of VTMS-

VTMS Khambhat Master Control Station, Near Marine Police Station, Hazira, Surat, Gujarat, India Location: Lat 21°08.345' N Lon 072°44.085' E

Tel: +91-261-6586788, +91-99099 03748

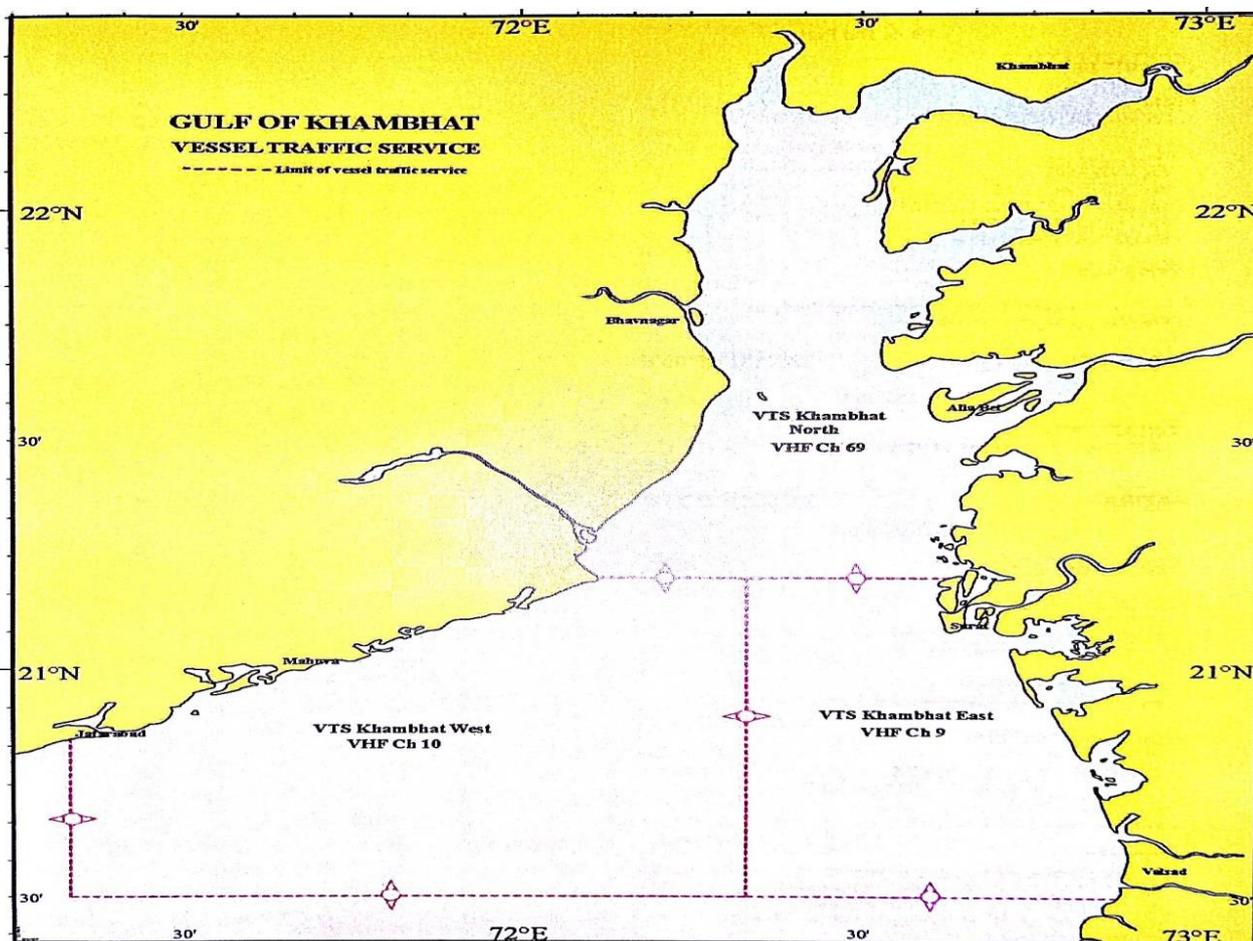
Email: vtskhambhat@aatash.com

Website: <http://www.aatash.com>

Service Provided:

