



ADANI PORTS AND SPECIAL ECONOMIC ZONE LTD.

WELCOMES THE MASTER, OFFICERS AND CREW TO

MUNDRA PORT

LEGAL DISCLAIMER

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WEBSITE OF THE PORT

www.adaniports.com

WEBSITE OF THIS DOCUMENT

www.adaniports.com/pdfs/PIB_06122013.pdf

WEBSITE FOR PORT TARIFF

www.adaniports.com/Port_Operations_Port_Tariffs.aspx

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RECORD OF CORRECTION

Date	Page	Correction	Source
25.01.2016	48	Claus 14.5-Soot Blowing added	
25.01.2016	37	PFSO details amended	
07.02.2016	55	COU	
23.04.2016	37	PFSO details amended	
27.04.2016	54	Shore Gangway,Net requirement	
27.04.2016	11,14,16,18,28,32,35,36,40,43, & 41	Port Working channel amended Ch 77 (primary)	
27.04.2016	41	Mooring arrangements amended for capsized vessel.	
10.06.2016	54	Security Procedure for Vessel Crew to Visit Seaman's Shopping Centre in Mundra Port	
21.02.2017	55	Liferaft & Lifeboat/Rescue Boat Servicing	
23.05.2017	50	Sea Trails	
14.03.2018	38	Prohibition on use of Thuraya & Iridium satellite phone	
05.05.2018	56	Nitrogen gas (98%) purging	

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Part 1

Introduction

Port Report

Port Performance

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1.1 INTRODUCTION LETTER

Dear Master,

We welcome you and your crew to Adani Ports and SEZ Ltd, Mundra.

A. For your information and compliance, along with the General Information of the Port, we enclose the following documents.

- a. **Safety & Pollution Requirement**
- b. **Condition of Use Letter.**
- c. **ISPS – Contact Details of PFSO and Dy. PFSO's.**
- d. **Passage Plan: Master – Pilot Information Exchange.**

B. **ON ARRIVAL:** 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 (Yellow Copy).
- b. Inward Pilotage Certificate (Yellow Form).

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.

C. **PRIOR DEPARTURE:** Prior to vessel's departure, kindly fill up, sign & stamp the following documents which will be collected by the port representative :-

- a. Feedback Form (Pink Form).
- b. Ballast Water Reporting Form (Pink Form).
- c. **In outward Pilot certificate kindly fill up the section "To be filled by Master" regarding the Port Clearance and Vessel's Particulars provided in the booklet.**

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**

You are required to take careful note of the contents of SAFETY AND POLLUTION REQUIREMENTS and ensure full compliance. Before commencement of operations, the SHIP – SHORE SAFETY CHECKLIST will be completed by port representative (**Form Enclosed**) and a Responsible Ship's Officer; this will be revalidated at regular intervals.

3. **NON- COMPLIANCE**

Any non-compliance or infringement of the SHIP – SHORE SAFETY CHECKLIST or of SAFETY AND POLLUTION 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.

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 arrest, so please ensure your fullest attention to these matters.

We hope you have a pleasant stay.

Yours truly,



Capt Anubhav Jain
Head - Marine Services
Adani Ports and SEZ Ltd.

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Tel: + 91-2838-252727, Fax: + 91-2838 – 289181

E-mail: Sansar.Chaube@adani.com

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1.2 PORT REPORT

APSEZ Limited, Mundra is the largest privately developed port in the country and a multi-sector SEZ. It is spread over 100 sq. km. in the Northern Gulf of Kutch, Gujarat, on the western coast of India. The port is located enroute major maritime routes, and serves as one of the country's most convenient gateways for exim trade, especially for cargo bound west for Europe, Africa, America and Middle East. It's proximity to land locked hinterland of North and North-West India gives it a strategic advantage to service the Industry and Trade that accounts for nearly 70% of the country's total international cargo.

Operational since 1998, APSEZ Limited, Mundra is expected to achieve cargo volumes of 200 million tons by 2020. Adani group's passion for converting opportunity into reality has led to APSEZ being conferred with the

- i. Mala award for non-major Port of the year award 2012.
- ii. Gujarat star award for Dry bulk / break bulk handling Port of the year 2012.
- iii. Infra award 2012 by D&B– Axis bank.
- iv. Best Container Terminal of the Year 2013” award at Sixth Annual Maritime Gateway Awards.
- v. Outstanding Contribution in Port Project – EPC World Awards 2014.
- vi. Private Port of the Year – Gateway Awards 2014
- vii. HSE Terminal of the Year – Gujarat Junction 2014
- viii. Best Port of the Year – Gujarat Star Awards 2014
- ix. 'Port of the Year - Containerized' Award at Gujarat Junction Awards 2015
- x. India's Container Port of the year” award in the MALA 2016.
- xi. CII SHE excellence awards, for best SHE practice in western region 2016
- xii. “Best Private port of the year by MALA Awards at Mumbai on 15th September 2017”
- xiii. “Non Major Port Of The Year” & “Container Handling Terminal Of The Year” award in the MALA 2017.
- xiv. Adani Ports and SEZ Ltd. Won GOLDEN PEACOCK AWARD in the 19th WORLD CONGRESS Global conference on Environment. Supreme Court Judge Hon Joseph Kurian presented the Award to Adani Team at Hyderabad on the 7th July, 2017.
- xv. “Private Port of the Year” which was awarded to Mundra Port at Sea Trade award ceremony at Kochi on 22nd September 2017”
- xvi. “Private Port of the Year” which was awarded to Mundra Port at Sea Trade award ceremony at Kochi on 22nd September 2017”
- xvii. “Best Environment Protection Port of the Year Award From Maritime Nation Award –2017
- xviii. “Best Terminals and Ports Operator” at the 11th Express, Logistics & Supply Chain Leadership Awards on 4th October 2017.
- xix. APSEZ, Mundra, has bagged the Best Shipping port of the year award at India Cargo award on 14th October 2017.
- xx. Port of the year – Containerised cargo award at Gujarat Junction 2018 - Cargo and Logistics Awards on 17th March 2018 at Radisson Hotel Kandla.
- xxi. Best Port of the year (Containerized) at 6th Edition of Gujarat Star Awards on 25th November 2017 at HOTEL RADISSON, GANDHIDHAM.
- xxii. 12th ELSC Leadership Awards received on 04th October 2018 at Mumbai
- xxiii. “Smart Container Terminal 2018” award at Gate Maritime Award, New Delhi
- xxiv. Container Handling Port / Terminal of the year at MALA Awards at Mumbai On 31st Aug 2018

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- APSEZ Limited, Mundra has a diverse cargo base including Dry, Bulk, Break Bulk, Liquid, Crude Oil, Project Cargo, Cars and Containers. It embodies a unique and advantageous model for private ports.
 - APSEZ Limited, Mundra enjoys one of the deepest drafts amongst the ports in India.
 - 12 operational multipurpose berths having depth upto 17.5 m to handle dry bulk break bulk and liquid cargo. The berths are capable of handling Post Panamax vessels.
 - Dedicated Container Terminals having an existing capacity of more than 2.50 million TEU's, ranked 3rd in the country.
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- Pure Car Carrier/ Pure Car Truck Carrier (PCC / PCTC) berth with appropriate car parking space.
 - West Basin – World's Largest Coal Import Terminal.
 - Handled 121.78 million tons of cargo in the year 2017-2018.
 - APSEZ Limited, Mundra has its own dedicated 64 km private rail network which has been doubled and is capable of handling double stack container trains. APSEZ provides logistic advantage of 380 km to the Northern hinterland of India as compared to JNPT.
 - APSEZ Limited, Mundra has good connectivity to NH 8A, NH 15 and other state highways.
 - APSEZ Limited, Mundra has a functional aerodrome capable of handling private jets. Mundra is also well connected to two commercial airports which are within a distance of 60 kms from Mundra.
 - Dry cargo infrastructure capable of handling all types of dry cargo.
 - A 3.6 km long import conveyor system capable of handling 1500 TPH of import cargo.
 - F.C.C– Fertilizer Cargo Complex. Mechanized system for bagging and loading of fertilizer bags into railway wagons for fast evacuation of cargo.
 - Large storage capacity is available within the port in the form of open and covered warehouses.

FUTURE PLANS OF APSEZ, MUNDRA

- Construction of LPG berth.

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2.1 CONTACT INFORMATION

Port Operation Center

Telephone: +91-2838-255781
 +91-2838-255762
 Mobile: +91-98250 00949
 E mail portopscenter@adani.com

Marine Control (MMPT)

VHF Channel Primary working CH 77
 Secondary Working CH 73
 E Mail marine.control@adani.com

Marine Control (West Basin Terminal)

VHF Channel Primary working CH 77
 Secondary Working CH 73
 E mail marinecontrol.westbasin@adani.com

2.2 RULES AND REGULATION

The rules and regulation of the port contributes 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 APSEZ, Mundra.

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.

2.3 EXEMPTION AND PERMITS

The port operation center can grant permission for special activity such as repairs/hot work/Main Engine Immobilisation and cleaning etc. All request to be sent to Port Operations Center through local agent via E mail portopscenter@adani.com

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Part II

Notification, Documentation and Reporting

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3.1 ARRIVAL CHECKLISTS

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 Email to below mail id- portopscenter@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 , portopscenter@adani.com
Free Pratique Documents	At least 72 hours prior to the arrival of the vessel.	Port Health Organisation by Email to below mail id- phokandla@gmail.com
Arrival information to VTS	Before arrival in Gulf of Kutch	VTS information through agent or directly send mail to- vtsmanagergulfofkutch@yahoo.com and vtsgok@yahoo.com

3.2 DEPARTURE CHECKLIST

Departure information to VTS	Before departure from Gulf of Kutch	VTS information through agent or directly send mail to- vtsmanagergulfofkutch@yahoo.com and vtsgok@yahoo.com
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4.1 HEALTH

Source: Port Health Organisation

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

The master has to complete and sign a Maritime Declaration of Health. The standard forms have to 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 Port control on Vhf Ch 77/16 and also has to inform customs and immigration through agent.

Definition:

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

Quarantine: means the restriction of activities and/or separation of suspect persons who are not ill or of suspect baggage, containers, ship/vessel or goods from others in such a manner 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.

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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)

4.2 IMMIGRATION

Source: Mundra Marine Police (responsible for Immigration)

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

- forward a Crew and Passenger list to Immigration
- Report 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.

4.3 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

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

Goods, which are not to be cleared, must be stored in one room, which room 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.

As long as an incoming vessel is within Mundra 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

4.4 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 Kutch which are required to provide one day notice. Vessel which has physically arrived within the port limits & registered herself with Port Marine Control on VHF CH 77/16 by giving all the vessels particulars. Physical arrival means the time of arrival of vessel into Mundra Port Limits.

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 (Yellow Copy).
- b. Inward Pilotage Certificate (Yellow Form).

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.

4.5 ETD

Vessel should be ready in all respect for sailing before Pilot boarding time. All shore personal must be disembarking prior pilot boarding. Vessel has to confirm the exact Pilot boarding time from marine control on VHF CH – 77, 1 hr before the above mentioned time.

In case the vessel is not ready to sail at the nominated POB time, the Vessel Master/ Agent may extend or cancel outward pilot at least 45 minutes before over VHF without application of pilot cancellation charges.

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Prior to vessel's departure, kindly fill up, sign & stamp the following documents which will be collected by the port representative :-

- a. Feedback Form (Pink Form).
- b. Ballast Water Reporting Form (Pink Form).
- c. In "outward Pilot" certificate kindly fill up the section regarding the Port Clearance and Vessel's Particulars provided in the booklet.

4.6 SECURITY

All vessels calling APSEZ Ltd, Mundra to forward Pre-Arrival Notification of Security (PANS), Crew list and Last Port of call details to Port Operation Center through local agent 24 before ETA.

4.7 DANGEROUS GOODS

All vessels calling APSEZ Limited, Mundra to notify Dangerous Goods details to Port Operation Center through local agent at the time of vessel declaration.

4.8 WASTE

Vessels calling APSEZ, Mundra can declare "Waste" to port operations center through local agent.

Waste Accepted

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

Waste will be collected during office hrs only (i.e from 1000 hrs to 1700 hrs). During Sunday and holidays service will be provided as per the availability. Food waste of more than 02 days old will not be acceptable.

4.9 IOPP

Vessels calling APSEZ, Mundra to have valid IOPP certificate onboard.

PART II / 5. DOCUMENTATION

5.1 REQUIRED DOCUMENTATION, TO BE AVAILABLE AT ALL TIMES

All statutory and international sailing certificates should be available onboard at all times.

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6.1 ISSUES TO BE REPORTED

Issues to be reported	To	Via
Bunkering Operation start/stop	Port Control	VHF Ch 77
Oil Spill	Port Control	VHF Ch 77
Collision/grounding/fire/serious injury/MOB	Port Control	VHF Ch 77
Losing of anchor or chain	Port Control	VHF Ch 77
Entering/leaving port limit	Port Control	VHF Ch 77
Anchoring in port	Port Control	VHF Ch 77
Collision or in any way out of control or in situation that may endanger the safety of shipping	Port Control	VHF Ch 77
Under water inspection /diving	Port Control	VHF Ch 77
Lowering of life boats	Port Control	VHF Ch 77
Robbery/Theft in Port Limit	Port Control	VHF Ch 77
Sighting of suspicious craft/boat	Port Control	VHF Ch 77
Any other activity or incident that vessel wish to report	Port Control	VHF Ch 77

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Part III

Port Description and Navigation

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7.1 PORT LOCATION

APSEZ Ltd, Mundra Port is all weather, independent, commercial port with geographical and hydrological advantages on the West Coast of India, in the Gulf of Kutch. The port has been developed using latest and state of the art technologies, facilities and offers unparalleled services benchmarked to international standards.

Position : Lat 22° 43.8'N., Long 069° 42.3' E

7.2 PORT LIMITS

(A)	22° 49'24" N / 069° 47'12" E	(F)	22° 49'24" N / 069° 39'00" E
(M)	22° 48'23" N / 069° 38'58" E	(N)	22° 48'25" N / 069° 32'20" E
(O)	22° 38'57" N / 069° 32'18" E	(P)	22° 37'33" N / 069° 36'55" E
(Q)	22° 37'24" N / 069° 37'03" E	(K)	22° 37'24" N / 069° 38'48" E
(L)	22° 37'24" N / 069° 42'00" E	(J)	22° 40'36" N / 069° 47'12" E

7.3 LOAD LINES

Vessels in APSEZ Ltd, Mundra to comply with Load Line regulations.

7.4 MAXIMUM SIZE VESSELS

There are no restriction regarding length and beam. Not every berth can accommodate maximum size vessel. Please check berth information for suitability of a vessel for a particular berth.

7.5 TIME ZONE

Local Time : GMT + 5.5 hrs

7.6 LOCAL HOLIDAYS

Please see port website for local holiday list.

7.7 WORKING HOURS

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

7.8 TRAFFIC

During the financial year 2017-18 total **3223** vessels called Adani Ports and SEZ Limited, Mundra.

7.9 CARGO

121.78 million tons of cargo handled in year 2017-2018. For more information please refer port website www.adaniports.com

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Navigational Charts : Indian Hydrographic Office Charts: 203, 2106, 2107 and 2079
British Admiralty Charts: IN2106, IN2107, IN2079, 670 and 682

Navigational Volume: ALRS Vol 6

7.11 SHIPPING ANNOUNCEMENT FOR THE PORT AREA

- EXIM India (www.eximin.net)
- Daily Shipping (www.dailyshippingtimes.com)

7.12 PILOT STATION

PILOT BOARDING GROUND **ALPHA:** Lat. 22° 42.20' N, Long. 069° 43.56' E

PILOT BOARDING GROUND **BRAVO:** Lat. 22° 42.20' N, Long. 069° 42.12' E

WEST BASIN PBG: Lat. 22° 41.00' N, Long. 069° 33.55' E

SPM PILOT BOARDING GROUND: Lat. 22° 38.90' N, Long. 069° 38.26' E

Marine control will guide the vessel on to which pilot station vessel has to approach.

7.13 PORT INFRASTRUCTURE

SPM/STS ANCHORAGE AREA

(A) Lat. 22° 38.55'N Long 069° 38.07'E (B) Lat. 22° 37.60'N Long 069° 38.06'E
(C) Lat. 22° 38.55'N Long 069° 36.09'E (D) Lat. 22° 37.96'N Long 069° 36.07'E

GENERAL ANCHORAGE AREA 'A'

(A) 22° 41.26'N, 069° 44.06'E (B) 22° 39.82'N, 069° 45.70'E
(C) 22° 39.48'N, 069° 42.06'E (D) 22° 37.58'N, 069° 42.06'E

GENERAL ANCHORAGE AREA 'B'

(A) Lat. 22° 39.88'N, Long 069° 32.43'E (B) Lat. 22° 39.00'N, Long 069° 32.43'E
(C) Lat. 22° 38.25'N, Long 069° 35.01'E (D) Lat. 22° 39.88'N, Long 069° 35.01'E

LNG/LPG ANCHORAGE AREA

(A) Lat. 22° 39.88'N, Long 069° 35.01'E (B) Lat. 22° 38.25'N, Long 069° 35.01'E
(C) Lat. 22° 37.93'N, Long 069° 36.07'E (D) Lat. 22° 39.88'N, Long 069° 36.07'E

Note- Anchorage ground has a depth of 30 meters and is a good holding ground throughout the year.

