

**PORT INFORMATION – MARINE**

APM TERMINALS PIPAVAV  
GUJARAT PIPAVAV PORT LTD.  
Post office, Rampara No.2 Via Rajula  
District - Amreli, Gujarat – 365 560 India  
[www.pipavav.com](http://www.pipavav.com); [www.apmterminals.com](http://www.apmterminals.com)

PORT INFORMATION AND RULES

*(For circulation to all concerned – owner/agent/master)*

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*Please find the following documents at:*

[Marine Operations - APM Terminals](#)

### **PORT Documents:**

1. Port Information
2. Port Rules & condition of use
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### **Rules & Information:**

1. Safe Memo
2. Certificate of Entry
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## FOREWORD

*Date of Issue – 1<sup>st</sup> June 2008 (revised 01.06.2024)*

This Port Information book has been compiled by the Harbour Master of Pipavav Port to acquaint Owners, Charterers and Masters of the general conditions, facilities, and services available at the Port of Pipavav for handling containers, dry bulk cargo, liquid cargoes & RORO.

The information contained herein is believed to be correct at the time of publication & is meant to provide a general guideline to the vessels, vessel agents, owners, and charterers. GPPL assumes no responsibility whatsoever for it and/or for any supplemental publications, additions, or corrections regarding it.

## PORT OFFICE

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[www.apmterminals.com](http://www.apmterminals.com)

Seal

COO

**PORT CONTACT NUMBERS**

<b>Designation</b>	<b>Contact numbers</b>	
COO: Capt. Padmini Kant Mishra	+91-9727608080	
Harbour Master: Capt. Ramesh Korlapu	+91-7490919517	
Port Operations Centre / Radio Room	+91-9904086633	
Assistant Harbour Master: Capt. Rajesh Kumar Singh	+91-9167073506	
Pilots:	Capt. Raj Kumar Goel	+91-9819772555
	Capt. Firoze Pasha	+91-9535130333
	Capt. Krishna Mohan Gupta	+91-6351891730
	Capt. Uma Kant Singh	+91-9726433203
GM Operations (Container): Philip Monis	+91-9100215558	
Senior Manager Operations (Bulk): Bhaaratkumar Pandya	+91-9824482725	
PFSO / Mgr. Fire and Safety & Security Head: Sanjay Singh	+91-9824451867	
Head Admin: Dinesh Pandya	+91-9824482125	

**SECTION 1: GENERAL INFORMATION**

The PORT PIPAVAV in latitude 20 54 N 071 30 E (on Indian Hydrographic Charts 2100 edition May 2014, BA Chart No. 1488 edition 2015) was inaugurated in 1997 as a joint venture with the State of Gujarat. Having been constructed to serve the rich hinterland of Saurashtra, Gujarat as a cargo handling terminal and a good place of refuge on the West Coast of India bordering the Arabian Sea.

**1.1 PIPAVAV PORT LIMITS**

‘From Chanch Island down south along the longitude 071 34 E up to latitude 20 54.2N, then from this point in a southwest direction up to a point 20 53.25 N 071 32.2E, then from this point in a NW’ly direction to a point 20 54.17 N 071 28.58E’.

Gazette notification G/PT/11/94/IPA/1393-100(1)/GM, dated 8.12.1994, read with IV Act 1917 as amended in 2005.

**1.2 DESCRIPTION OF THE BERTHS**

The present berths facing the island of Shiyal Bet lie in line 050-230 and are numbered 1 to 4 and designed to accommodate container vessels of up to LOA 367 mtrs, draft 14.5 mtrs (At HW), bulk carriers of up to LOA 240 mtrs, draft 14.0 mtrs. (At HW). VLGC/POL tankers of max. Displacement 50,000 MT are handled at the liquid jetty.

The port also provides marine services to the vessels calling at Ultratech jetty.

Berths are situated 3.5 kilometers from the main gate which is approximately 10 km to National Highway NH8E.