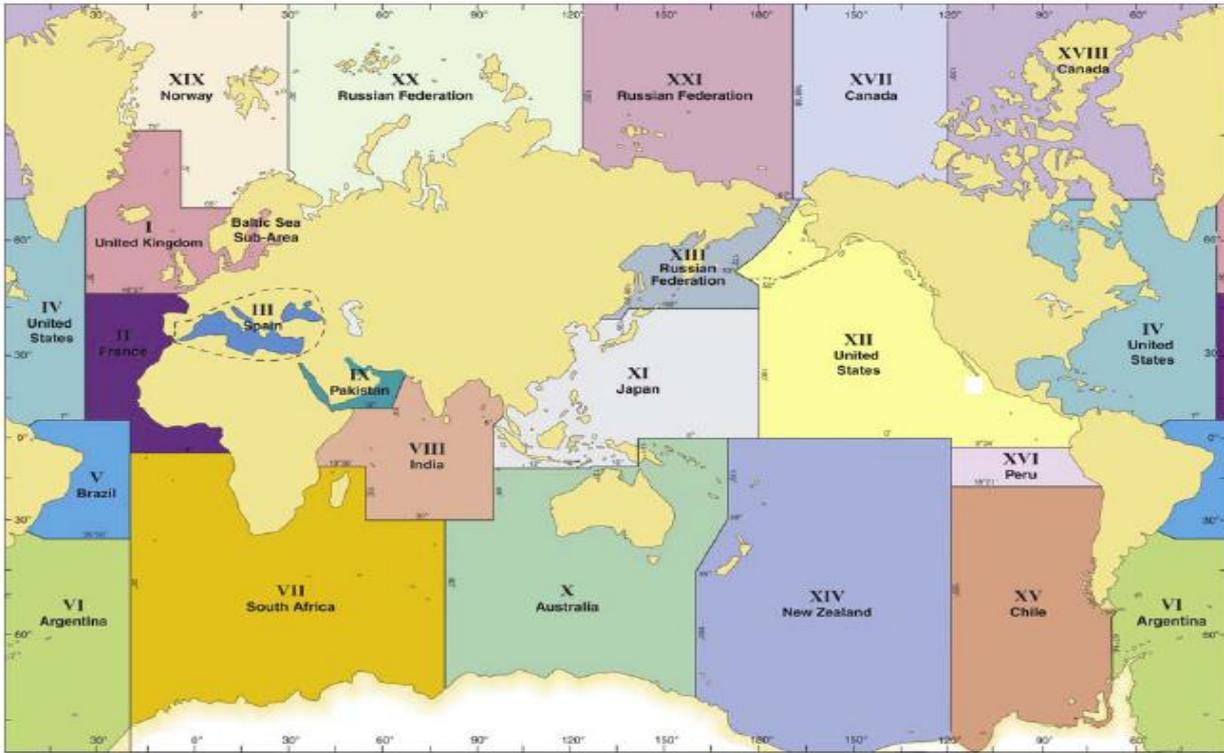
Information Service [INS], Navigational assistance Service [NAS] Traffic Organization [TOS]

Note: For detailed Reporting Procedure, please refer to Admiralty List of Radio Signals (ALRS) Vol-5.



Annexure IX: NAVAREA / METAREA

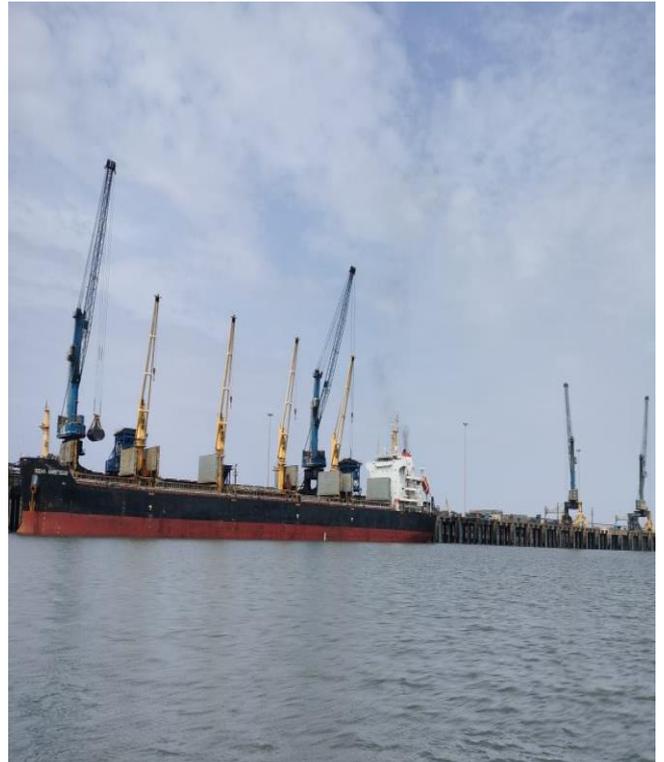
Be guided by the below diagram for the same-



Annexure X: Port Infrastructure



5 powerful tugs that assist ships for safe maneuvering within ports and harbour.