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TIDAL CURRENT: Kindly note that the current in the anchorage area are very strong. The current strength is about 3 to 4 knots and sets in the direction 253 in ebb tide and 073 in flood tide. Vessel advised to exercise caution.

MUNDRA PORT MULIT PURPOSE TERMINAL

CHANNEL BUOYS

Starboard hand	No. 1 with top mark: Q Fl (G)
Port hand	No. 2 with top mark: Fl (R)
Starboard hand	No. 3 with top mark: Fl (G)
Cardinal Buoy	No. 5 with top mark: Q 9 Fl (W)
Cardinal Buoy	No. 7 with top mark: Q (6) + Lfl (W)
Starboard hand	No. 9 with top mark: Fl G 5s

TURNING CIRCLE

The turning circle has a radius of 700m, centered on channel joining point.

TRANSIT LIGHTS

The transit lights mark 90 m distance from the quay side.

Front: Q Fl (G) 19m, 10 NM, Rear: OCC (G) 34m, 10 NM.

FENDERS

All the berths are fitted with state of the art, Cell type modern fenders. Their outage from the berth face at T-1 is 1.65 mtr, and their outage from berth face at T-2, T-3 is 2.07 m.

TIDES AND TIDAL STREAMS

Tidal range is between +2.2 m during Neaps and + 6.40 m during springs. Tidal streams flow 070^o – 250^o at an average rate of 3 kts, and 4 - 5 kts. during spring tides. Wave height is about 0.14 - 1.30 m and Wave period is about 6.50 sec. - 17.0 sec.

SOUTH BASIN TERMINAL

CHANNEL BUOYS

Stbd Hand (Green)	Buoy No. 1: Lat 22 43' 43.86" N	Long 069 41' 50.37" E
Port Hand (Red)	Buoy No. 2: Lat 22 43' 40.48" N	Long 069 41' 23.66" E
Stbd Hand (Green)	Buoy No. 3: Lat 22 43' 50.23" N	Long 069 41' 45.29" E
Port Hand (Red)	Buoy No. 4: Lat 22 43' 47.46" N	Long 069 41' 27.89" E
Stbd Hand (Green)	Buoy No. 5: Lat 22 44' 01.50" N	Long 069 41' 47.56" E
Port Hand (Red)	Buoy No. 6: Lat 22 44' 01.66" N	Long 069 41' 20.26" E
Stbd Hand (Green)	Buoy No. 7: Lat 22 42.12" N	Long 069 42.09" E
Port Hand (Red)	Buoy No. 8: Lat 22 44.13" N	Long 069 41.00" E

TURNING CIRCLE

The turning circle has a radius of 750m, abreast of the berths.

SOUTH BASIN LEADING LIGHTS (HIGH MAST TOWER ARRANGEMENTS)

Leading Light - High Mast Tower Arrangement:

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Night Visibility: The High Mast Light Towers are fitted with "Incandescent White Light" pointing towards the sea and Amber coloured lights pointing towards the backup yard. The remaining High Mast Light Towers are fitted with Amber coloured lights.

Day Visibility: The seaward Leading High Mast Towers are 30 metres high. The top 15 metres is painted '**Signal Yellow**' in colour. The landward Leading High mast Towers are 40 metres high. The top 20 metres is painted 'Black' in colour. The remaining High Mast Towers are of their original metallic colour as manufactured.

FENDERS: Dual cone fenders- DCN 1200, outage from berth face 2.07 meters.

TIDES AND TIDAL STREAMS

Tidal range is between +2.2 m and +6.40 m; tidal streams flow 070⁰ – 250⁰ at an average rate of 2.5 kts (Outer channel), 1 kts (Inner channel) and less than 0.5 kts at berth/ inside basin.

Wave height: 0.14 - 1.30 m. Wave period: 6.50 sec. - 17.0 sec. *

THE TIDAL CURRENT CLOSE TO THE SHORE (UPTO 400 MTR) REVERSES 30 MINS BEFORE PRINTED TIME

WEST BASIN TERMINAL

CHANNEL BUOYS

Starboard hand No. 1 with top mark: ISO 4s (G)
Port hand No. 2 with top mark: ISO 4s (R)
Starboard hand No. 3 with top mark: Q 1s (G)
Port hand No.4 with top mark: Q 1s (R)
Starboard Hand No.5 with top mark: OC (2) 8s (G)
Port hand No.6 with top mark: OC (2) 8s (R)
Starboard hand No.7 with top mark: Q 1s (G)
Port hand No.8 with top mark: Q 1s (R)
Starboard hand No.9 with top mark: OC (2) 8s (G)
Starboard hand No.11 with top mark: MO (U) 10s (G)
Starboard hand No. 13 with top mark Oc(2) G 8s Green
BREAK WATER LIGHT: Fixed (R): Range: 5.0 NM

TURNING CIRCLE: The turning circle has a radius of 841 m.

WEST BASIN LEADING LIGHTS

FRONT LEADING LIGHT: ISO 3s (W), Range: 7.7 NM Height: 30 m,
REAR LEADING LIGHT: OC 9s (W), Range: 7.7 NM Height: 44 m,

FENDERS: Dual cone fenders- DCN 1200, outage from berth face 2.07 meters.

TIDES AND TIDAL STREAMS

Tidal range is between +2.20 m and +6.40 m; tidal streams flow 0900 – 270⁰ at an average rate of 2.5 kts (Outer channel), 1 kts (Inner channel) and less than 0.5 kts at berth/ inside basin. Wave height: 0.14 - 1.30 m. Wave period: 6.50 sec. - 17.0 sec.

THE TIDAL CURRENT CLOSE TO THE SHORE (UPTO 400 MTR) REVERSES 30 MINS BEFORE PRINTED TIME

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SINGLE POINT MOORINGS

ADANI PORT SPM - SPM is developed, maintained and operated by APSEZL.

SPM is installed in position: Lat.22° 40.65 N, Long.069° 39.28 E
 Characteristics of SPM & Light: CALM Type SPM, Shape – Cylindrical, Colour – Red.
 Light: - Color– White, Characteristic– Morse Code 'U'
 (Two quick flashes and one long flash)
 Range – 5 NM, Fog Horn – Installed,

HMEL SPM - SPM is developed, maintained and operated by HMEL.

SPM is installed in position: Lat. 22° 40' 55" N, Long. 069° 37' 28" E
 Characteristics of SPM & Light: CALM Type SPM, Shape – Cylindrical, Colour – Red.
 Light: - Colour– White, Characteristic– Morse Code 'U' 15 s
 (Two quick flashes and one long flash)
 Range – 10 NM, Fog Horn – Not Installed,

7.14 PORT ACCOMMODATION AND BERTH

MUNDRA MULTI PURPOSE TERMINAL

The Port Multipurpose terminal includes: Twelve operational Multipurpose berths with drafts of up to 15.5 meters suitable for berthing Post – Panamax, Camsarmax and Capsize vessels.

TERMINAL No. 1: The facility is located in position (approx): Lat. 22° 43.8'N, Long 069° 42.3' E, and comprises of 04 multipurpose berths and 1 barge berth.

Berth	Max vessel LOA	Beam	Type	Heading on berth
No.1	295 m	48 m	LPG / Liquid	073 - 253
No.2	185 m	35 m	Liquid	073 – 253
No.3	230 m	45 m	Liquid	073 – 253
No.4	230 m	35 m	Liquid	073 – 253
Barge berth	85 m	15 m	Harbour Crafts	

TERMINAL No. 2: The facility includes 04 nos. multipurpose berths.

Berth	Max vessel LOA	Beam	Type	Heading on berth	Permissible deck load
No.5	300 m	45 m	Dry	127 – 307	3.8 tons / m ²
No.6	300 m	45 m	Dry	127 – 307	3.8 tons / m ²
No.7	225 m	35 m	Dry	127 –307	3.8 tons / m ²
No.8	200 m	35 m	Dry	127 – 307	3.8 tons / m ²

Total quay length of berth 5 & 6 is 575 meters and berth 7 & 8 is 441 meters. Since these berths are in a straight line, hence, more than 2 ships can be berthed in each quay depending on LOA subject to 35 meters clearance between each vessel.

TERMINAL No.3: The facility comprises of 04 nos. multipurpose berths.

Berth	Max vessel LOA	Beam	Type	Heading on berth	Permissible deck load
No.9	295 m	48 m	Dry	073 - 253	5.0 tons / m ² .
No.10	295 m	48 m	Dry	073 – 253	5.0 tons / m ² .
No.11	295 m	48 m	Dry	073 – 253	5.0 tons / m ² .
No.12	235 m	35 m	Dry	045 – 225	5.0 tons / m ² .

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Total quay length of berth 9, 10 & 11 is 790 meters. Since these berths are in a straight line, hence, more than 3 ships can be berthed in each quay depending on LOA subject to 35 meters clearance between each vessel.

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. APSEZ Ltd, Mundra Port has a clear deep water approach with a minimum depth of 18 m at any state of tide.

CONTAINER TERMINALS: The facility includes the Container Terminal Quay

- Mundra International Container Terminal with 2 berths and a total quay length of 631 meters.
- Adani Mundra Container Terminal with 2 berths and a total quay length of 631 meters.
- South Basin Container Terminal with 2 berths and a total quay length of 810 meters.

MUNDRA INTERNATIONAL CONTAINER TERMINAL (MICT)

<u>Berth</u>	<u>Max vessel LOA</u>	<u>Beam</u>	<u>Type</u>	<u>Heading on berth</u>
CB - 1	370 m	55 m	Container	127 - 307
CB - 2	370 m	55 m	Container	127 -307

Total quay length of berth CB-1 and CB-2 is 631 meters. Since these berths are in a straight line, hence, more than 2 ships can be berthed in each quay depending on LOA subject to 35 meters clearance between each vessel.

ADANI MUNDRA CONTAINER TERMINAL (AMCT)

<u>Berth</u>	<u>Max vessel LOA</u>	<u>Beam</u>	<u>Type</u>	<u>Heading on berth</u>
CB - 3	370m	55 m	Container	127 - 307
CB - 4	370m	55 m	Container	127 -307

Total quay length of berth CB-3 and CB-4 is 631 meters. Since these berths are in a straight line, hence, more than 2 ships can be berthed in each quay depending on LOA subject to 35 meters clearance between each vessel.

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. Mundra Port has a clear deep water approach with a minimum depth of 18 m at any state of tide.

SOUTH BASIN TERMINAL

The facility is strategically located 1 miles west of MMPT in position Lat 22° 44'3.10"N, Long 069° 41'5.60" E. South Basin is being developed as the India's largest capacity container terminal with International standard norms, excellent storage infrastructure, eco-friendly and world class technology. The site has good rail links and natural & dredged deepwater channels.

<u>Berth</u>	<u>Max vessel LOA</u>	<u>Beam</u>	<u>Type</u>	<u>Heading on berth</u>
SB-4	405 m	60 m	Container	090-270
SB-5	405 m	60 m	Container	090-270

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SB-6	405 m	60 m	Container	090 - 270
SB-7	405 m	60 m	Container	090 - 270
SB-8	405 m	60 m	Container	090-270
SB-9	405 m	60 m	Container	090-270

*Total quay length is 2110 meters. More than 2 ships can be berthed in each terminal depending on LOA subject to a minimum of 35 meters clearance between vessels.

DIRECTIONS

Berth entrance consists of a buoyed channel of Length 1153 meters, Width 502 meters and a turning circle radius 750 meters just abreast of the berths. A heavy swell may be encountered outside the break water during the monsoon season from May to September.

WEST BASIN TERMINAL- MUNDRA PORT

The facility is strategically located 09 miles west of MMPT in position Lat 22° 44'53.10"N, Long 069° 33'55.60" E. West Basin is being developed as the World's largest capacity bulk import terminal with International standard norms, excellent storage infrastructure, eco-friendly and world class technology. The site has good rail links and natural & dredged deepwater channels.

<u>Berth</u>	<u>Max vessel LOA</u>	<u>Beam</u>	<u>Type</u>	<u>Heading on berth</u>
WB - 1	325 m	55 m	Dry	024 - 204
WB - 2	325 m	55 m	Dry	024 - 204
WB - 3	325 m	55 m	Dry	024 - 204
WB - 4	325 m	55 m	Dry	024 - 204

*Total quay length is 1511.3 meters and hence ships can be berthed depending on LOA subject to a minimum of 40 meters clearance between vessels.

DIRECTIONS

Berth entrance consists of a buoyed channel of Length 3700 meters, Width 320 meters with a Depth of 17.5 meters (Below Chart Datum) and a turning circle radius 841 meters just abreast of the berths. A heavy swell may be encountered outside the break water during the monsoon season from May to September.

SINGLE POINT MOORINGS

ADANI PORT SPM - SPM is developed, maintained and operated by APSEZL.

SPM is installed in position: Lat.22° 40.65 N, Long.069° 39.28 E
 Characteristics of SPM & Light: CALM Type SPM, Shape – Cylindrical, Colour – Red.

HMEL SPM - SPM is developed, maintained and operated by HMEL.

SPM is installed in position: Lat. 22° 40' 55" N, Long. 069° 37' 28" E
 Characteristics of SPM & Light: CALM Type SPM, Shape – Cylindrical, Colour – Red.

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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.

7.15 WEATHER AND TIDAL INFORMATION

Tidal Information

Tidal range is between +2.2 m and +6.40 m; tidal streams flow 0900 – 270⁰ at an average rate of 2.5 kts (Outer channel), 1 kts (Inner channel) and less than 0.5 kts at berth/ inside basin.

Wave height: 0.14 - 1.30 m. Wave period: 6.50 sec. - 17.0 sec. *

THE TIDAL CURRENT CLOSE TO THE SHORE (UPTO 400 MTR) REVERSES 30 MINS BEFORE PRINTED TIME

WATER DENSITY

Water density varies from **1.020 to 1.023** during the South West Monsoon period and ranges between **1.024 to 1.025** during the remaining part of the year.

7.16 WEBCAMS

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

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8.1 SPEED

Vessel approaching to Pilot boarding ground should have speed less than 3 knots. Vessels are advised not to cross north of PBG till pilot boards the vessel. Marine Control directives are to be strictly followed.

Please note that the tidal current in the area is very strong. The current strength is about 3 to 4 knots and sets in the direction 253 in ebb tide and 073 in flood tide. Vessels are advised to exercise caution.

8.2 UKC

A Minimum under keel clearance of "10 % of the ship's max draft" will be maintained at the all time of berthing. While alongside berth minimum clearance of 50 cm is maintained. Maximum acceptable draft is basis the Lowest Low Water for the month. Actual berthing draft may be higher basis tide. Minimum Entrance Channel Depth at Chart Datum for MMPT, South Basin and West Basin is declared monthly by the port.

8.3 RIGHT OF THE WAY

The outbound vessel will have priority Right of the Way. Any changes will be communicated by Marine Control on CH-77. Passing sides between the vessels will be communicated to inbound vessel by outbound vessel pilot.

8.4 SPACING OF VESSELS

Under Way vessels in port limit to maintain minimum 1 NM distance with each other.

8.5 PASSING ARRANGEMENT

The outbound vessel will have priority Right of the Way. Any changes will be communicated by Marine Control on CH-77. Passing sides between the vessels will be communicated to inbound vessel by outbound vessel pilot.

8.6 RESTRICTIONS

- Berthing/unberthing activity is suspended, if visibility falls below 1000 meter.
- While maneuvering in Port Limit, please pass 02 miles south of Mundra SPM located in position Lat 22° 40'65"N, Long 069° 39.28'E and HMEL SPM located in position Lat 22° 40'53.59"N, Long 069° 37'28.26'E failing which vessel will be liable to penal action. Kindly exercise caution. **Passing north of SPM Buoys is strictly prohibited.**

8.7 INWARD AND OUTWARD BOUND VESSELS

The outbound vessel will have priority Right of the Way. Any changes will be communicated by Marine Control on CH-77. Passing sides between the vessels will be communicated to inbound vessel by outbound vessel pilot. The Port Control updates all Inbound and outbound traffic on VHF Ch 77.

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8.8 SHIFTING VESSELS

Vessel at berth, which poses threat to port property or other vessels at berth, will be shifted to anchor.

8.9 DOCKING

Docking of vessels is done by APSEZ Ltd, Mundra Pilot.

8.10 DISPLAY OF SIGNALS AND LIGHTS

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

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Part IV

Port Safety and Security

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CERTIFICATION

The port complies with **ISO 9001:2008**, **ISO 14001:2004** and **OHSAS 18001:2007** standards. In addition to the above, the Port also has valid **NSPC** and **ISPS** Certification from Govt. of India.