Berth	Jetty Length (M)	Max Draft (M)	MAX LOA (M)	MAX Beam (M)	MAX Displacement (MT)
Berth-1	689	14.0	240	40	100000
Berth-2		14.0	240	50	100000
Berth-3		14.0	315	50	100000
Berth-4	378	14.5	367	50	150000
<b>Berth No (1,2,3&amp;4) during monsoon period (1<sup>st</sup> June to 15<sup>th</sup> September) – Max draft:13.5 mtrs</b>					
Liquid Jetty	65 M parallel body between dolphins forward/aft	12.0	240	40	50000
Ultratech Old (Bollard 11 to 34)	360	12.5	200	32	76500
Ultratech New (Bollard 01 to 11)	177	9.5	158	32	52000

**BERTHS:**

**GPPL JETTY**

NORTH END	20 55 19.17N	071 30 53.89E
SOUTH END	20 54 58.79N	071 30 24.01E

Jetty level +6.5 M. Cargo gear min outreach from shipside 8.50 Mtr.  
Berth pocket depth -14.5 mtrs at GP-1, 2 & 3 & 15.5 mtrs at GP-4.

**LIQUID JETTY**

NORTH END	20 55 26.29N	071 31 01.92E
SOUTH END	20 55 20.57N	071 30 55.08 E

For Liquid Jetty, Min. Length of parallel body 65 M. Berthing / unberthing round the clock subject to tide permitting. No double banking.  
Berth pocket depth -13.0 mtrs.

**ULTRATECH JETTY**

NORTH END	20° 54.565'N	071° 30.137'E
SOUTH END	20° 54.433'N	071° 30.037'E

Jetty level +7.0 m. Air draft at CD 14.0 m.

**1.3 PILOTAGE**

Pilotage is compulsory for all the vessels calling Port of Pipavav.

The licensed pilot will board 1.5 NM SSE of the fairway buoy using pilot boat or a port tug.

Vessels proceeding to anchorage should approach Savaibet lighthouse from southerly direction. Tidal streams south of Shiyalbet and Savaibet flow 070 – 250 with a rate 3 to 4 knots.

Inside the Port tidal stream flow along the jetty in a NE - SW direction with a rate up to 3 knots.

Inner Channel depth 13.5 Mtrs. Turning basin depth 13.5 Mtrs.

GPPL jetty basin depth is 14.5 Mtrs at berth 1, 2, 3 and 15.5 Mtrs at Berth 4 & 13.0 mtrs at the Liquid Jetty.

Strong sets will be experienced at entrance to the channel. Mariners are cautioned not to attempt entering the channel without a licensed Pilot on board.



**1.4 BERTHING CONDITIONS**

Vessel movements are planned considering her size, draft, and available tide.  
For deep draft vessels, pilot boarding is planned to commence at the top of the tide.

**1.5 TUGS**

Use of tugs is compulsory. Pilot advises the Master about number of tugs.

The following tugs are employed at the port:

<b>TUG NAME</b>	<b>BHP</b>	<b>PROPULSION</b>	<b>DRIVE</b>	<b>BOLLARD PULL (TONS)</b>
OCEAN SUPREME	3600	SCHOTTEL Z TYPE RUDDER	MOTOR TWIN SCREW	60
OCEAN ZEST	2500	AQUA MASTER STERN AZIMUTH	MOTOR TWIN SCREW	60
SVITZER WARUNDA	1920	VOITH THRUSTER	MOTOR TWIN SCREW	52
MAMTA	1972	AZIMUTH ASTERN	MOTOR TWIN SCREW	50

**1.6 MOORING BOATS & PILOT LAUNCH**

Moorings boats are used only if ropes are to be put on dolphins / In excess of >340 mtrs container ship berthing at GP-4.

Normally the Pilot boards using pilot launch but may also use a Harbour tug during the Monsoon.

**1.7 PROHIBITED AREA**

Anchoring prohibited in area 'N' of Lat 20 52.5N between Long 071 29.5E and 071 31.00E Anchor or wait only in designated area advised by port control.