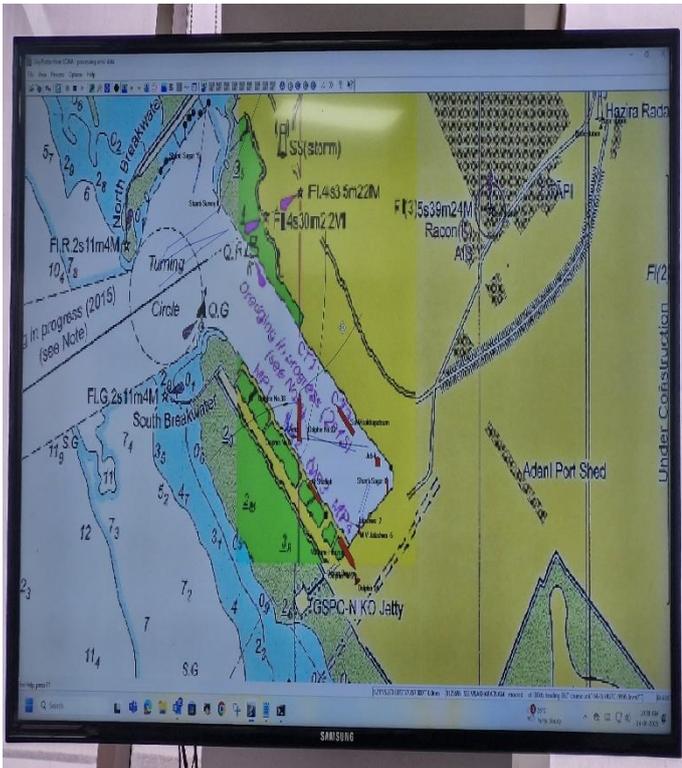
Dry Cargo operation involves loading, Unloading, and safe handling of dry cargo.



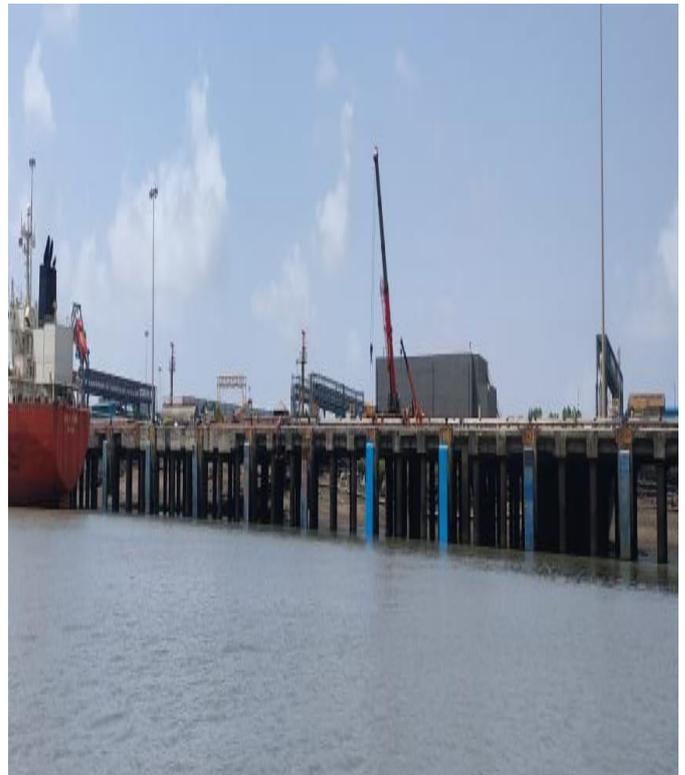
Quay cranes for container vessel handling.



Dredger in port for continuous dredging of channel and basin.



Large monitor for continuous monitoring of port traffic movements.



Fenders, for safe berthing and unberthing of vessels.



Pilot ladder being used for safe pilot transfer to and from ships.



Manifolds on liquid vessel jetty for handling tanker cargo operations.

Adani Ports



Contact details:

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adani

Growth
with
Goodness

Our Values: Courage | Trust | Commitment