SAFETY

The services, facilities and assistance provided by the Company to vessels at / off its Navinal Island complex are 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 Mundra 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 degree.** In case a vessel is found to be trimmed down by head or has a list of more than 0.2 degree, draft survey will not be conducted till she comes on even keel and uprights herself. All delay, detention and cost arising because of the same will be on vessels account.
2. **Vessels alongside must moor with the mooring plan as discussed with pilot (at least 3 head /stern lines, 2 breast lines and 2 back springs aft). Do not use wire and fiber ropes in the same direction. Lesser mooring arrangement may be decided by the pilot depending on the weather condition.**
3. In the interest of safety of the berths and vessels, please ensure that moorings are taught at all times. The vessel's side 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 vessels 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, without informing the Port in advance.
5. Hot work is normally not permitted on the berth. If Hot-Work permit 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's decks or on the berths.
7. An efficient deck watch under a responsible officer must be maintained at all times when at berth.
8. All working areas, decks and access points as well as liquid cargo manifold and gangway must be properly illuminated during hours of darkness.
9. Radio transmissions, under-water activity or small craft alongside the vessel are strictly prohibited.

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POLLUTION

1. It is an offence to discharge or allow escape, willfully, or accidentally, any oil, oily mixture, oily/dirty ballast, contaminated bilge water or noxious sewage from any vessel within Mundra 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.
3. De-ballasting of dirty ballast or discharge over board of tank and hold wash water etc. is not to be carried out within the Port Limit.
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 while the vessel is at the berth or within the Port limit. Offending vessel is liable to large fines. No chipping or painting overboard is to be carried out while the vessel is alongside the berth.

9.1 EMERGENCY CONTACT

Any Emergency, Incidents or accidents onboard is to be reported to **Port Control on VHF Channel- 77**

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

9.2 EMERGENCY RESPONSE EQUIPMENT

FIRE FIGHTING EQUIPMENTS

Fire fighting facilities available at Mundra Port- Multi Purpose Terminal / South Basin Terminal.

1. Fixed Firefighting System (Hydrants, monitor, water spray, foam purer) with pressurized water supply.

Location	Hydrant	Water Monitor	Foam Monitor	Water Spray System	Foam Pourer System
Terminal- 1	35	3	2	0	0
Terminal- 2	30	0	0	0	0
Terminal- 3	0	0	0	0	0
Adani Container Terminal	33	10	0	0	0
Dry Cargo Area	130	0	0	0	0
Liquid Terminal	115	39	8	75	70
Total	343 nos.	52 nos.	10 nos.	75 nos.	70 nos.

2. Fire Pumps: Electrical and Diesel operated.

Location	Electric Operated Jockey Pump	Electric Operated Pump	Diesel Operated Pump
Terminal-1 Fire Pump House	1	0	2
Terminal-2 Fire Pump House	1	0	2

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Adani Container Terminal Fire Pump House	1	1	1
Dry Cargo Fire Pump House	1	2	1
Liquid Terminal Fire Pump House No. 01	1	2	2
Liquid Terminal Fire Pump House No. 02	1	4	2
Total	06 nos.	09 nos.	10 nos.

3. Overhead and underground static dedicated water storage for fire fighting at Port back up area.

Location	U/G Water Storage Tank	O/H Water Storage Tank
Dry Cargo Fire Pump House	1300 m ³	N/A
Liquid Terminal Fire Pump House No. 01	1047 m ³	6108 m ³
Liquid Terminal Fire Pump House No. 02	N/A	11000 m ³
Total	2347 m³	17108 m³
Grand Total	19455 m³	

4. Direct seawater suction pumps for jetty area.

Location	Electric Operated Jockey Pump	Electric Operated Pump	Diesel Operated Pump
Terminal-1 Fire Pump House	1	0	2
Terminal-2 Fire Pump House	1	0	2
Adani Container Terminal Fire Pump House	1	1	1
Total	03 nos.	01 no.	05 nos.

5. Fire tender: **One Multipurpose Fire Tender (for South Basin), Two Foam Tenders, One Water Tender and Two Water Bowsers (Capacity 20 KL)**
6. Fire Extinguishers: **DCP type – 580 nos. and CO2 type – 510 nos., Mechanical Foam – 18 nos.**
7. Breathing Apparatus set :
1 no. of Air line SCBA Trolley, 9 nos. of SCBA Set and 9 nos. of spare cylinder
8. Aluminized suits: **5 nos.**
9. 10 Nos. of International Ship Shore coupling for connectivity from Ship to Shore for fire fighting.

Fire fighting facilities available at West Basin:

1. Fixed Firefighting System (Hydrants, monitor, water spray, foam purer) with pressurized water supply.

Location	Hydrant	Water Monitor	Foam Monitor	Water Spray System	Foam Pourer System
West Basin-Jetty (Berth 1, 2 & 3)	22	0	0	0	0
Coal Stack Yard	121	99	0	0	0
Total	143	99	0	0	0

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2. Fire Pumps:

- i. 4 nos. of Electric operated Main pump – Capacity : 273 m³/hr.
- ii. 2 No. of Diesel operated pump – Capacity: 273 m³/hr.
- iii. 4 Nos. of Electrical operated Jockey pump – Capacity: 10.88 m³/hr.

Location	Electric Operated Jockey Pump	Electric Operated Main Pump	Diesel Operated Pump
Near Sub-Station-1	2	2	1
Near GIS	2	2	1
Total	4	4	2

Overhead and underground static dedicated water storage for fire fighting at Port back up area.

Location	U/G Water Storage Tank	O/H Water Storage Tank
Near Sub-Station-1	NA	1100 m ³
Near GIS	NA	1100 m ³
Total	NA	2200 m³
Grand Total		2200

3. Fire tender: **One Water Tender & Five Water bowsers (Capacity 20 KL)**

4. Fire Extinguishers: **DCP type – 180 nos. and CO2 type – 190 nos., Foam type - 10 nos., Water Type - 5 nos.**

5. Breathing Apparatus set: **3 nos. SCBA Set and 2 nos. of spare cylinder**

6. Aluminized suits: **2 nos.**

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9.3 OIL SPILL EQUIPMENTS

APSEZ Ltd, Mundra is equipped with to handle Oil Spill upto Tyer-1.

Item	Quantity	Status
Canadyne Fence Boom (Reel model 7296/8496 with Power Pack, Towing bridles and Tow lines - 235 meter	1 no	Operational
Power pack with boom reel with hydraulic hoses	2 nos.	Operational
Power pack - 20 KV with boom reel with hydraulic hoses	2 nos.	Operational
Lamor Side Collector system (Recovery Capacity 123 m³/ hr)	2 nos.	Operational
Lamor Minimax 12 m³ skimmer	2 sets	Operational
Power pack for skimmers with hydraulic hoses	4 nos.	Operational
Power pack - 20 KV for skimmers with hydraulic hoses	1 no.	Operational
Floating tank (25 m³)	1 nos.	Operational
Foot pumps for floating tank	6 nos	Operational
Oil Spill Dispersants	5000 ltr	July 2016
Portable dispersant storage tank: 1000 ltr capacity	1 no.	Operational
Portable pumps	2 nos.	Operational
Two – way hydraulic maneuvering panel	2 nos	Operational
Oil Containment Boom -Length 2000 metres, Height -1500 mm, Draft-900mm, Free Board-600mm	2000 mtr	Operational
Current Buster Boom -Fasflo -75 (for response in fast current)	2 Nos	Operational
Skimmer -KOMARA 15 Duplex Skimmer System with floating IMP 6 Pump.	4 Nos	Operational
12.5T Flexible Floating Storage Tank (PUA).	3 Nos	Operational
Diesel Driven Transfer Pump for Flex Barge	2 Nos	Operational
Site Hose Kit for the transfer Pump for the Flex Barge	2 Nos	Operational
3" & 2"Hose Adaptor for Transfer Pump and Hose	2 Nos	Operational
Shoreline Cleanup Equipment		
Mini Vac System	5 Nos	Operational
OSD Applicator - Oil Dispersant Spry Unit(20 Ltr) for use on Beach and Inter Tidal Zones	2 Nos	Operational
Startank with Capacity 10000 liter(10m ³)	2 Nos	Operational
Sorbent Boom Pack(12.5cm x4 M)	500 mtr	Operational
Sorbent pad	2000 Nos	Operational

9.4 EMERGENCY CO-ORDINATION CENTRE

The emergency co ordination centre is Marine Control (MMPT) **VHF CHANNEL -77.**

9.5 EMERGENCY SCENARIOS

- a. Every vessel must have onboard, at all times, a sufficient number of responsible officers and crew to deal with emergency situations.
- b. Vessel's Safety, Fire - Fighting as well as Pollution Prevention and control equipment, appliances and essential devices must be in a state of readiness at all times and be available and accessible for immediate use.
- c. Safe access to the vessel must be made available at all times.

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- d. Any fire mishap, accident or case of pollution on / by or near a vessel in Port must be notified immediately to Mundra Port Control through VHF Ch.77, 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 Port Control on VHF Channel 77 and transfer the injured personnel ashore for further medical attention.

FIRE ONBOARD

1. Stop cargo discharging.
2. Inform Port Control on VHF channel 77.
3. Initiate on board fire emergency plan.

SECURITY BREACH

- 1 Stop cargo operations
- 2 Inform Port Control on VHF Ch 77
- 3 Initiate actions as per SSP.

TERRORIST ONBOARD VESSEL

- 1 Initiate actions as per SSP.
- 2 Inform Port Control on VHF channel 77.

GROUNDING OF SHIP

- 1 Inform Port Control on VHF channel 77
- 2 Initiate on board emergency action plan for grounding as per onboard check list

COLLISION

- 1 Inform Port Control on VHF channel 77.
- 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 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 77 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 keep them taught at all time.
- 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 77.

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- 4 In case of persistent wind speed >35 vessel at berth may be shifted to anchorage.

MAN OVERBOARD / FALLEN FROM JETTY INTO SEA

- 1 Inform Port Control on VHF channel 77
- 2 Person on site to 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 Port Control on VHF channel 77
- 2 Initiate on board Oil spill contingency plan as per onboard check list.

DOUBLE BANKING PRECAUTION

1. Ensure adequate fendering between vessels.
2. Continuous monitoring of weather condition.
3. Double banking bunker at anchorage is not permitted if wind speed > 20 Kts.

PART IV / 10. 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 Marine Control on VHF Channel 77. Vessels are advised to keep an effective Anti-Piracy watch at all times.

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10.1 PRESENT ISPS SECURITY INFORMATION

PRESENT MARINE SECURITY LEVEL: **LEVEL - 1**

PFSO / Dy. PFSO Contact Details

<p>CAPT. ANUBHAV JAIN (AGM – MARINE) HEAD-MARINE & PFSO PHONE : 91-2838 – 255727 (O) MOBILE : 91 89800 15245 (AOH) FAX : 91-2838-289170 E-MAIL:- anubhav.jain@adani.com</p>	
<p>CAPT. PANKAJ SINHA (DGM -Marine) Dy PFSO PHONE : 91-2838 - 262554 (O) MOBILE: 91-7574894206 (AOH) FAX : 91-2838-289330 E-MAIL:- Pankaj.Sinha@adani.com</p>	
<p>MR. CHERIAN ABRAHAM (GM - OPS) FSO - (AICTPL& AMCT) PHONE : 91-2838 - 255733(O) MOBILE: 9189800 48850 (AOH) FAX : 91-2838-289330 E-MAIL:- cherian.abraham@adani.com</p>	<p>CAPT.KUMAR PARITOSH (GM - OPS) FSO - (ACMTPL) PHONE : 91-2838 - 255809(O) MOBILE: 9199099 27287 (AOH) FAX : 91-2838-289330 E-MAIL:- kumar.paritosh@adani.com</p>
<p>MR. SUDHAKAR SINGH (AM-Marine) FSO - (MMPT, SPM & West Basin) PHONE : 91-2838 - 255787(O) MOBILE: 91-7069083039 (AOH) FAX : 91-2838-289170 E-MAIL:- Sudhakar.Singh@adani.com</p>	<p>MR. PAWAN MISHRA (Manager- Security) FSO PHONE : 91-2838 - 52837 (O) MOBILE: 91 89808 02480 (AOH) FAX : 91-2838-289170 E-MAIL:- Pawan.Mishra@adani.com</p>
<p>MR. HARI GOVINDAN V FSO - (MICT) PHONE : 91-2838 - 285072(O) MOBILE: 91-8238855163(AOH) FAX : 91-2838-288292 E-MAIL:- hari.govindan@dpworld.com</p>	<p>MR. KUMAR ANAND FSO-LNG Terminal(GSPC) PHONE : - MOBILE: 91-9909038940(AOH) FAX :- E-MAIL:- anand.k@gspc.in</p>

Speed Patrol Boat – Security Patrolling done by Dolphin-19 at regular intervals.

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10.2 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 called at. Transfer of goods/ship spares/ship supplies can only take place before commencement or after completion of cargo transfer, nevertheless not causing any delay on normal loading/discharging operation. Deliveries of small quantities of stores, supplies or equipment parts that do not require special handling and that can be hand-carried by crew members up the gangway are allowed during daylight hours upon specific authorization by the PFSO/ Dy.PFSO.

10.3 PROHIBITION ON USE OF THURAYA & IRIDIUM SATTELITE PHONES

The Govenment 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 Mundra Port alongwith Pre arrival Notification on Security (PANS). Vessels Masters are required to keep the Thuraya/Irididum Phones switch off prior entering Indian Exclusive Economic Zone (EEZ) and keep it switched off till the vessel is out of Indian EEZ.

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Part V

Nautical Services and Communication

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11.1 VTS

A VTS service for Gulf of Kutch is provided by the **VTS Gulf of Kutch**, operated by Directorate General of Lighthouses and Lightships (DGLL), Govt.of India.

Marine Control provides traffic update to vessels in Mundra Port Limit on **VHF Channel- 77**.

11.2 PILOTAGE

PILOTS ARE AVAILABLE 24hrs A DAY. Pilots board vessels using Tug Boats having White accommodation and Black Hull. All Pilot Boats maintain a listening watch **on VHF Ch – 77** at all times.

Pilotage within port limits is compulsory. No movements are to be undertaken without a licensed pilot on board and without express instructions from the Mundra Port Control (**VHF Ch.77**).

Tugs will be deployed for assistance in manoeuvres at the sole discretion of the Pilot.

PILOT TRANSFER ARRANGEMENTS

Pilot ladders and other pilot transfer arrangements of all vessels, entering or departing Mundra 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 Tug Boats. The deck on the Tug Boat, from where the Pilots board, is approximately 3 meters above the water level. Mundra Port Control will advise the "height of pilot ladder above the water", but in general should be **3 meters 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.

11.3 TUGS

Mundra port has fleet of new, state of the art Japanese tug boats. All Tugs are equipped with proper rubber fenders on front and astern

<u>TUG NAME</u>	<u>TYPE</u>	<u>BHP</u>	<u>BOLLARD PULL</u>	<u>ADDITIONAL EQUIPMENT</u>
Dolphin – 3	ASD	2200 X 2	55 T	Half Fi-Fi
Dolphin – 4	ASD	2200 X 2	55 T	Half Fi-Fi
Dolphin – 8	ASD	2200 X 2	55 T	Half Fi-Fi
Dolphin – 10	ASD	3000 X 2	70 T	Half Fi-Fi
Dolphin – 11	ASD (DSV)	2200 X 2	55 T	Half Fi-Fi , DIVING SUPPORT
Dolphin – 12	ASD	3000 X 2	70 T	Half Fi-Fi and Tow Winch
Dolphin – 14	ASD	3000 X 2	70 T	Half Fi-Fi and Tow Winch
Dolphin – 15	ASD	3000 X 2	70 T	Half Fi-Fi
Dolphin – 16	ASD	3000 X 2	70 T	Half Fi-Fi
Dolphin – 17	ASD	3000 X 2	70 T	Half Fi-Fi
Dolphin – 18	ASD	3000 X 2	70 T	Half Fi-Fi

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11.4 MOORING

PRE MOORING ARRANGEMENT PRIOR BERTHING FOR VESSEL CALLING MUNDRA PORT

SHIPS SIDE READINESS

- Forward and Aft mooring station crew should be standby when the ship is arriving Pilot station.
- The tugs are made fast at Pilot station itself before the vessel picks up a speed of more than 3 knots.
- Vessel should keep ready gantlines leading from the shoulder and quarter bollards (where the tug will be made fast) to the mooring winch for picking up the tugs towing lines which are heavy.
- Arrangement for mooring is as per below diagram. All lines will be passed ashore by heaving line.

IMPORTANT - It is assumed that vessel will berth STARBOARD alongside. If berthing PORTSIDE then mooring plan will be similar on the other side.