## **SECTION 2: ARRIVAL INFORMATION FOR MASTERS**

### **2.1 CABLE / TELEX / FACSIMILIE COMMUNICATIONS**

Following group e-mail IDs should be used for various documents:

Vessel Declaration: [INPPVPORTCONTROL@APMTERMINALS.COM](mailto:INPPVPORTCONTROL@APMTERMINALS.COM)

ISPS Declaration: [PFSOINPPV@APMTERMINALS.COM](mailto:PFSOINPPV@APMTERMINALS.COM)

Pilot Request: [INPPVPORTCONTROL@APMTERMINALS.COM](mailto:INPPVPORTCONTROL@APMTERMINALS.COM)

Free pratique: [INPPVPORTCONTROL@APMTERMINALS.COM](mailto:INPPVPORTCONTROL@APMTERMINALS.COM)

Port Control: [INPPVPORTCONTROL@APMTERMINALS.COM](mailto:INPPVPORTCONTROL@APMTERMINALS.COM)

Harbour Master: [RAMESH.KORLAPU@APMTERMINALS.COM](mailto:RAMESH.KORLAPU@APMTERMINALS.COM)

Asst. Harbour Master: [RAJESHKUMAR.SINGH@APMTERMINALS.COM](mailto:RAJESHKUMAR.SINGH@APMTERMINALS.COM)

Additionally, the Customs House Agent (CHA) shall be copied with all communications regarding the vessel's arrival and Port Requirements.

### **2.2 STANDARD MESSAGE**

The port will transmit the appropriate standard message with due regard to ISPS Code. Reply should be sent by the master / local agent as soon as possible.

#### **E.T.As**

Vessels are required to inform GPPL of their E.T.A. at the Pilot Boarding Area, 72 hours, with confirmation for 48 hours, 24 hours and 12 hours prior to their arrival. All times to be in IST / GMT.

### **2.3 AGENCY SERVICES**

Vessel owners/Charterers should use only the agencies that are registered with GPPL as Custom House Agent. (CHA)

A list of ship's Agents is given in (List of Agents)

Agents are responsible to ensure that vessels calling at this port have Indian Hydrographic charts for the port and approaches.

#### **CREW CHANGE**

Vessel agent can arrange crew change with prior intimation.

### **SHORE LEAVE**

Shore leave is permitted subject to immigration clearance.

### **STORES**

Supplies can be arranged through local suppliers with prior notice and customs approval.

### **BUNKERING FACILITIES**

Limited facilities for the supply of bunkers are available with prior arrangement.

### **FRESH WATER**

Fresh water is available by road tankers.

### **WASTE REMOVAL**

Port reception facility is available and is provided on cost recovery basis to receive waste oil, dirty water, and segregated garbage for authorized disposal through port registered vendor, (Pls refer - Port reception Facility to see details of registered vendors and applicable charges).

### **MEDICAL SERVICES**

Medical services are available through the CHA at local trust hospital and port medical Centre.

## **2.4 NOTICE OF READINESS**

Vessels approved for calling at Indian ports as per current DG Shipping guidelines may give Notice of readiness of arrival or in accordance with *Charterer's instructions*. GPPL / Terminal will acknowledge receipt of NOR via radio or by authorized personnel on boarding the vessel.

## **2.5 ANCHORAGE AREAS**

Vessels should anchor south/southeast of Savai Bet Light House within port limit as far as possible. Vessel can anchor OPL if they do not feel safe inside port limit. Guidance may be obtained from Port Control.

Masters are advised that strong tidal currents are prevalent in the Gulf of Khambhat approaches and great caution must be exercised when dropping anchor.

## **2.6 PORT DUES AND CHARGES**

GPPL has fixed charges for the use of their facilities including pilotage, tug, mooring boat, and berth usage.

See Tariffs.

## **2.7 INSURANCE COVER**

Prior arrival, all vessels must have cover for oil pollution and wreck removal. Vessel must submit copy of the cover with proof of premium paid.

Vessels of age more than 25 years must obtain prior permission from Gujarat Maritime Board.

## **2.8 CERTIFICATE OF FITNESS -**

Liquid / Tanker vessels calling at GPPL must have a valid 'International Certificate of Fitness for the Carriage of chemicals in Bulk.' Vessel Master & Shipper to ensure that tanker vessel is approved to load the cargo as per COF. POL tankers to comply with prevailing statutory national & int'l regulations, and, be guided by IMO joint ship / shore check list.

GPPL Harbour Master is responsible for ensuring good shipping is accommodated in port of Pipavav and requires confirmation of up-to-date valid statutory certificates for the vessels including insurance cover for wreck removal, oil pollution, and nil deficiencies in bridge / engine equipment. Pilot on arrival is authorized to check originals and request for a copy of each at the time of passage plan briefing and pilot card formalities. Vessels failing to comply with prescribed international / national / local rules may not be able to sail out of the port.