- a) **CONTAINER VESSEL:** Vessel should keep ready 6 lines Fwd (4 Headline + 2 Spring) & 6 lines Aft (4 Stern + 2 Spring).
- b) **TANKER VESSEL:** Vessel should keep ready 7 lines Fwd (3 Headline + 2 Breast + 2 Spring) & 7 lines Aft (3 Stern + 2 Breast + 2 Spring) **(IF WIRE LINE, LINE WILL PASS BY GANT LINE)**
- c) **CAPE SIZE VESSEL:** Vessel should keep ready 08 lines Fwd (4 Headline + 2 Spring + 2 breast) & 08 lines Aft (4 Stern line + 2 Spring + 2 breast)
- d) **OTHER VESSEL:** Vessel should keep ready 7 lines Fwd (3 Headline + 2 Breast + 2 Spring) & 7 lines Aft (3 Stern + 2 Breast + 2 Spring)
- e) **TUG & BARGE:** Tug should keep ready with 3 lines Fwd (2 Headline + 1 Spring) & 3 lines Aft (2 Headline + 1 Spring); tug crews should be ready for transfer to Barge.

* The above mooring plan will also be discussed by Pilot upon boarding the vessel.

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SHIPS SIDE READINESS

- Vessel should keep ready Fwd -6 (4+2) lines & Aft -6 (3+2+2) lines
- Fwd (4- Head line + 2- Spring line); Aft (2- Stern lines + 2 Breast line + 2 Spring line)
- Arrangement for mooring is as per below diagram. All lines will go ashore by heaving line.

Step 1. The PCC will be turned around in the turning basin & backed down (about 1400 mtrs) towards the Ro Ro pontoon. When vessel is about **30-35 mtr away** from the **pontoon and 20-30 mtr off** the berth / wharf, the vessel shall pass a **single spring line from both the stations using the vessel's heaving line.**

Step 2. Once the vessel is in position and alongside the berth (distance of vessel's stern from pontoon in the final position will be about 6.5 mtrs), the springs should be doubled up. Simultaneously pass the aft Breast line which will be secured by shore staff on a **D shackle.**

Step 3 . As per below bollard plan & vessel position layout final position as follows:

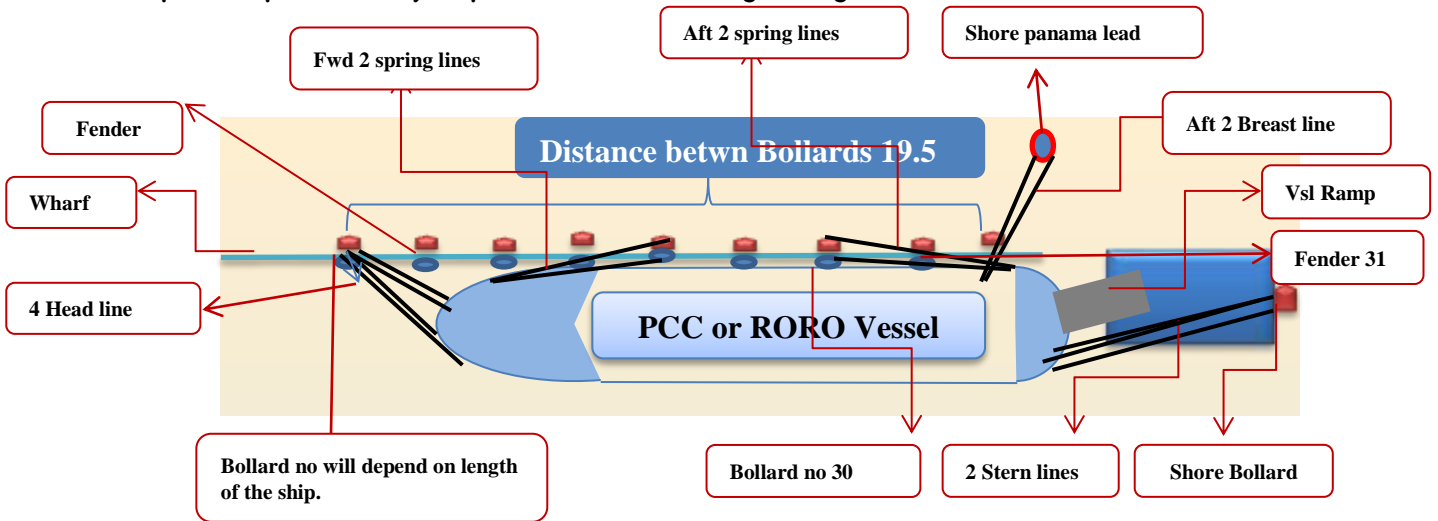
So, **Bollard Plan Position;**

Stern of the vessel will be in line with the jetty end. The backing down of the vessel after coming alongside till the vessel is in final position will be carried out in a controlled manner using forward spring. Build-up of vessel movement towards aft should be controlled using the aft spring line.

The Aft Spring line will be made fast at Bollard no 30.

The bollard on which the forward springs will be made fast will depend upon the length of the vessel.

- Make fast the **Head line. The 2 stern lines will be connected to shore wire using a D shackle.**
- Final mooring **Fwd 4 + 2 & Aft 2+2+2**
- **Ship to keep lines ready as per the below mooring arrangement.**



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11.5 LASHING OF CARGO

Lashing of cargo is done by stevedore. Master is responsible for proper and timely lashing of cargo before sailing.

PART V/ 12. NAUTICAL COMMUNICATION

12.1 VHF CHANNEL NAUTICAL COMMUNICATION

MUNDRA PORT CONTROL continuously monitors VHF Ch. 16. Port Working Channel is VHF Ch 77.

Call "MUNDRA Port Control" on VHF Ch: 77 & 16

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Part VI

Port Operations

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APSEZ Ltd, Mundra handles a variety of cargo ranging from Bulk Cargo like Coal, Wheat, Fertilizer, Minerals, Ores, Steel, Edible Oils, Chemicals, and Petroleum Products to Container Cargo, Automobiles and Crude Oil.

13.1 LOADING/DISCHARGING PROCEDURES

The Master is responsible at all times 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 substance in APSEZ Ltd, Mundra.

CARGO HANDLING

DRY CARGO HANDLING

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

GROUND HANDLING EQUIPMENT: Dumpers, Pay loaders, Forklifts and stackers used for quick transfer of cargo between storage area and berths.

COMPUTERISED WEIGH BRIDGES: 40 Mt capacity: 04 Nos., 60 Mt capacity: 02 Nos., 100 Mt Capacity: 02 Nos.

STORAGE CAPACITY

COVERED:

1. Closed Godowns (17 Nos.)	=	1,48,215 Sq. Mtrs
2. Covered Sheds (03 Nos.)	=	5,787 Sq. Mtrs
3. FRM (04 Nos.)	=	49,685 Sq. Mtrs
TOTAL COVERED SPACE	=	2,03,687 Sq.Mtrs
OPEN STACKYARDS (14 Nos.)	=	7,57,805 Sq. Mtrs
OVERALL TOTAL STORAGE SPACE	=	9,61,492 Sq. Mtrs

HARBOUR CRANES

05 Nos. Mobile cranes with a capacity of 100 tons (with hook) each at T2 for berths 5, 6, 7 and 8.

05 Nos. Mobile cranes with a capacity of 100 tons each at T3, berth No. 9, 10, 11, 12.

03 Nos. Mobile cranes (Goliath) with a capacity of 10 / 20 tons at Steel Storage Yard.

CONVEYOR SYSTEMS

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Fertilizer Cargo: 1500 MTPH online bagging system with a capacity of 10 rakes per day.

Bulk Cargo : 2 x 200 MTPH bleeding lines for storing cargo in bulk.

Import conveyor system with a capacity of 1500 MTPH.

Export conveyor and ship loader with a capacity of 1000 MTPH at Berth No. 1 at MPT Terminal-1.

LIQUID CARGO HANDLING

MANIFOLDS AT BERTH: T1 berth 1, 2, 3 and 4 are equipped with 8”(dia) manifold lines connected to flexible pipelines to handle liquid cargo.

TANK FARMS

State-of-the-art TANK FARMS, inventory management systems with:

78 Tanker loading bays and 12 Un-loading bays.

Storage Tanks / capacity: 81/ 3, 45,542 KL

Storing capacity exclusively for Edible Oils: 9 X 5000 = 45000 kl

For all classes of chemicals / Edible oils : 45 Tanks = 100000 kl

Total Capacity = **1.45 lacs kl**,

GENERAL CARGO TANKS

<u>STORAGE CAPACITY</u>	<u>No. of TANKS</u>	<u>TANK TYPE</u>	<u>CAPACITY in KL</u>
1000 KL	13	Carbon Steel Fixed Conical Roof	14491
	1	Stainless Steel Fixed Conical Roof	
1500 KL	15	Carbon Steel Fixed Conical Roof	24554
	1	Stainless Steel Fixed Conical Roof	
3000 KL	19	Carbon Steel Fixed Conical Roof	63375
	1	Stainless Steel Fixed Conical Roof	
5000 KL	15	Carbon Steel Fixed Conical Roof	76119
6800 KL	5	Carbon Steel Fixed Conical Roof	34302
15000 KL	2	Carbon Steel Floating Roof	30098
	6	Carbon Steel Fixed Conical Roof	96281
BITUMEN CARGO TANKS			
3000 KL	2	Carbon Steel Fixed Conical Roof	5976
430 KL	1	Carbon Steel Fixed Conical Roof	429
		Total	345625
ADDITIONAL VEGETABLE OIL TANKS			
5000 KL	16	Carbon Steel	80000
15000 KL	4	Carbon Steel	60000

BUNKERING SERVICES: FO 180/ 380 CST BUNKER FACILITY

The Adani Bunkering Services offer all grades of Fuel Oil and Gas Oil as per ISO specification at globally competitive prices. Services offered are at par with International Standards, by virtue of two owned barges and oil terminal inside Mundra Port. ISO 9001-2000 accredited Bunker Supply Chain Management ensures the quality of bunker fuels. Road Tank Wagon supplies are available for alongside jetties. For storage of POL/ EOL, there are total 2 enclosures consisting of:

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- 4 tank each with total capacity of 1, 20,000 KL.
- 4 no's Fixed roof tanks for black oil (Insulated) and 2 no's Floating roof tanks.
- 2 nos. Fixed roof tanks for White oil storage (Insulated).

COMPUTERISED WEIGHBRIDGES: 40 Mt capacity: 04 Nos., 100 Mt Capacity: 02 Nos.

PIPELINES: (i) 1 x 08" diameter Stainless Steel (ii) 6 x 12" diameter Carbon Steel
(iii) 1 x 16" diameter Carbon Steel (iv) 2 x 24" diameter Carbon Steel

CONTAINER CARGO HANDLING EQUIPMENT

MUNDRA INTERNATIONAL CONTAINER TERMINAL (M I C T)

1. Post Panamax rail mounted Quay crane (RMQC), Noell, SWL 40 MT 2 Nos.
2. Super Post Panamax rail mounted Quay crane (RMQC), Noell, SWL 40 MT 4 Nos.
3. Rubber tyre gantry crane (RTGC), Noell, SWL 40 18 Nos.
4. Rail mounted gantry crane (RMGC), Noell 2 Nos.
5. Reach stacker, Kalmar, SWL 40 MT 2 Nos.
6. Empty Container Handler (ECH) 1 No.
7. Total Ground slots 6490 Slots
8. Total Refer plugs 242 Plugs

ADANI MUNDRA CONTAINER TERMINAL (A M C T)

1. Super Post Panamax Cranes (PMQC) with 22 wide outreach twin lift capacity 6 Nos.
2. Rubber Tyre Gantry (RTG) Cranes – 16 Nos.
3. Kalmar Top loaders of 45 Tons – 2 Nos.
4. Empty Container Handler (ECH) 1 No.
5. Total Ground Slots 4050 Slots
6. Total Refer Plugs 240 Plugs

SOUTH BASIN TERMINAL(CT-3)

- 1) Super Post Panamax Rail Mounted Quay Cranes (RMQC) with **24** across outreach twin lift capacity = 15 Nos x 65 tons under spreader on twin lift mode, 45 tons under spreader on single lift mode and 75 tons under cargo beam hook.
- 2) Rubber Tyre Gantry (RTG) Cranes 31Nos x 41 tons
- 3) Kalmar Top loaders of 45 Tons 3 Nos
- 4) Empty container handler (ECH) 1 No
- 5) Total Ground Slots 8260
- 6) Total Reefer Plugs 168

The terminal operators, M/s. APSEZ will arrange all Cargo handling activities in port, including warehousing and storage, internal transportation and cargo loading and unloading round- the-clock.

SOUTH BASIN TERMINAL(CT-4)

- 1) Super Post Panamax Rail Mounted Quay Cranes (RMQC) with **24** across outreach twin lift capacity = 6 Nos x 65 tons under spreader on twin lift mode, 45 tons under spreader on single lift mode and 75 tons under cargo beam hook.
- 2) Rubber Tyre Gantry (RTG) Cranes 12 Nos x 41 tons
- 3) Kalmar Top loaders of 45 Tons 2 Nos
- 4) Empty container handler (ECH) 1 No

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5) Total Ground Slots	6500
6) Total Reefer Plugs	458

The terminal operators, M/s. APSEZ will arrange all Cargo handling activities in port, including warehousing and storage, internal transportation and cargo loading and unloading round- the-clock.

WEST BASIN - MUNDRA PORT

DRY CARGO HANDLING EQUIPMENT

The facility is strategically located 09 miles west of Mundra Port in position Lat 22° 44'53.10"N, Long 069° 33'55.60" E. West Basin is being developed as the World's largest capacity bulk import terminal with International standard norms, excellent storage infrastructure, eco-friendly and world class technology. The site has good rail links and natural & dredged deepwater channels. The terminal operators, M/s. APSEZ will arrange all Cargo handling activities in port, including warehousing and storage, internal transportation and cargo loading and unloading round- the-clock.

STORAGE CAPACITY (YARDS): West port has **5,90,000** sq meters area for the storage of **3.8** MMT bulk - cargo and other conventional cargo.

CARGO HANDLING EQUIPMENT:

- **07** Nos. Stack Reclaimers with a capacity of 6000 TPH in stacking mode and 2500 TPH in reclaiming mode.
- **02** Nos of reclaimers with reclaiming capacity Of **2500** TPH.
- **10** Nos. Grab Ship Unloaders (GSU) available on berth WB-1, WB-2, WB-3 with a capacity of **2000** TPH each.

CONVEYOR SYSTEMS

Total length of conveyor system is **25026** meters.

Receiving conveyor: 6000 TPH with belt speed of **4.7** meters per second, 2200 mm belt width.

Dispatch Conveyor: 5000 TPH with **7.5** mtr per second belt speed for APL delivery and **5000** TPH with belt speed of **4.7** mtr per second for rake dispatch.

Dispatch Conveyor: 2500 TPH with **4.7** mtr per second belt speed for Truck Loading system.

13.2 CLEANING PROCEDURES

Freighters and Bulk Carriers

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 Kutch.
- 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 its re-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.

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- 4) The master will have to demonstrate the tank transfer arrangement and safe containment of hold wash water retained on board.

The matter involves compliance with MARPOL and any deviation from the regulations is not permitted by MMD or DGS.

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14.1 LOWERING OF LIFE BOATS

The vessel is permitted to lower its lifeboat till water level at anchorage after taking clearance from Marine Control on Vhf Channel 77. The vessel should take all due precaution when lowering the lifeboat so that no accident or untoward incident takes place. The lifeboat should not be maneuvered in the water away from the vessel by letting go the lifeboat painters in view of strong currents at Mundra. The life boat engines should be in good working conditions or else the lifeboat should only be lowered in to the water and picked up. Marine control will provide a suitable time slot to the vessel for carrying out the above mentioned drill when no vessel movements are taking place in the channel.

14.2 MAINTENANCE AND REPAIR

All type of maintenance and repair facility is available at Port. Port can provide a suitable berth to carry out repair and maintenance of vessel subject to availability of berth.

14.3 UNDERWATER INSPECTION/CLEANING

Under water Hull inspection can be carried out by divers from authorized external Agencies or by the Port divers. However please note that the Port divers are not class approved.

Regarding cleaning facilities, kindly note that under water Hull cleaning/shipside painting is not permitted at APSEZ Ltd, Mundra.

14.4 RAZOR WIRE

Kindly note that the 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.

14.5 SOOT BLOWING

Soot blowing is prohibited in port limits. There have been several instances of vessel ropes catching fire after soot blowing. The soot may also blow towards the forward part of the ship if the wind direction is not taken care off during this operation and may become the cause of fire or explosion depending on the nature of cargo.

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

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14.6 Sea trial

Sea trial of vessel can be carried out subject to the following conditions.

1. Both the vessel anchors and windlass are in good working condition.
2. The vessel anchors should be reading for letting go and dredging in case the engines fail.
3. The vessel engines have been tried out sufficiently on ahead and astern mode with short kicks before heaving up anchor.
4. The vessel will inform Marine Control on VHF channel 77 and VTS GoK before getting underway.
5. The vessel will keep atleast 2 miles of the anchored vessels.
6. The vessel will steam in the direction of the flood / ebb tide (090-270) so that she does not drift sideways while carrying out sea trials.
7. The vessel should alter her course for reverse steaming when clear of the other vessel.
8. The vessel should keep well clear of other anchored vessels and SPM.
9. The vessel should steam atleast 1.5 miles south of the SPM.
10. In case the vessel engine fails, the vessel should inform the Marine Control immediately on VHF Channel 77.
11. The vessel should remain inside the port limit at all times.
12. The vessel should maintain sufficient bridge team members so that a sharp lookout is kept of all inbound and outbound Port traffic.
13. The sea trials should be completed before sunset. No sea trials are permitted during dark hours.

PART VI/ 15. PORT INSPECTIONS

15.1 INSPECTIONS FROM PORT STATE CONTROL, INSPECTIONS FROM OTHER PARTIES

The office of Port state control is located at Kandla 70 Km away from Mundra port. The officials from Port state control or from government agencies can board the vessel anytime for necessary inspection during her stay at Mundra if required.

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Part VII

Port Services

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16.1 Fuel and Lubrication Oil

Bunkers can be arranged by Agents with sufficient notice after obtaining permission from Port Operations Centre. Bunker facility available through Dock Lines connected to shore tanks and also through Tankers and Bunker Barges.

16.2 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.

16.3 Stores

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

Transfer of goods/ship spares/ship supplies can only take place before commencement or after completion of cargo transfer, nevertheless causing any delay on normal loading/discharging operation. Deliveries of small quantities of stores, supplies or equipment parts that do not require special handling and that can be hand-carried by crew members up the gangway are allowed during daylight hours upon specific authorization by the PFSO/ Dy.PFSO.

16.4 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.

16.5 Waste Disposal

Garbage removal facility is available on prior requisition to Port Operations Center through local agent on chargeable basis as per port tariff.

Wastes like used batteries, expired pyrotechnics, expired medicines, incinerator ash will not be handled at our end as we do not have disposal facility and requisite permission.

Garbage collection will be carried out during office hrs only (i.e from 1000 hrs to 1700 hrs). Further it is also be noted that, during Sunday and holidays service will be provided as per the availability.

For More Info: <https://www.adaniports.com/ports-downloads?port=Mundra-Port>

The vessel master can send waste disposal request through Log in **Centralised Port Reception Facility Portal** created by DG Shipping.

Link: <http://prf.irclass.net/>

16.6 Repair

All types of repair facility are provided by approved workshop. Please contact local agent for clarification.

16.7 De-ratting

The service is not available in port.

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16.8 Surveyors

Vessels are advised to liaise with local agent for surveyor.

16.9 Shipping Agents

The offices of various steamer agencies are located at Mundra and Gandhidham. A list of agencies is available with daily shipping times.

16.10 Medical Facilities

A Multi – Specialty Adani Hospitals is located close to the Port. An Occupation Health Centre with Ambulance service is available inside port premises.

16.11 Seaman's Missions

Seaman's club is available in the Port. The contact details is mentioned below.

The Seaman's club
 Near Tug Berth
 Adani Port and SEZ Ltd.,
 Contact Person
 Mr Jhonty Mobile No.+91 97142 92929
 Mr David Mobile No. +91 99794 48614
 Mr Ravin Mobile No +91 8758757415
 FREE PICK UP AND DROP FACILITY AVAILABLE

16.12 Transport

Transport facility can be arranged by local agents only.

16.13 Sludge Removal

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

16.14 Custom / Immigration

The Custom and Immigration Authorities have their offices within APSEZ premises.

16.15 Shore Crane and Hydra

Shore Crane and Hydra service is available on prior requisition to Port Operations Center through local agent on chargeable basis as per port tariff.

16.16 Tug and Boat

Tug and Boat service is available on prior requisition to Port Operations Center through local agent on chargeable basis as per port tariff.

16.17 Airport

Bhuj Air Port is located 65 km from Mundra. Daily 2 flights from Bhuj to Mumbai.

Kandla Air Port is located 60 KM from Mundra. Daily one flight from Mumbai.

Mundra Air Port- Air Odissa operates flight between Ahmedababd and Mundra.

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State Bank of India - Having facility of encashment of Dollars, Pounds, Sterlings and Euros.

AXIS Bank Ltd. – Bank and ATM facility is also available in Port User Building.

16.19 Telephone

Facility available inside Port (Internet facility - Future plan)
 Thru Authorised Service Provider
 Mr.K.D.Vyas
 Maruti Telecom
 9099810002, 9727282930

16.20 Duty Free Shops

Three Duty Free Shops are available inside the Port.
 Timings: 0900 Hrs to 1900 Hrs. (Free Pickup facility from Vessel available).

<p>1. Flemingo Duty Free Shop Pvt. Ltd. Near Weigh Bridge No.1, Opposite- CG7 Adani Port and SEZ Ltd., Tel- +91 2838 288333 Email- mundraport@flemingo-intl.com Website – www.flemingodutyfree.in Contact Person – Mr.Dinesh Chettiyar Mobile - +91 9327005920</p>	<p>2. Planets F. & B. Park Shop No.1 Near Porta cabin, CT-2, Adani Port and SEZ Ltd., Contact Person–Mr. Viram Dev Sinh Jadeja Mobile – +91 9099987694</p>
<p>3. The Seaman’s club Near Tug Berth Adani Port and SEZ Ltd., Contact Person Mr Jhonty Mobile No.+91 97142 92929 Mr David Mobile No. +91 99794 48614 Mr Ravin Mobile No +91 8758757415 FREE PICK UP AND DROP FACILITY AVAILABLE</p>	<p>4. Planets F. & B. Park Near SS 1 Building, Adani Port and SEZ Ltd., West Basin Contact Person–Mr. Vivek Jani Mobile – +91 9099987693</p>

16.21 Security Procedure for Vessel Crew to Visit Seaman’s Shopping Centre in Mundra Port

1. Vessel crew proceeding to Seaman’s Shopping Centre to carry following documents
 - A) Two copies of crew list signed and stamp by vessel Master with individual’s names highlighted.
 - B) Valid photo ID proof.
2. The Security Staff at Terminal gate may check the crew list and the identity document.
3. Crew members of vessel berthed at Terminal 1, 2 & 3 are not permitted to cross ISPS Gate near SPM store.
4. Crew members of vessel berthed at CB1-CB4 and SB6-SB7 are to use free pick up and drop facility. They are not permitted to cross Port Main Gate.
5. The shopping Centre is open from 0900-1800 hrs.
6. Crew members are to return back to their ship by 1900 hrs.
7. Crew Members are not permitted to move to any area other than shortest transit route from berth to Shopping Centre.

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8. Crew members are advised to avail free pick up and drop facility provided by Shopping Centre.

9. Crew members are not permitted to carry out any transactions with anyone in the port other than purchases made from the Seaman Shopping Centre.

PLEASE NOTE: NATIONALS FROM PAKISTAN AND BANGLADESH ARE NOT ALLOWED FOR THE ABOVE SERVICE.

16.22 Shore Leave

APSEZ Ltd, Mundra permits the ship's crew to land ashore subject to Immigration clearance. The crew member proceeding for shore leave should carry the shore leave pass, issued by the immigration officer and passport.

There are two Security Check Points for Vessel's Crew leaving ashore if permitted by Immigration Officer. They are subjected to frisking at both Access Control Points. Shore leave pass issued by Immigration Officer and Passport are checked at both points and documented.

- At Terminal 1 Gate / Terminal 2 Gate - As Applicable
- At Port's Main Gate - In addition to Security Check, Ship's crew is required to obtain clearance from Customs PO at Main Gate to exit / enter.

16.23 Shore Gangway

Shore Gangway is available on prior requisition to Port Operations Center through local agent on chargeable basis as per port tariff. Please note that gangway will be provided subject to following :

1. The vessel master will have to provide gangway net.
2. The vessel master will be responsible to ensure that gangway net is rigged immediately after the gangway is provided to the vessel. Gangway net will be rigged by vessel crew.
3. The vessel master will be responsible to ensure that gangway net is removed before vessel departure. Gangway net will be removed by vessel crew.

In case gangway is required to be repositioned, please contact marine control on VHF ch 77.

16.24 Mundra Charts Conveying by Berthing Pilot

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

16.25 Liferaft Lifeboat/Rescue Boat Servicing

The liferaft, Lifeboat/Rescue boat servicing facility is available inside Mundra Port Premises. The sales and service with contact details are mentioned below.

<ul style="list-style-type: none"> • Liferaft Servicing • Lifeboat/Rescue Boat Servicing • Fire Fighting • Pyro Disposal with Certificate 	sales@asmoloobhoy.com +91 – 96198 00209
<ul style="list-style-type: none"> • SRT Survey-ClassNK, BV, DNV, RINA, ABS, GL, LR, KR & IRS • Magnetic Compass • GYRO Servicing 	service@asmoloobhoy.com +91-96199 30554

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- | | |
|--|--|
| <ul style="list-style-type: none">• EPRIB/SART/SSAS• Exclusive Sales & Service of Furuno in India | |
|--|--|

16.26 Nitrogen gas (98%) purging

Nitrogen gas (98%) purging facilities is available at terminal-1 berths (B-1,B-2, B-3 & B-4) supply rate 600~800 Nm³/hr with maxi. 04 kg/sq.cm.

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CONDITION OF USE OF FACILITIES AND SERVICES AT MUNDRA PORT

The Chief Executive Officer,
Adani Ports & Special Economic Zone Limited (APSEZL), Mundra– Kutch - 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 Ports & Special Economic Zone 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;

* "**Port Services**" mean any service advice, instruction or assistance tendered or provided by the Port Management to Vessel, including, without limitation, by way of pilotage, towage, tug assistance, mooring, berthing, ingress egress or other navigational services.

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Gulf of Kutch: Navinal Point (Mundra Port) Predicted Tide – JAN 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		01/Jan	02/Jan	03/Jan	04/Jan	05/Jan
		L0427 2.40	L0539 2.30	H0028 5.85	H0114 5.99	H0154 6.03
		H1016 5.22	H1120 5.14	L0639 2.16	L0727 2.07	L0809 2.04
		L1650 1.16	L1745 1.04	H1214 5.11	H1301 5.08	H1341 5.06
		H2332 5.60		L1833 .97	L1914 .96	L1952 .99
06/Jan	07/Jan	08/Jan	09/Jan	10/Jan	11/Jan	12/Jan
H0227 5.99	H0257 5.93	H0325 5.89	H0352 5.88	H0420 5.88	H0451 5.87	H0526 5.80
L0847 2.05	L0919 2.06	L0949 2.04	L1019 1.99	L1049 1.91	L1122 1.82	L1200 1.76
H1417 5.05	H1449 5.05	H1522 5.05	H1554 5.05	H1629 5.02	H1708 4.98	H1753 4.91
L2027 1.05	L2059 1.12	L2130 1.19	L2201 1.28	L2234 1.40	L2311 1.57	L2353 1.82
13/Jan	14/Jan	15/Jan	16/Jan	17/Jan	18/Jan	19/Jan
H0607 5.65	L0044 2.13	L0148 2.43	L0307 2.63	L0429 2.65	L0540 2.51	H0022 5.85
L1245 1.72	H0654 5.43	H0752 5.19	H0858 4.99	H1007 4.90	H1112 4.92	L0640 2.32
H1846 4.86	L1336 1.68	L1436 1.60	L1541 1.45	L1643 1.22	L1742 .97	H1211 5.01
	H1952 4.86	H2106 4.99	H2219 5.24	H2325 5.55		L1835 .75
20/Jan	21/Jan	22/Jan	23/Jan	24/Jan	25/Jan	26/Jan
H0112 6.07	H0157 6.20	H0240 6.27	H0322 6.30	H0403 6.29	H0446 6.21	H0531 6.05
L0731 2.13	L0818 1.95	L0902 1.77	L0946 1.58	L1031 1.39	L1117 1.23	L1206 1.15
H1304 5.13	H1353 5.24	H1441 5.32	H1528 5.37	H1617 5.38	H1709 5.33	H1807 5.24
L1925 .61	L2013 .56	L2059 .59	L2146 .72	L2233 .94	L2322 1.24	
27/Jan	28/Jan	29/Jan	30/Jan	31/Jan		
L0016 1.62	L0118 2.02	L0234 2.34	L0401 2.46	L0523 2.36		
H0622 5.78	H0720 5.42	H0829 5.06	H0946 4.81	H1059 4.72		
L1259 1.16	L1359 1.23	L1506 1.31	L1615 1.33	L1720 1.29		
H1914 5.15	H2031 5.12	H2153 5.21	H2308 5.40			

Predicted Tide – FEB 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					01/Feb	02/Feb
					H0010 5.59	H0100 5.72
					L0628 2.18	L0717 2.04
					H1201 4.74	H1250 4.81
					L1815 1.21	L1901 1.15
03/Feb	04/Feb	05/Feb	06/Feb	07/Feb	08/Feb	09/Feb
H0139 5.76	H0212 5.75	H0239 5.73	H0303 5.74	H0328 5.79	H0354 5.85	H0422 5.87
L0757 1.96	L0830 1.93	L0859 1.90	L0925 1.83	L0950 1.71	L1018 1.58	L1048 1.45
H1330 4.89	H1405 4.96	H1435 5.04	H1504 5.11	H1534 5.17	H1606 5.22	H1641 5.23
L1939 1.12	L2013 1.12	L2043 1.13	L2112 1.14	L2142 1.18	L2213 1.27	L2248 1.41
10/Feb	11/Feb	12/Feb	13/Feb	14/Feb	15/Feb	16/Feb
H0454 5.81	H0530 5.65	L0014 1.94	L0111 2.29	L0225 2.57	L0354 2.66	L0518 2.51
L1122 1.36	L1201 1.33	H0611 5.38	H0703 5.05	H0810 4.75	H0931 4.60	H1049 4.66
H1721 5.21	H1808 5.16	L1247 1.36	L1343 1.41	L1452 1.42	L1607 1.33	L1719 1.12
L2328 1.64		H1906 5.09	H2017 5.06	H2138 5.15	H2255 5.37	
17/Feb	18/Feb	19/Feb	20/Feb	21/Feb	22/Feb	23/Feb
H0001 5.64	H0054 5.88	H0140 6.05	H0222 6.15	H0302 6.20	H0341 6.19	H0421 6.10
L0623 2.23	L0716 1.92	L0801 1.64	L0844 1.39	L0926 1.16	L1007 .97	L1050 .86
H1157 4.85	H1254 5.09	H1344 5.30	H1431 5.47	H1517 5.57	H1603 5.61	H1651 5.59
L1820 .88	L1914 .70	L2002 .62	L2048 .65	L2133 .78	L2218 .98	L2305 1.26
24/Feb	25/Feb	26/Feb	27/Feb	28/Feb		
H0503 5.90	H0551 5.57	L0055 1.96	L0206 2.28	L0334 2.42		
L1135 .85	L1223 .98	H0646 5.15	H0755 4.73	H0917 4.44		
H1744 5.50	H1843 5.35	L1318 1.21	L1422 1.47	L1537 1.65		
L2356 1.59		H1953 5.20	H2114 5.12	H2234 5.16		

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Predicted Tide – MAR 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31/Mar					01/Mar	02/Mar
L0535 2.13					L0502 2.34	L0609 2.13
H1120 4.43					H1039 4.39	H1146 4.52
L1726 1.97					L1653 1.67	L1756 1.57
H2352 5.13					H2342 5.28	
03/Mar	04/Mar	05/Mar	06/Mar	07/Mar	08/Mar	09/Mar
H0034 5.40	H0114 5.47	H0146 5.51	H0211 5.55	H0235 5.61	H0259 5.68	H0325 5.73
L0657 1.95	L0733 1.84	L0804 1.75	L0829 1.67	L0854 1.55	L0919 1.41	L0945 1.27
H1237 4.70	H1316 4.87	H1349 5.03	H1418 5.17	H1446 5.29	H1515 5.39	H1545 5.46
L1844 1.44	L1923 1.34	L1955 1.27	L2025 1.24	L2053 1.24	L2123 1.27	L2155 1.35
10/Mar	11/Mar	12/Mar	13/Mar	14/Mar	15/Mar	16/Mar
H0353 5.72	H0424 5.63	H0458 5.44	H0539 5.17	L0049 2.24	L0200 2.49	L0331 2.55
L1015 1.16	L1048 1.09	L1126 1.10	L1210 1.20	H0631 4.83	H0741 4.53	H0911 4.42
H1618 5.51	H1655 5.51	H1739 5.45	H1833 5.32	L1305 1.36	L1416 1.52	L1540 1.54
L2230 1.48	L2308 1.68	L2353 1.94		H1942 5.19	H2105 5.16	H2227 5.30
17/Mar	18/Mar	19/Mar	20/Mar	21/Mar	22/Mar	23/Mar
L0459 2.34	L0604 1.98	H0031 5.76	H0117 5.92	H0158 6.00	H0237 6.02	H0316 5.98
H1038 4.57	H1149 4.88	L0656 1.61	L0740 1.29	L0821 1.02	L0900 .83	L0940 .70
L1701 1.38	L1808 1.14	H1245 5.21	H1334 5.48	H1420 5.68	H1503 5.80	H1547 5.86
H2336 5.53		L1902 .96	L1950 .89	L2034 .93	L2118 1.05	L2202 1.22
24/Mar	25/Mar	26/Mar	27/Mar	28/Mar	29/Mar	30/Mar
H0355 5.85	H0436 5.63	H0523 5.30	L0034 1.96	L0140 2.21	L0300 2.36	L0427 2.31
L1020 .68	L1102 .77	L1148 .99	H0615 4.89	H0722 4.49	H0846 4.24	H1011 4.24
H1632 5.84	H1719 5.74	H1812 5.55	L1238 1.33	L1338 1.70	L1452 1.99	L1616 2.08
L2248 1.43	L2338 1.68		H1914 5.31	H2028 5.10	H2147 5.00	H2257 5.03