## **SECTION 3: INDIAN GOVERNMENT REQUIREMENTS**

### **3.1 GMB NOTICE**

In addition to the observance of the Port Information and Rules as printed herein, Masters of vessels coming to, and at, the port of Pipavav should familiarize themselves with Gujarat Maritime Board Byelaws. Agents are requested to make a copy of these bye laws available to the Masters of the vessels calling the Port.

Local Authorities of the Government take a serious view of any oil and gas liquid spillages and vapor releases. Any such release will be investigated by the appropriate authorities and, apart from the Master, Owners of the vessel could be charged with the cost of cleaning up the spill and/or in dealing with the vapor release emanating from the vessels and the consequences thereof. Master and/or Owner may be liable to prosecution and there could be delays to the vessel due above.

Masters are, therefore, required to ensure that every precaution is taken to prevent spillage and pollution / vapor release.

### **3.2 CUSTOMS AND IMMIGRATION**

Customs and Immigration Officers will normally board all vessels on arrival at the berth; the CHA will be responsible for making the required arrangements.

Documents required:

a) Last Port Clearance – Original.

Three Copies of all the following documents:

b) Ships Particulars,

c) Cargo Manifest,

d) Summary of Ports called in last 10 voyages.

e) Three Copies of below mentioned certificates:

1. Certificate of Ships Registry
2. Cargo Ship safety equipment Certificate
3. International Load Line Certificate,
4. Cargo Ship Safety Radio Certificate,
5. Cargo Ship Safety Construction Certificate,
6. IOPP Certificate,
7. Health Certificate,

8. International Tonnage Certificate,
  9. ISM certificate.
  10. Certificate of Fitness (LPG Tanker)
- f) Nil List,
  - g) Vaccination List,
  - h) Personal Property Declaration List
  - i) Crew List
  - j) Currency List (Ships and Crew),
  - k) Store List,
  - l) Load Port Cargo Survey Report,
  - m) Protest Letter, if any, pertaining to Cargo.
  - n) All 7 FAL forms to be submitted in Sagar Setu, NLPM by the Master / Authorized Agents of the vessel.

### **3.3 HEALTH**

The Government Health Authorities will grant free pratique. The CHA will be responsible for making the required arrangements. There is no PHO based at the port.

Documents required:

- a) Maritime Declaration of Health
- b) Health Certificate

If vessel has not touched Yellow Fever area and answers to all questions are NO, pilot may grant Free Pratique.

### **3.4 CONTRABAND**

Dealing in contraband is strictly forbidden and masters are advised that heavy penalties will be imposed for any dealing in drugs or other illicit goods.

Masters should ensure that the crew personal effects declaration is exhaustive so that Customs Authorities do not treat such items as undeclared and therefore contraband.

### **3.5 LIQUOR**

The use and possession of alcohol is forbidden in the State of Gujarat. Masters are advised that all liquor in excess of the normal allowances should be placed in bond prior to arrival. Alcohol should not be taken ashore or offered to shore personnel during the vessel's stay in port.

### **3.6 SECURITY**

No unauthorized crafts are allowed alongside whilst the vessel is within the limits of Port of Pipavav, and it is the duty of the vessel to ensure that such craft do not come or remain alongside.

Port & Marine Police crafts are on routine patrolling duties. Lifeboats must not be lowered except in an emergency.

All ships intending to visit Port of Pipavav are required to provide their Pre-Arrival Notification of Security (PANS) information as per ISPS code, prior 96 hours. If the voyage of a vessel is less than 96 hours, then the PANS must be sent within 2 hours from the departure of the last port.

Pipavav is presently maintaining ISPS International security level 1.

## **SECTION 4: NAVIGATION**

### **4.1 CHARTS**

Charts serving the area are:

British Admiralty 1488 Approaches to Port Pipavav

Indian National Hydrographic Department 2100 Port Pipavav and Approaches. Edition 15/05/2014

Indian National Hydrographic Department 2081 Approaches to Ports from Diu to Pipavav

Admiralty West Coast of India Pilot No. 38

Indian NHO West Coast of India Pilot - INP 1.