Predicted Tide – APR 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	01/Apr	02/Apr	03/Apr	04/Apr	05/Apr	06/Apr
	L0622 1.93	H0034 5.24	H0107 5.34	H0135 5.43	H0201 5.50	H0228 5.54
	H1212 4.70	L0657 1.75	L0726 1.59	L0753 1.44	L0818 1.29	L0845 1.15
	L1817 1.80	H1251 4.96	H1325 5.19	H1355 5.39	H1425 5.54	H1454 5.65
		L1856 1.64	L1930 1.53	L2001 1.48	L2032 1.48	L2104 1.52
07/Apr	08/Apr	09/Apr	10/Apr	11/Apr	12/Apr	13/Apr
H0256 5.54	H0326 5.48	H0359 5.36	H0435 5.18	H0518 4.95	L0039 2.24	L0150 2.37
L0914 1.05	L0946 .98	L1020 .97	L1059 1.04	L1145 1.19	H0615 4.67	H0732 4.45
H1526 5.73	H1559 5.77	H1636 5.75	H1719 5.67	H1812 5.52	L1242 1.43	L1354 1.66
L2138 1.60	L2214 1.72	L2255 1.87	L2342 2.05		H1921 5.35	H2041 5.28
14/Apr	15/Apr	16/Apr	17/Apr	18/Apr	19/Apr	20/Apr
L0316 2.32	L0438 2.05	L0541 1.66	H0003 5.69	H0050 5.79	H0132 5.82	H0212 5.79
H0904 4.45	H1030 4.69	H1139 5.06	L0631 1.28	L0715 .98	L0755 .77	L0834 .65
L1521 1.76	L1645 1.65	L1753 1.47	H1234 5.42	H1323 5.69	H1407 5.88	H1449 5.99
H2200 5.35	H2307 5.52		L1847 1.33	L1935 1.29	L2019 1.34	L2103 1.43
21/Apr	22/Apr	23/Apr	24/Apr	25/Apr	26/Apr	27/Apr
H0251 5.71	H0330 5.56	H0412 5.35	H0457 5.07	L0013 1.99	L0111 2.17	L0218 2.30
L0913 .62	L0952 .68	L1032 .84	L1116 1.11	H0548 4.75	H0649 4.44	H0804 4.24
H1530 6.03	H1612 5.99	H1655 5.88	H1743 5.68	L1202 1.45	L1255 1.83	L1400 2.16
L2147 1.54	L2232 1.67	L2321 1.82		H1836 5.43	H1938 5.17	H2046 4.99
28/Apr	29/Apr	30/Apr				
L0333 2.30	L0440 2.16	L0531 1.94				
H0925 4.23	H1035 4.42	H1132 4.72				
L1519 2.34	L1636 2.31	L1735 2.15				
H2154 4.94	H2253 4.99	H2339 5.11				

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Predicted Tide - MAY 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			01/May	02/May	03/May	04/May
			L0609 1.70	H0018 5.24	H0052 5.34	H0124 5.39
			H1216 5.05	L0641 1.46	L0712 1.24	L0742 1.07
			L1819 1.98	H1253 5.35	H1328 5.59	H1400 5.77
				L1858 1.85	L1934 1.77	L2009 1.77
05/May	06/May	07/May	08/May	09/May	10/May	11/May
H0156 5.39	H0229 5.34	H0303 5.26	H0340 5.15	H0421 5.01	H0510 4.84	L0034 2.13
L0813 .95	L0846 .89	L0921 .87	L1000 .91	L1043 1.02	L1132 1.21	H0612 4.66
H1433 5.88	H1508 5.93	H1543 5.94	H1623 5.91	H1708 5.82	H1803 5.68	L1231 1.47
L2046 1.81	L2123 1.88	L2203 1.95	L2247 2.02	L2336 2.09		H1907 5.54
12/May	13/May	14/May	15/May	16/May	17/May	18/May
L0142 2.11	L0257 1.97	L0411 1.69	L0512 1.34	L0604 1.01	H0023 5.62	H0107 5.59
H0730 4.56	H0856 4.64	H1018 4.90	H1125 5.26	H1221 5.59	L0649 .77	L0730 .64
L1342 1.73	L1505 1.89	L1626 1.89	L1734 1.79	L1830 1.70	H1311 5.84	H1354 6.00
H2019 5.46	H2131 5.47	H2237 5.53	H2333 5.60		L1920 1.67	L2006 1.70
19/May	20/May	21/May	22/May	23/May	24/May	25/May
H0149 5.52	H0229 5.41	H0310 5.29	H0351 5.14	H0434 4.95	H0520 4.74	L0036 2.10
L0810 .61	L0849 .66	L0927 .77	L1007 .95	L1047 1.18	L1129 1.47	H0613 4.53
H1435 6.06	H1515 6.06	H1554 6.00	H1634 5.89	H1714 5.73	H1759 5.53	L1215 1.78
L2050 1.75	L2134 1.81	L2217 1.86	L2302 1.93	L2348 2.01		H1848 5.32
26/May	27/May	28/May	29/May	30/May	31/May	
L0129 2.17	L0228 2.19	L0329 2.09	L0425 1.89	L0512 1.62	L0552 1.33	
H0713 4.38	H0823 4.34	H0935 4.47	H1038 4.74	H1130 5.08	H1216 5.42	
L1308 2.09	L1413 2.34	L1527 2.45	L1637 2.40	L1735 2.26	L1822 2.12	
H1943 5.14	H2042 5.03	H2141 5.01	H2236 5.06	H2324 5.14		

Predicted Tide - JUNE 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30/Jun						01/Jun
L0551 .99						H0007 5.20
H1226 5.70						L0630 1.09
L1840 2.20						H1257 5.70
						L1906 2.03
02/Jun	03/Jun	04/Jun	05/Jun	06/Jun	07/Jun	08/Jun
H0047 5.23	H0126 5.22	H0205 5.18	H0244 5.12	H0327 5.06	H0413 4.99	H0506 4.90
L0707 .90	L0744 .78	L0823 .73	L0904 .74	L0947 .81	L1033 .94	L1125 1.15
H1336 5.89	H1414 6.00	H1452 6.04	H1532 6.04	H1614 6.00	H1700 5.94	H1752 5.85
L1947 2.00	L2028 2.00	L2110 2.02	L2154 2.02	L2240 1.99	L2330 1.92	
09/Jun	10/Jun	11/Jun	12/Jun	13/Jun	14/Jun	15/Jun
L0025 1.84	L0126 1.72	L0232 1.56	L0339 1.34	L0442 1.09	L0536 .86	L0625 .71
H0608 4.81	H0722 4.77	H0841 4.85	H0959 5.08	H1108 5.38	H1208 5.67	H1258 5.88
L1222 1.42	L1328 1.72	L1443 1.97	L1603 2.07	L1715 2.05	L1815 1.97	L1909 1.91
H1849 5.73	H1953 5.61	H2100 5.51	H2204 5.44	H2305 5.40	H2359 5.35	
16/Jun	17/Jun	18/Jun	19/Jun	20/Jun	21/Jun	22/Jun
H0048 5.29	H0133 5.22	H0214 5.15	H0254 5.08	H0332 5.00	H0411 4.92	H0452 4.82
L0709 .65	L0750 .67	L0830 .75	L0907 .86	L0945 1.00	L1021 1.17	L1059 1.37
H1343 5.99	H1423 6.01	H1501 5.97	H1537 5.90	H1611 5.82	H1646 5.73	H1722 5.62
L1956 1.89	L2040 1.90	L2121 1.92	L2201 1.93	L2239 1.94	L2318 1.94	L2357 1.94
23/Jun	24/Jun	25/Jun	26/Jun	27/Jun	28/Jun	29/Jun
H0536 4.70	L0039 1.94	L0125 1.92	L0218 1.85	L0315 1.72	L0411 1.50	L0503 1.24
L1138 1.61	H0625 4.59	H0724 4.54	H0830 4.59	H0938 4.78	H1041 5.08	H1137 5.41
H1800 5.50	L1223 1.88	L1316 2.16	L1421 2.38	L1535 2.49	L1646 2.44	L1747 2.32
	H1844 5.35	H1935 5.20	H2032 5.06	H2132 4.98	H2231 4.96	H2325 4.98

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Predicted Tide - JULY 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	01/Jul	02/Jul	03/Jul	04/Jul	05/Jul	06/Jul
	H0015 5.02	H0102 5.05	H0146 5.08	H0232 5.11	H0317 5.12	H0406 5.12
	L0637 .78	L0722 .65	L0806 .58	L0851 .59	L0937 .67	L1024 .82
	H1312 5.91	H1355 6.03	H1437 6.09	H1519 6.11	H1602 6.10	H1645 6.06
	L1928 2.10	L2013 2.03	L2057 1.95	L2142 1.85	L2227 1.72	L2315 1.56
07/Jul	08/Jul	09/Jul	10/Jul	11/Jul	12/Jul	13/Jul
H0459 5.08	L0005 1.41	L0100 1.29	L0200 1.20	L0305 1.11	L0410 1.01	L0511 .90
L1114 1.05	H0557 5.03	H0704 4.99	H0820 5.02	H0938 5.17	H1051 5.41	H1154 5.65
H1732 5.97	L1208 1.36	L1309 1.72	L1420 2.03	L1541 2.21	L1658 2.20	L1806 2.08
	H1824 5.83	H1921 5.61	H2026 5.38	H2134 5.18	H2242 5.06	H2343 5.01
14/Jul	15/Jul	16/Jul	17/Jul	18/Jul	19/Jul	20/Jul
L0605 .82	H0036 4.99	H0122 4.98	H0203 4.98	H0240 4.98	H0314 4.98	H0348 4.97
H1247 5.82	L0653 .78	L0736 .80	L0815 .86	L0851 .93	L0924 1.03	L0957 1.14
L1901 1.96	H1333 5.89	H1411 5.88	H1446 5.83	H1517 5.77	H1546 5.73	H1615 5.72
	L1949 1.89	L2030 1.87	L2107 1.88	L2140 1.87	L2212 1.83	L2243 1.76
21/Jul	22/Jul	23/Jul	24/Jul	25/Jul	26/Jul	27/Jul
H0423 4.95	H0501 4.91	H0543 4.85	L0030 1.58	L0117 1.56	L0212 1.52	L0313 1.43
L1030 1.27	L1105 1.46	L1145 1.70	H0633 4.80	H0732 4.79	H0842 4.87	H0954 5.07
H1645 5.69	H1718 5.63	H1755 5.49	L1232 1.98	L1329 2.28	L1441 2.50	L1602 2.55
L2315 1.69	L2350 1.62		H1839 5.29	H1931 5.04	H2034 4.82	H2143 4.71
28/Jul	29/Jul	30/Jul	31/Jul			
L0417 1.25	L0518 1.02	L0613 .79	H0043 4.98			
H1100 5.35	H1159 5.64	H1250 5.88	L0704 .60			
L1717 2.44	L1818 2.25	L1910 2.05	H1337 6.04			
H2250 4.73	H2350 4.83		L1957 1.87			

Predicted Tide - AUGUST 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				01/Aug	02/Aug	03/Aug
				H0133 5.12	H0220 5.23	H0307 5.31
				L0752 .51	L0839 .51	L0924 .61
				H1420 6.13	H1501 6.17	H1542 6.17
				L2041 1.69	L2124 1.51	L2207 1.31
04/Aug	05/Aug	06/Aug	07/Aug	08/Aug	09/Aug	10/Aug
H0354 5.35	H0444 5.34	H0539 5.29	L0029 .97	L0125 1.02	L0229 1.12	L0339 1.18
L1010 .80	L1058 1.07	L1149 1.41	H0641 5.21	H0753 5.17	H0913 5.21	H1031 5.36
H1622 6.12	H1706 6.00	H1753 5.78	L1248 1.78	L1358 2.12	L1520 2.30	L1646 2.25
L2251 1.14	L2338 1.01		H1848 5.46	H1953 5.10	H2109 4.82	H2226 4.70
11/Aug	12/Aug	13/Aug	14/Aug	15/Aug	16/Aug	17/Aug
L0448 1.17	L0550 1.10	H0030 4.82	H0114 4.91	H0152 4.98	H0224 5.04	H0255 5.10
H1138 5.55	H1233 5.69	L0641 1.03	L0724 .99	L0801 1.01	L0834 1.05	L0903 1.12
L1758 2.06	L1854 1.88	H1318 5.75	H1355 5.74	H1426 5.70	H1453 5.67	H1517 5.68
H2334 4.73		L1937 1.78	L2014 1.74	L2045 1.73	L2113 1.70	L2139 1.63
18/Aug	19/Aug	20/Aug	21/Aug	22/Aug	23/Aug	24/Aug
H0325 5.14	H0356 5.17	H0429 5.18	H0507 5.17	H0551 5.12	L0025 1.36	L0118 1.43
L0933 1.20	L1003 1.31	L1037 1.46	L1114 1.67	L1157 1.95	H0644 5.05	H0752 5.01
H1542 5.71	H1609 5.71	H1639 5.65	H1713 5.49	H1752 5.24	L1251 2.25	L1400 2.52
L2206 1.52	L2234 1.42	L2306 1.35	L2343 1.33		H1841 4.93	H1945 4.63
25/Aug	26/Aug	27/Aug	28/Aug	29/Aug	30/Aug	31/Aug
L0223 1.48	L0337 1.41	L0451 1.21	L0555 .94	H0031 5.06	H0121 5.31	H0208 5.50
H0911 5.09	H1028 5.30	H1134 5.58	H1229 5.85	L0650 .72	L0739 .62	L0824 .64
L1527 2.62	L1652 2.47	L1800 2.19	L1852 1.87	H1316 6.04	H1358 6.15	H1437 6.19
H2107 4.48	H2226 4.56	H2334 4.79		L1937 1.59	L2019 1.34	L2100 1.12

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Predicted Tide - SEPTEMBER 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
01/Sep	02/Sep	03/Sep	04/Sep	05/Sep	06/Sep	07/Sep
H0253 5.62	H0338 5.67	H0425 5.66	H0516 5.59	H0613 5.46	L0049 1.09	L0152 1.36
L0909 .77	L0953 .98	L1040 1.25	L1130 1.57	L1228 1.90	H0722 5.31	H0842 5.23
H1515 6.17	H1555 6.08	H1636 5.90	H1722 5.61	H1816 5.22	L1337 2.20	L1502 2.34
L2140 .93	L2222 .81	L2307 .78	L2355 .88		H1924 4.80	H2048 4.52
08/Sep	09/Sep	10/Sep	11/Sep	12/Sep	13/Sep	14/Sep
L0307 1.57	L0426 1.61	L0535 1.51	H0020 4.83	H0102 5.01	H0136 5.16	H0206 5.27
H1004 5.27	H1115 5.39	H1211 5.52	L0628 1.37	L0709 1.28	L0743 1.26	L0813 1.28
L1632 2.25	L1744 2.02	L1836 1.81	H1256 5.59	H1330 5.61	H1358 5.61	H1422 5.62
H2214 4.48	H2326 4.62		L1916 1.68	L1948 1.62	L2015 1.57	L2040 1.51
15/Sep	16/Sep	17/Sep	18/Sep	19/Sep	20/Sep	21/Sep
H0235 5.37	H0302 5.44	H0331 5.49	H0402 5.52	H0436 5.52	H0516 5.46	H0607 5.34
L0842 1.33	L0910 1.40	L0940 1.50	L1013 1.64	L1049 1.82	L1132 2.05	L1224 2.32
H1445 5.65	H1509 5.67	H1536 5.64	H1605 5.55	H1637 5.38	H1716 5.12	H1804 4.80
L2104 1.41	L2129 1.31	L2156 1.23	L2227 1.19	L2303 1.22	L2344 1.32	
22/Sep	23/Sep	24/Sep	25/Sep	26/Sep	27/Sep	28/Sep
L0036 1.49	L0144 1.65	L0307 1.69	L0432 1.52	L0541 1.25	H0020 5.30	H0109 5.62
H0712 5.20	H0835 5.17	H0959 5.32	H1108 5.58	H1203 5.83	L0636 1.03	L0724 .94
L1333 2.55	L1501 2.62	L1630 2.41	L1738 2.04	L1829 1.64	H1250 6.02	H1331 6.12
H1912 4.51	H2043 4.40	H2212 4.57	H2322 4.92		L1913 1.29	L1953 1.02
29/Sep	30/Sep					
H0154 5.84	H0238 5.97					
L0809 .98	L0852 1.12					
H1410 6.13	H1448 6.07					
L2033 .82	L2112 .69					

Predicted Tide OCTOBER 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		01/Oct	02/Oct	03/Oct	04/Oct	05/Oct
		H0321 6.02	H0405 5.99	H0452 5.89	H0544 5.71	L0013 1.32
		L0936 1.31	L1022 1.53	L1112 1.77	L1208 2.02	H0647 5.47
		H1527 5.94	H1609 5.72	H1654 5.41	H1748 5.01	L1315 2.25
		L2152 .67	L2235 .76	L2321 .99		H1856 4.62
06/Oct	07/Oct	08/Oct	09/Oct	10/Oct	11/Oct	12/Oct
L0115 1.70	L0231 2.01	L0357 2.10	L0511 1.99	L0605 1.82	H0040 5.19	H0115 5.40
H0803 5.26	H0925 5.17	H1039 5.21	H1137 5.31	H1220 5.41	L0646 1.69	L0720 1.62
L1437 2.36	L1604 2.29	L1715 2.08	L1805 1.86	L1843 1.69	H1255 5.47	H1322 5.52
H2025 4.38	H2154 4.41	H2306 4.63	H2359 4.92		L1913 1.56	L1939 1.45
13/Oct	14/Oct	15/Oct	16/Oct	17/Oct	18/Oct	19/Oct
H0144 5.57	H0212 5.70	H0239 5.78	H0308 5.84	H0339 5.86	H0413 5.84	H0452 5.76
L0750 1.61	L0819 1.64	L0849 1.70	L0920 1.79	L0954 1.90	L1032 2.04	L1116 2.20
H1348 5.56	H1412 5.58	H1439 5.56	H1506 5.50	H1537 5.39	H1611 5.22	H1652 5.00
L2004 1.34	L2028 1.24	L2055 1.16	L2124 1.13	L2156 1.14	L2232 1.22	L2315 1.37
20/Oct	21/Oct	22/Oct	23/Oct	24/Oct	25/Oct	26/Oct
H0541 5.61	L0010 1.60	L0118 1.83	L0245 1.95	L0412 1.86	L0523 1.66	H0007 5.57
L1209 2.38	H0645 5.43	H0806 5.34	H0927 5.41	H1037 5.60	H1133 5.79	L0620 1.48
H1743 4.74	L1317 2.51	L1441 2.49	L1605 2.23	L1710 1.82	L1802 1.40	H1221 5.93
	H1856 4.51	H2030 4.49	H2159 4.74	H2310 5.15		L1846 1.04
27/Oct	28/Oct	29/Oct	30/Oct	31/Oct		
H0056 5.90	H0140 6.12	H0222 6.24	H0304 6.27	H0346 6.22		
L0708 1.42	L0753 1.45	L0837 1.55	L0921 1.67	L1007 1.80		
H1304 5.98	H1344 5.96	H1423 5.87	H1503 5.72	H1545 5.51		
L1927 .79	L2006 .65	L2045 .62	L2125 .69	L2207 .87		

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Predicted Tide NOVEMBER 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					01/Nov	02/Nov
					H0430 6.09	H0518 5.88
					L1054 2.05	L1146 2.23
					H1631 5.26	H1721 4.94
					L2249 1.16	L2336 1.55
03/Nov	04/Nov	05/Nov	06/Nov	07/Nov	08/Nov	09/Nov
H0611 5.63	L0031 1.98	L0141 2.35	L0304 2.55	L0422 2.52	L0522 2.37	H0010 5.23
L1246 2.41	H0713 5.37	H0824 5.19	H0935 5.12	H1036 5.16	H1125 5.25	L0609 2.20
H1821 4.61	L1356 2.51	L1514 2.48	L1623 2.30	L1716 2.05	L1757 1.79	H1204 5.34
	H1937 4.37	H2108 4.34	H2229 4.56	H2326 4.89		L1830 1.55
10/Nov	11/Nov	12/Nov	13/Nov	14/Nov	15/Nov	16/Nov
H0047 5.53	H0118 5.75	H0148 5.89	H0218 5.95	H0248 5.97	H0320 5.97	H0356 5.94
L0648 2.07	L0724 2.00	L0757 1.99	L0831 2.03	L0905 2.10	L0941 2.18	L1020 2.24
H1238 5.40	H1309 5.42	H1339 5.39	H1409 5.34	H1440 5.27	H1514 5.19	H1552 5.10
L1859 1.34	L1928 1.18	L1956 1.08	L2026 1.03	L2058 1.03	L2132 1.08	L2211 1.18
17/Nov	18/Nov	19/Nov	20/Nov	21/Nov	22/Nov	23/Nov
H0438 5.90	H0527 5.81	H0626 5.70	L0058 1.89	L0220 2.09	L0344 2.13	L0458 2.04
L1105 2.30	L1159 2.34	L1303 2.33	H0735 5.60	H0849 5.57	H0958 5.61	H1058 5.67
H1637 4.98	H1731 4.84	H1841 4.72	L1415 2.21	L1528 1.94	L1634 1.58	L1729 1.20
L2256 1.35	L2350 1.61		H2007 4.73	H2135 4.97	H2250 5.37	H2349 5.77
24/Nov	25/Nov	26/Nov	27/Nov	28/Nov	29/Nov	30/Nov
L0559 1.93	H0040 6.08	H0125 6.26	H0208 6.32	H0249 6.29	H0330 6.20	H0411 6.07
H1151 5.70	L0652 1.87	L0740 1.87	L0826 1.91	L0910 1.97	L0955 2.04	L1039 2.11
L1818 .90	H1238 5.68	H1322 5.61	H1404 5.51	H1445 5.39	H1528 5.24	H1612 5.06
	L1902 .70	L1944 .63	L2024 .66	L2103 .78	L2143 .99	L2223 1.26

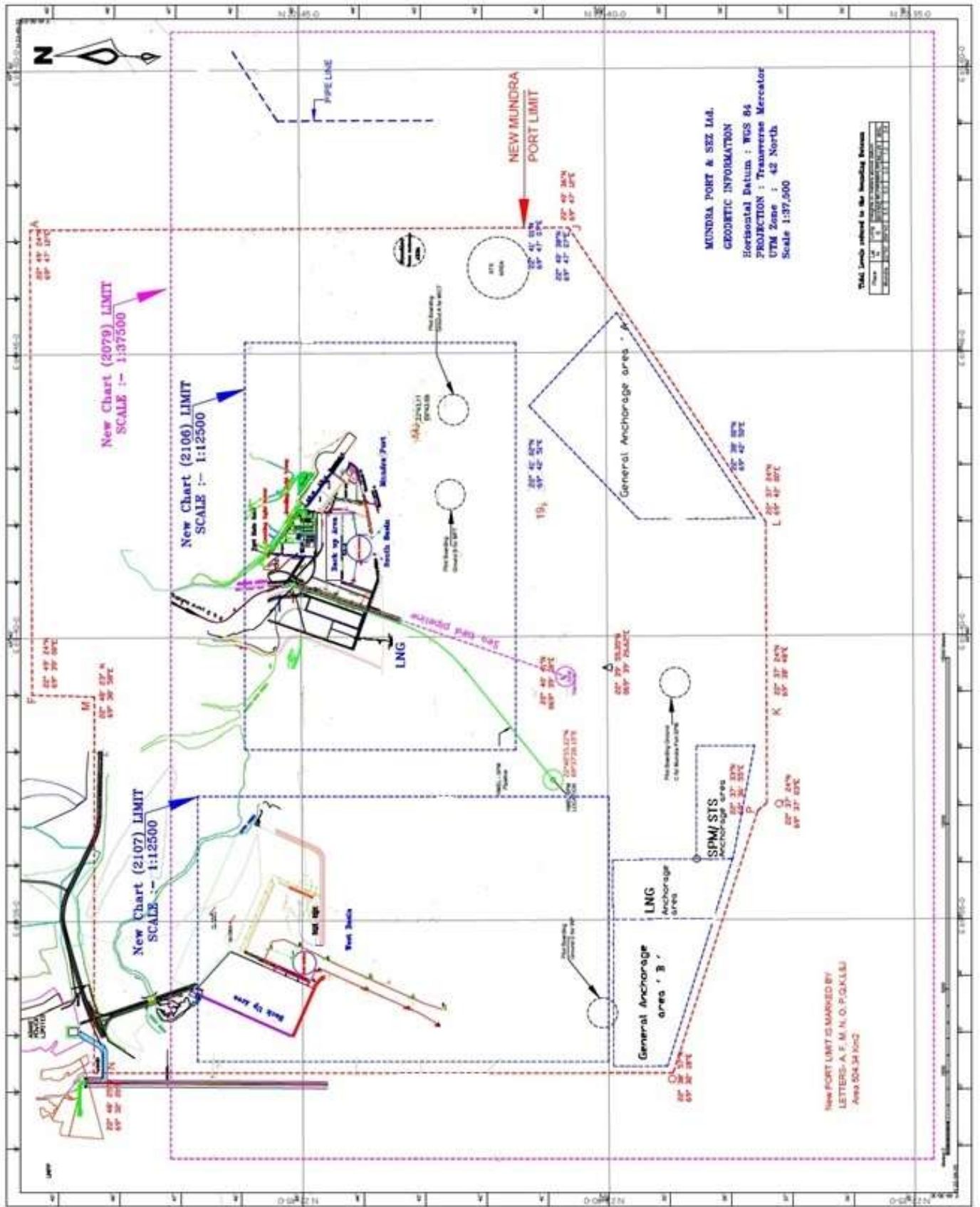
Predicted Tide DECEMBER 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
01/Dec	02/Dec	03/Dec	04/Dec	05/Dec	06/Dec	07/Dec
H0453 5.91	H0537 5.71	H0624 5.50	L0046 2.32	L0154 2.61	L0313 2.76	L0427 2.72
L1125 2.19	L1214 2.27	L1308 2.34	H0717 5.29	H0817 5.12	H0921 5.03	H1020 5.02
H1657 4.86	H1749 4.64	H1850 4.45	L1408 2.35	L1511 2.26	L1610 2.06	L1658 1.80
L2305 1.59	L2351 1.95		H2004 4.37	H2126 4.49	H2236 4.78	H2330 5.14
08/Dec	09/Dec	10/Dec	11/Dec	12/Dec	13/Dec	14/Dec
L0527 2.58	H0013 5.48	H0050 5.75	H0125 5.92	H0158 6.01	H0232 6.05	H0308 6.06
H1111 5.06	L0616 2.43	L0658 2.31	L0737 2.25	L0815 2.23	L0852 2.23	L0931 2.21
L1740 1.53	H1155 5.11	H1233 5.13	H1310 5.14	H1346 5.13	H1423 5.11	H1501 5.11
	L1817 1.29	L1852 1.11	L1927 .99	L2003 .93	L2039 .92	L2119 .96
15/Dec	16/Dec	17/Dec	18/Dec	19/Dec	20/Dec	21/Dec
H0348 6.06	H0430 6.05	H0517 6.01	H0610 5.91	L0045 1.84	L0157 2.15	L0318 2.34
L1013 2.18	L1059 2.12	L1150 2.03	L1246 1.93	H0708 5.77	H0813 5.60	H0921 5.47
H1544 5.09	H1632 5.06	H1727 5.00	H1832 4.94	L1349 1.79	L1456 1.60	L1601 1.36
L2202 1.06	L2249 1.24	L2343 1.51		H1949 4.95	H2113 5.11	H2231 5.41
22/Dec	23/Dec	24/Dec	25/Dec	26/Dec	27/Dec	28/Dec
L0437 2.38	L0545 2.31	H0030 5.99	H0117 6.14	H0200 6.17	H0240 6.14	H0317 6.07
H1027 5.38	H1128 5.32	L0644 2.22	L0735 2.15	L0822 2.11	L0905 2.09	L0944 2.08
L1701 1.11	L1755 .92	H1221 5.28	H1309 5.24	H1353 5.19	H1435 5.13	H1515 5.07
H2335 5.74		L1843 .80	L1927 .78	L2009 .84	L2048 .96	L2126 1.12
29/Dec	30/Dec	31/Dec				
H0353 5.99	H0428 5.90	H0503 5.80				
L1022 2.08	L1059 2.07	L1137 2.07				
H1554 5.00	H1634 4.91	H1716 4.80				
L2202 1.31	L2239 1.53					

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LAYOUT PLAN OF MUNDRA PORT

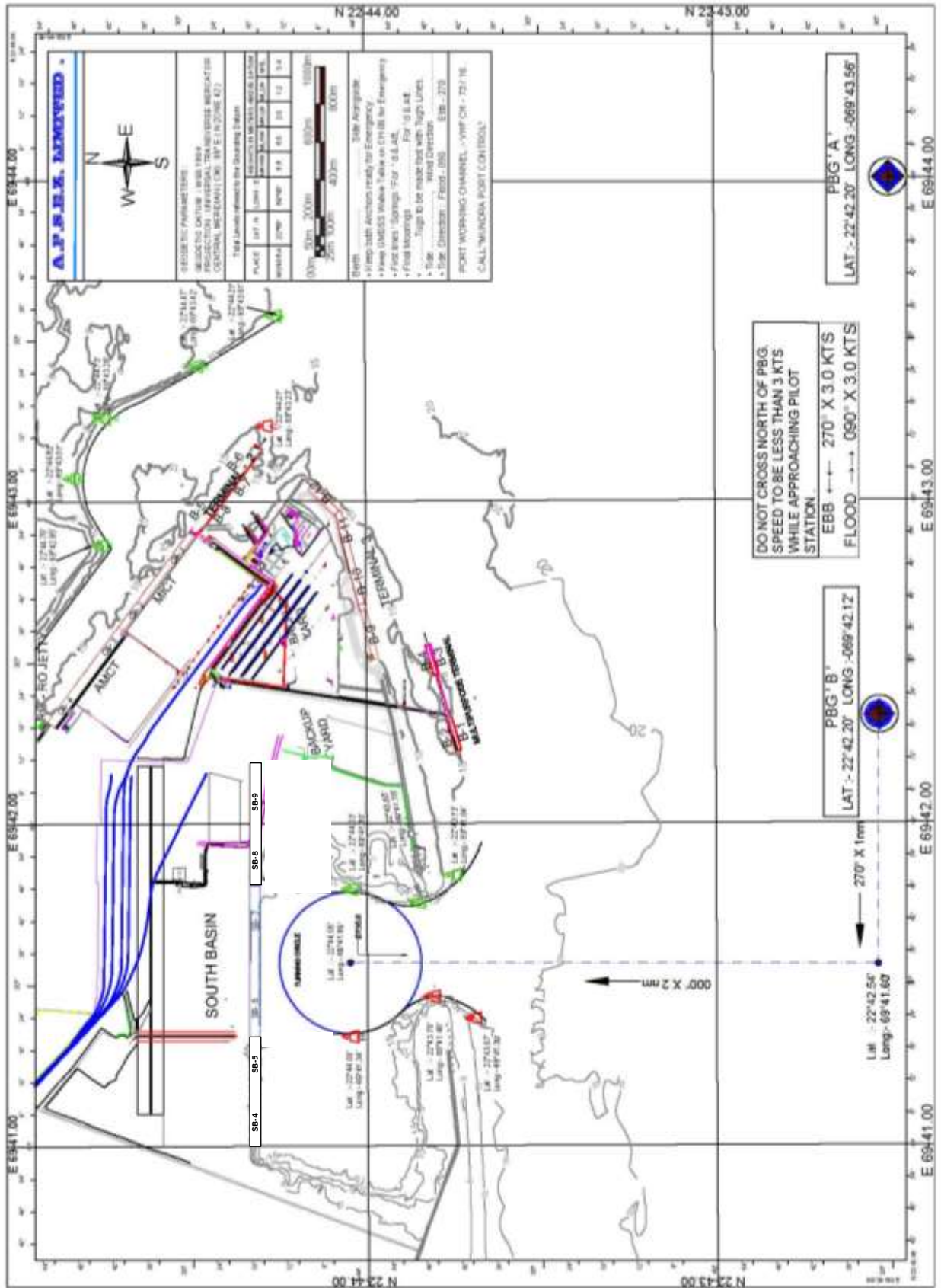


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MASTER - PILOT INFORMATION EXCHANGE