### **4.2 OUTER APPROACHES**

Fairway buoy in Lat 20°53.06N Long 071 29.77 should be approached from southerly direction. Sailing vessels should make good a course of 200 T to avoid drifting on anchored vessels.

### **4.3 NAVIGATION AIDS**

Lighted buoys are laid to mark the Channel Centre of the pilotage channel is marked with single Leading light in transit bearing 013.2°T.

Our Channel is single vessel passage. Pilotage is approximately 2 nautical miles only. VTMS Khambhat west monitors traffic.

### **4.4 PILOT BOARDING ARRANGEMENTS**

A pilot ladder should be rigged in conjunction with the accommodation ladder if required to within 1.5 – 2.0 meters of the water to enable the pilot to ascend or descend the ladder clear of the pilot launch or tug deck. The whole area should be adequately lit and free of obstruction.

A ship's officer in radio communication with the bridge should be in attendance with at least two crewmen to assist personnel boarding. Weighted heaving lines must not to be used.

The approved IMO pilot boarding arrangements are shown in the accompanying diagram (IMO Pilot Ladder). Automatic pilot hoists are not permitted.



#### **4.5 PILOTAGE PASSAGE PLAN**

Harbour Master and all concerned plan shipping movement every day and advice plan to the Master through vessel agent 24 hours prior to arrival to ensure his plan to port approach and berth is suitably adjusted well in time.

Soon after boarding the vessel, the Master and Pilot will discuss the Pilotage and Berthing Plan (as per Pilot Master Information Exchange). Agreement by both parties and the plan signed is essential before the vessel approaches or leaves the berth.

#### **4.6 UNDER KEEL CLEARANCE**

Sufficient water exists at the jetty to allow a minimum under keel clearance of 0.5 mtr on a draught of 14.0 mtr at Chart Datum at GP 1, 2 & 3; 14.5 mtrs at GP4; and 12 mtrs at the liquid jetty.

#### **4.7 TIDAL CONDITIONS**

Moderate to strong currents are prevalent in the vicinity of the port with velocity reaching up to 3 knots at spring tides.

Masters are cautioned that there is little or no slack water and close attention to moorings must be given at all times and especially at change of tide and all the time during SW monsoon.

#### **4.8 WATER DENSITY**

The density of the seawater here is approximately 1024 but may reduce up to 1020 during monsoon.

#### **4.9 WEATHER PARAMETERS (vide Port Rules).**

The operating weather parameters for the port will in general depend upon the circumstances prevailing at the time. Harbour Master will take these into account in making any decision to suspend operations.

Guidelines for suspension of operations will be as follows:

Under normal circumstances berthing will be suspended in mean wind speeds in excess of 25 knots, or in significant swell/wave height of 1.0 m.

Where winds increase beyond a mean speed of 30 knots, serious consideration must be given to leave the berth.

Resumption of cargo operations will take place after the mean wind speed falls under 25 knots for a period of at least 30 minutes.

Storm signal mast located on top of port radio control displays applicable signals to indicate closure of port and/or signs of approaching storm.

## **SECTION 5: PORT COMMUNICATIONS**

### **5.1 VHF COMMUNICATION**

At least three hours prior to arrival vessels should contact the Port of Pipavav (call Pipavav Port Control) on VHF Channel 16 / 71 for advice on berthing instructions. Traffic Control will assign a working channel for use whilst in the GPPL port area. A listening watch should be maintained on both channels.

### **5.2 WEATHER FORECASTS AND NAVIGATIONAL WARNINGS**

Port control monitors weather forecast on various web sites; Regular weather updates are received through VTS Khambhat. Port also monitors IMD website for weather updates. Any weather warning is intimated to all vessels on VHF Ch. 71. Pipavav port control is equipped with NAVTEX.

### **5.3 COMMUNICATION AT THE BERTHS:**

Port Control keeps 24 Hr. watch on VHF Ch. 16/71.

**SECTION 6: OPERATIONS**

**6.1 SHIP / SHORE ACCESS**

A shore gangway may be provided at the berth/s on chargeable basis.

**6.2 TENDING MOORINGS**

Due to SW monsoon winds and strong tidal currents, utmost vigilance must be maintained with due regards to the moorings. Moorings on winches must at all times be secured on the brake drums. On no account, tension mode be employed.