Passage Plan of Mundra Multipurpose Terminal-1, 2, 3, MICT, AMCT and South Basin

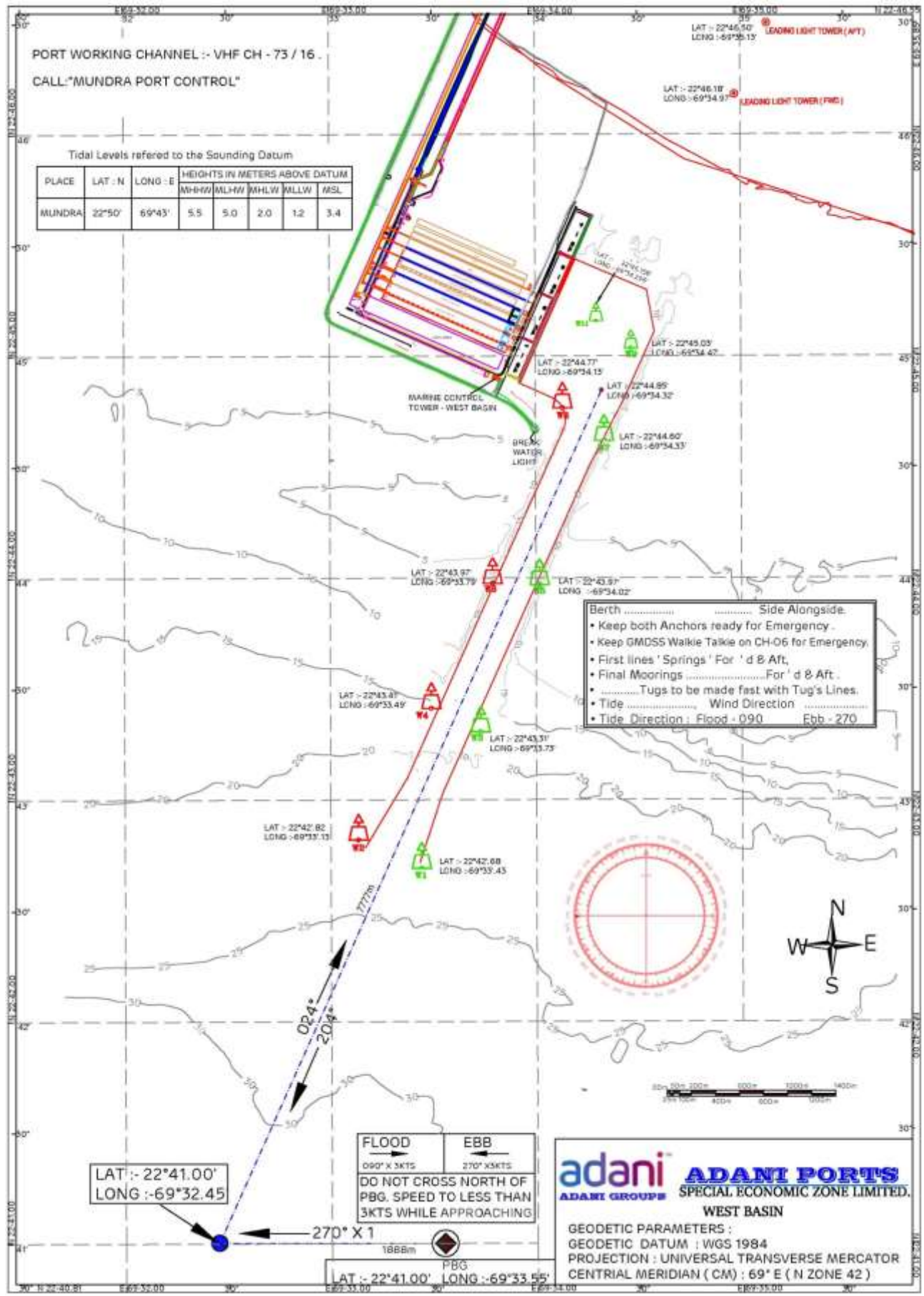


Note: For Container vessels, the pilot booking is done by terminal and any charges w.r.t. delays after pilot boarding will be billed to the agent. The Agent in turn can recover the same from terminal.

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MASTER - PILOT INFORMATION EXCHANGE PASSAGE PLAN OF MUNDRA PORT- WEST BASIN



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APPENDIX - A PORT & BERTH INFORMATION AT A GLANCE

PORT PARTICULARS	Name of Terminal	MMPT Terminal - 1				MMPT Terminal - 2				MMPT Terminal - 3			
	Name of Berth	B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
Depths	Depth at Berth *	14.5 m	15.4 m	14.1 m	12.3 m	13.8 m	14.5 m	11.0 m	9.7 m	14.0 m	14.0 m	14.0 m	14.0 m
Water Density	At Berth	Water Density varies from 1.020 to 1.023 during SW Monsoon period. Remaining part of the year it ranges between 1.024 to 1.025											
Berth	Type of berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth
	Length of Berth **	216.5 m	187.8 m	164.5 m	164.5 m	Total Quay 575 m		Total Quay 441 m		269.225 m	525		215
	Height of berth above CD	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5	8.5	8.5
	Nature of Seabed	Sand	Sand	Sand	Sand	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt
Mooring Bollards	Make / Type	DIPTI (IRM) - HORN TYPE				DIPTI (IRM) - HORN TYPE				HI - TECH - TWIN HORN TYPE			
	Number of Bollards	13	11	10	10	30		43		15	35		10
	Distance between Bollards	19.5 m	19.5 m	19.5 m	19.5 m	19.5 m		13 m		19.5 m	15		22.5
	Strength of Bollard	125 MT	100 MT	125 MT	100 MT	150 MT		125 MT		100 / 150 MT			
Fender	Type	Dual Cell	Single Cell	Dual Cell	Single Cell	Dual Cell	Dual Cell	Dual Cell	Dual Cell	Dual cell	Dual cell	Dual cell	Dual cell
	Number of Fenders	9	7	8	8	30		37		14	15	19	10
	Interval (Max)	26 m	26 m	26 m	26 m	19.5 m	19.5 m	13 m	13 m	19.5 m	15	15	22.5
	Projection	1.65 Mtrs	1.65 Mtrs	1.65 Mtrs	1.65 Mtrs	2.07 Mtrs	2.07 Mtrs	2.07 Mtrs	2.07 Mtrs	1.72 m			
Max Permissible	Draft ***	Declared by the port every month basis the lowest low water.											
	Air Draft: HW to Crane boom	41.5 m	N / A	41.5 m	41.5 m	41.5 m	41.5 m	41.5 m	41.5 m	41.5 m	41.5 m	41.5 m	41.5 m
Navigational Channel	Length	Not Applicable				500 m	500 m	Not Applicable		Not Applicable			
	Width	Not Applicable				370 m	370 m	Not Applicable		Not Applicable			
	Nature of Seabed	Not Applicable				Fine Silt	Fine Silt	Not Applicable		Not Applicable			
	Navigational Aids	Racon, Mooring Dolphin Lights				Channel Buoys , Leading Lights				Racon, Mooring Dolphin Lights			
Turning Basin	Diameter	N / A	N / A	N / A	N / A	700 Mtrs	700 Mtrs	N / A	N / A	N / A	N / A	N / A	N / A
	Nature of Seabed	N / A	N / A	N / A	N / A	Mud / Silt	Mud / Silt	N / A	N / A	N / A	N / A	N / A	N / A
Ballast Condition Required For Sailing		There is no particular requirement of "MINIMUM DRAFT IN BALLAST CONDITION" for sailing out of any berth at Mundra Port.											
Side of Berthing		Any side	Stbd Side	Any side	Any side	Any Side	Any side	Any Side	Any Side	Any Side	Any side	Any Side	Any Side

* Subject to change. For latest depths please refer to monthly data issued by Port.

** Quay is in straight line, hence more than 2 ships can be berthed in each terminal subject to a minimum of 35 metres clearance between each vessel.

*** Maximum acceptable draft is basis the Lowest Low Water for the Month (0.4 m). Actual Berthing Draft may be higher.

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APPENDIX - A PORT and BERTH INFORMATION AT A GLANCE

PORT PARTICULARS	Name of Terminal	MPT Terminal - 1				MPT Terminal - 2				MPT Terminal - 3			
	Name of Berth	B-1	B-2	B-3	B-4	B-5	B-6	B-7	B-8	B-9	B-10	B-11	B-12
Pilotage	Pilot Boarding Ground	A, B	B	A, B	A	A, B	A, B	A, B	A, B	A, B	A, B	A, B	A, B
	Boarding Measure	TUGS	TUGS	TUGS	TUGS	TUGS	TUGS	TUGS	TUGS	TUGS	TUGS	TUGS	TUGS
	Distance to Berth	1.5 NM	1.5 NM	1.5 NM	1.5 NM	2.0 NM	2.0 NM	2.0 NM	2.0 NM	1.5 NM	1.5 NM	1.5 NM	1.5 NM
	Compulsory or Not	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Weather Restriction	For Berthing	35 Kts	30 Kts	35 Kts	35 Kts	35 Kts	35 Kts	P/S: 25 Kts, S/S: 30 Kts		35 Kts	35 Kts	35 Kts	35 Kts
	For Unberthing	Nil	Nil	Nil	Nil	Nil		Nil	Nil	Nil	Nil	Nil	Nil
Manoeuvre Time (Approx)	Berthing Port Side	01:30 Hrs	N/A	01:30 Hrs	01:30 Hrs	1: 00 Hr	01:15 Hrs	01:15 Hrs	01:15 Hrs	01:30 Hrs	01:30 Hrs	01:30 Hrs	01:30 Hrs
	Berthing Stbd Side	01:30 Hrs	01:15 Hrs	01:30 Hrs	N/A	01:15 Hrs	N/A	1: 00 Hr	1: 00 Hr	01:30 Hrs	01:30 Hrs	01:30 Hrs	01:30 Hrs
	Unberthing Port Side	35 Mins	N/A	35 Mins	35 Mins	45 Mins	45 Mins	30 Mins	30 Mins	35 Mins	35 Mins	35 Mins	35 Mins
	Unberthing Stbd Side	35 Mins	35 Mins	35 Mins	N/A	35 Mins	N/A	45 Mins	45 Mins	35 Mins	35 Mins	35 Mins	35 Mins
Cargo Handling Facility	No. of Loader / Unloader	Pipeline	Pipeline	Pipeline	Pipeline	04 in Nos Libherr and 01 Gottwald				02 in Nos Libherr and 03 Gottwald			
	Type of Loader / Make	N/A	N/A	N/A	N/A	LIEBHERR		Gottwald		LIEBHERR		Gottwald	
	Out - Reach	N/A	N/A	N/A	N/A	48 m		50 m		48 m		50 m	
	Max Height Above CD	N/A	N/A	N/A	N/A	41.5 m		41.5 m		41.5 m		41.5 m	
	Travelling Speed	N/A	N/A	N/A	N/A	0 - 5.4 Km / Hr		80 m / min		0 - 5.4 Km / Hr		80 m / min	
	Restriction of Hatch Size	NA				No Restriction of Hatch Size				No Restriction of Hatch Size			
Working Hours	Loading Unloading	The Terminal Operators M/s APSEZ arrange all cargo handling activities in the port including Warehousing and Storage, Internal Transportation and Cargo LOADING and UNLOADING ROUND THE CLOCK.											
Cargo	Type of Cargo	Liquid	Liquid	Liquid	Liquid	Dry	Dry	Dry	Dry	Dry	Dry	Dry	Dry
Stock Yard	Capacity of Stock Yard	NA				Total Covered Space = 2,03,687 Sq. Mtrs				Total Covered Space = 2,03,687 Sq. Mtrs			
	Capacity of Stacker	NA				Total Open Space = 7,57,805 Sq. Mtrs				Total Open Space = 7,57,805 Sq. Mtrs			
	Capacity of Reclaimer	NA				Total Storage Area = 9,61,492 Sq. Mtrs				Total Storage Area = 9,61,492 Sq. Mtrs			
Bunkering	F.O.	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Trucks	Trucks	Trucks	Trucks
	D.O.	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks	Trucks
Fresh Water	F.W	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Pipeline	Bowser	Bowser	Bowser	Bowser

APPENDIX - A PORT and BERTH INFORMATION AT A GLANCE

PORT PARTICULARS	Name of Terminal	M I C T		AMCT		CT-4 (S/ BASIN)		CT-3 (S/ BASIN)		CT-5 (CT3-Extension) -	
	Name of Berth	CB-1	CB-2	CB-3	CB-4	SB4	SB5	SB6	SB7	SB8	SB9
Depths	Depth at Berth *	14.0 m	14.6 m	14.1 m	13.8 m	16.0m	16.0m	16.0m	16.0m		
Water Density	At Berth	Water Density varies from 1.020 to 1.023 during SW monsoon period. Remaining part of the year it ranges between 1.024 to 1.025.									
Berth	Type of berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth
	Length of Berth **	Total Quay 631 m		Total Quay 631 m		650m		810m		650m	
	Height of berth above	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5 m	8.5m	8.5m
	Nature of Seabed	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Fine Silt	Fine Silt	Fine Silt	Fine Silt
Mooring Bollards	Make / Type	H I - T E C H - H O R N T Y P E									
	Number of Bollards	33		33		34		37		34	
	Distance betw. Blds	19.5 m		19.5 m		19.5m		22.5m		19.5m	
	Strength of Bollard	150 MT		150 MT		200MT		150MT		200MT-33Nos + 300T-1No	
Fender	Type	Dual Cell	Dual Cell	Dual Cell	Dual Cell	Dual Cell		Dual Cell		Dual Cell	
	Number of Fenders	34		31		34		36		34	
	Interval (Max)	19.5 m	19.5 m	19.5 m	19.5 m	19.5		22.5		19.5	
	Projection	2.07 Mtrs	2.07 Mtrs	2.07 Mtrs	2.07 Mtrs	2.14M	2.14M	2.14M	2.14M	2.14M	2.14M
Max Permissible	Draft ***	Declared by the port every month basis the lowest low water.									
	Air Draft: HHW of 6.4 mtrs to Crane	53.5 m	53.5 m	53.5 m	53.5 m	53.5 m	53.5 m	53.5 m	53.5 m	53.5m	53.5m
Navigational Channel	Length	500 m	500 m	500 m	500 m	1160 m	1160 m	1160 m	1160 m	1160m	1160m
	Width	370 m	370 m	370 m	370 m	502 m	502 m	502 m	502 m	502m	502m
	Nature of Seabed	Fine Silt	Fine Silt	Fine Silt	Fine Silt	Fine Silt	Fine Silt	Fine Silt	Fine Silt	Fine Silt	Fine Silt
	Navigational Aids	Channel Buoys , Leading Lights				Channel Buoys		Channel Buoys		Channel Buoys	
Turning Basin	Diameter	700 Mtrs	700 Mtrs	700 Mtrs	700 Mtrs	750 Mtrs		750 Mtrs		750 mtrs	
	Nature of Seabed	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt	Mud / Silt		Mud / Silt		Mud / Silt	
Ballast Condition Required For Sailing											
Side of Berthing		Any Side	Any Side	Any Side	Any Side	Any Side	Any Side	Any Side	Any Side	Any Side	Any Side
Fresh Water		Bowser	Bowser	Bowser	Bowser	Bowser	Bowser	Bowser	Bowser	Bowser	Bowser

* Subject to change. For latest acceptable draft depths please refer to monthly data issued by Port.

** Quay is in straight line, hence more than 2 ships can be berthed in each terminal subject to a minimum of 35 metres clearance between each vessel.

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PARTICULARS	Name of Berth	WB-1	WB-2	WB-3	WB-4		
Depths	Depth at Berth *	18.0 m	18.0 m	18.0 m	18.0 m		
Water Density	At Berth						
Berth	Type of berth	Pile Berth	Pile Berth	Pile Berth	Pile Berth		
	Length of Berth **	Total Quay 1511.3 m					
	Height of berth above CD	9.0 m	9.0 m	9.0 m	9.0 m		
	Nature of Seabed	Fine Silt	Fine Silt	Fine Silt	Fine Silt		
Mooring Bollards	Make / Type						
	Number of Bollards	40 Bollards, 16 QRH's					
	Distance between Bollards	Unidentical Distances between Bollard					
	Strength of Bollard	150 MT	150 MT	150 MT	150 MT		
Fender	Type	Dual Cone	Dual Cone	Dual Cone	Dual Cone		
	Number of Fenders	63					
	Interval (Max)	24 m	24 m	24 m	24 m		
	Projection	2.07 Mtrs	2.07 Mtrs	2.07 Mtrs	2.07 Mtrs		
Max Permissible	Draft ***						
	Air Draft: HHW of 6.4 mtrs to Crane spreader or boom of the grab.	18.2	18.2	18.2	18.2		
Navigational Channel	Length	3852 m					
	Width	510 m Outer, 320 m Inner					
	Nature of Seabed	Hard Sand					
	Navigational Aids	Channel Buoys , Leading Lights					
Turning Basin	Diameter	841 m	841 m	841 m	841 m		
	Nature of Seabed	Fine Silt	Fine Silt	Fine Silt	Fine Silt		
Ballast Condition Required For Sailing							
Side of Berthing		Port Side	Any Side	Any Side	Any Side		
Fresh Water		Bowser	Bowser	Bowser	Bowser		

* Subject to change. For latest acceptable draft depths please refer to monthly data issued by Port.

** Quay is in straight line, hence more than 2 ships can be berthed in each terminal subject to a minimum of 35 metres clearance between each vessel.