**6.3 TURN OF TIDE**

There is little or no slack water period, and the abrupt change can exert large tensions in the mooring lines. Extreme vigilance must be exercised, and crewmen should be stationed at the mooring winches during this time on large container vessels.

**6.4 RADAR**

A Furuno X band Radar with AIS (Coastal Monitoring System) is part of port control room equipment.

**6.5 TRIM**

**MINIMUM DRAFT FOR BERTHING/UNBERTHING.**

PLEASE NOTE AND INFORM ALL VESSELS, OWNERS, CHARTERERS & ANYONE ELSE CONCERNED THAT VESSELS OF MORE THAN 90 MTR LOA, CALLING AT PIPAVAV SHOULD HAVE MINIMUM DRAFT & MAX. TRIM FOR DIFFERENT LOA's (IN METERS) AS FOLLOWS:

LOA	'F' DRAFT	'A' DRAFT	MAX. TRIM
90< >140	2.00	3.50	2.00
140< >165	2.75	4.75	2.50
165< >190	4.25	6.25	3.00
190< >225	5.00	7.00	3.00
225>	7.00	9.00	3.00

#### **6.6. DECK WATCH**

At least one of the ship's officers shall be on deck, at all times and there should be sufficient crew members on deck to ensure the safe operation of the vessel.

## **SECTION 7: CARGO OPERATIONS**

### **7.1 VESSEL FIXING / ALLOCATION / VETTING**

At 1100 hrs on working days, trade meeting is conducted; this is attended by vessel's agents and other stakeholders. During the meeting, vessel fixing / allocation of berths are discussed and same is conveyed to all present.

### **7.2 CONTAINER OPERATIONS**

Container vessels are being handled at berth no.3 and 4 measuring 315m and 367m in length respectively. Both the berths are equipped with post-Panamax quay cranes which are capable to handle container ships with 18 containers across. Existing container handling capacity is 1.35 million TEU per annum with further scope for expansion.

Operation in container yard is performed by 20 Rubber Tyred Gantry Cranes.

Rail side operation is handled by 4 Rail Mounted Gantry Cranes and 2 Reach stackers.

Port is equipped with 520 reefer plugs.

### **7.3 BULK CARGO**

Bulk Cranes: 2 Nos. of bulk cranes (both Gottwald make) with SWL of 100 MT

Open stock yard (Coal & Minerals cargo): Approx. 2,00,000 sq. mtr. with static capacity of 1 MMT of cargo.

Warehouses (Fertilizers Shed – For Fertilizers cargo): 78,000 sq. mtr. with capacity of 1,60,000 mt of cargo (Ganpati, CFS Godowns (A & B) are not included in same). A new closed Godown admeasuring Approx. 7462 Sqmt. has been built near the jetty area which will accommodate approx. 60,000 MT of Fertilizer cargo enhancing the storage capacity port to handle fertilizer.

### **7.4 CARGO PLAN AND RATES**

Cargo plans for container vessels are made by port planners and approved by vessel. Cargo plan for bulk vessels is made by the vessel. Loading & discharging rates for various cargos are as per charter party/as fixed by marketing department of the port with due regard to the best industry practice and IMO recommendation.

## **7.5 LIQUID CARGO OPERATION (TANKERS)**

The Flexible Hose will be connected by shore staff in conjunction with the ship's personnel. Information will be exchanged with filing of IMO ship shore check list before commencing work.

### **Features of LPG/POL operations:**

- 24 x 7 all-weather multipurpose port for handling liquid cargo.
- 65 meters of dedicated liquid berth with mooring dolphins to handle vessels Upto 240 meters.
- Draft of 12.0 meters at the dedicated liquid berth.
- Manifold connection to the shore with flexible hose and dedicated pipeline infrastructure. 1 No. Marine Loading Arm is used for cargo transfer connection.
- Tank Farm within the port premises located at a distance of ~ 2 kms. from the berth
- 470,000 KL (123 Tankages) of installed capacity in phase I developed by private liquid tank terminal operators to handle class A, B, C, and non-classified cargo.
- Rail infrastructure for quick turnaround and hinterland connectivity.

## **7.6 BALLASTING / DEBALLASTING OPERATIONS**

Ballasting / DE ballasting operation carried out by vessel conform to Global Ballast Water Program, Submission of Ballast Water Exchange (Standard) Form is mandatory for every vessel visiting the port.

## **7.7 ACCIDENTAL SPILLAGE CARGO / OIL OR LEAKAGE**

Oil Leakage: The action plan as per Oil Spill Contingency Plan.

Hazardous Cargo Spill: Action as per Disaster Management Plan.

## **7.8 RORO CARGO**

Roll-on Roll-off (RORO) cargo handling facility: NYK India Pvt. Ltd.

Total 80,000 sq. mtr. RORO facility with storage capacity of 4500 cars. (2250 cars capacity of non-bonded zone & 2250 cars capacity of Customs bonded zone).

A New Bonded storage facility admeasuring 62,000 Sqmt. has been developed for staging of additional 4500 cars has been built in in the Port CBZ area.

NYK Terminal with Pre-Delivery Inspection (PDI) facility.

## **SECTION 8: SAFETY**

### **8.1 RESPONSIBILITY OF THE MASTER**

Nothing contained in this book shall be construed as relieving the Master from his responsibility for the safety of his vessel.

### **8.2 SAFETY PRECAUTIONS**

Masters and Officers are expected to be familiar, and to comply with the latest edition of Port information and Rules.

### **8.3 IMO SHIP/SHORE SAFETY CHECKLIST TO BE CARRIED OUT.**

### **8.4 REPAIRS AND MAINTENANCE**

No repairs or maintenance is to be carried out on the main engines or other essential machinery without prior permission from Harbour Master. No immobilization will be granted during monsoon or in case of vessels short stay. Permission, if any, is granted on day-to-day basis.

All hot work is prohibited on board the vessel unless approval has been obtained from the port authorities and the requisite work permit issued.

### **8.5 VESSEL READINESS**

The vessel must at all times be ready to move under its own power.

### **8.6 SUSPENSION OF OPERATIONS**

Cargo operations will be halted during any period of severe or abnormal conditions such as thunderstorms, excessive wind or swell which endangers the safety of the vessel and port facilities.

The LPG/POL loading flexible may be disconnected, and preparations made for the vessel to unberth should it become necessary.

### **8.7 EMERGENCY SHUTDOWN**

Ship/Shore side emergency shutdown & disconnection procedures must always be in the state of readiness.

### **8.8 LIGHTING**

During darkness, adequate lighting shall be arranged to cover the area of the decks and immediate vicinity of the vessel.



## **8.9 RADIO TRANSMISSIONS**

At liquid berth, radio transmission is prohibited, and mobile phone also prohibited only when LPG vessel is alongside. Control room will inform Safety officer of the emergency who will initiate appropriate response.

## **8.10 FIRE FIGHTING EQUIPMENT**

Ship's firefighting appliances, including main and emergency fire pumps, shall be ready for immediate use and pressure shall be maintained on the fire main at all times. Port fire mains are always on to connect to international shore connection. Pressure is maintained by jockey pumps in the port pump room close to reservoir. Fix firefighting system installed at liquid berth and this can be operated from a remote location.

## **8.11 FIRE ON BOARD**

Fire on board will be notified immediately to the radio room by the continuous sounding of the ship's alarm bells accompanied by a series of long blasts on the vessel's whistle. Radio contact will be made with the Harbour Master/pilot to advise them of the emergency.

The Berth will be notified to initiate emergency procedures as required.

Ship's personnel will fight the fire under the direction of the Master. Tugs will assist as required and the berth firefighting equipment will be activated.

(Disaster Management Plan)

## **8.12 FIRE ON THE BERTH**

Should a fire be detected on the berth by the ship, it must immediately report the incident to the radio room by the quickest possible means (by radio or sounding ship's alarms), shut down all cargo operations and prepare for disconnecting the hose. The vessel must prepare to evacuate the berth.

## **8.13 EMERGENCY TOWING WIRES** - as per SOLAS provisions.

## **8.14 EMERGENCY EVACUATION**

By word of mouth from the vessel master and/or the Harbour Master to ensure orderly muster at designated muster stations / assembly points (Berth layout Appendix 5).

## **8.15 PERSONAL PROTECTIVE EQUIPMENT (PPE):** All personnel must use prescribed.

PPE as per regulations.