

Port Rules

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1.1 1.0 INFORMATION ABOUT THE PORT

Dhamra Port is located at the Bay of Bengal between the main land and the lee of Kanika Sands in Bhadrak district of Orissa, India. The port is well protected from the forces of wave and currents of the ocean by a group of barrier islands which offers remarkably tranquil conditions for port operations.

1.2 Port Limits

The coordinates of Dhamra Port limits are as follows:

A	=	20° 48' N ; 86° 56' E
B	=	20° 48' N ; 87° 02' E
C	=	20° 56' N ; 87° 16' E
D	=	20° 56' N ; 86° 55' E
E	=	21° 02' N ; 87° 13' E

1.3 Approaches to Port

Northern Approach: Vessels approaching Dhamra Port from the northerly direction shall keep well clear of the military practice area as shown in the relevant chart. Vessels shall proceed and navigate with great caution heading on a south westerly course and anchor 2~3 miles off the fairway buoy.

Eastern Approach: Vessels approaching Dhamra Port from the easterly direction shall head for the fairway buoy on a westerly course. Vessels shall proceed and navigate with great caution heading in a westerly direction and anchor 2~3 miles off the fairway buoy.

Southern Approach: Vessels approaching the Dhamra Port from the southerly direction shall keep well clear off marine reserve area as marked in the relevant chart. Vessels shall proceed and navigate with great caution keeping itself at least 20 nautical miles away from the outer Wheeler Island till a position 20° 47'30" N & 87° 24' 30" E is reached. Subsequent to which, the Vessels shall alter their course to head for the fairway buoy in a north westerly direction and anchor 2~3 miles off the fairway buoy.

Heavy fishing traffic may be encountered during approaches to Dhamra Port.

Vessels are advised to inform Port Authority if any changes are observed in the charted depth of the port approaches so that other vessels calling Dhamra Port can be informed and the Indian Naval Hydrographic Department is notified.

1.4 Navigational Channel

The navigational channel of Dhamra Port consists of six reaches viz. Outer Channel Reach 1, Transition Zone, Outer Channel Reach 2, Channel Bend, Inner Channel, Inner Harbour Channel and Turning Basin. The channel specifications are as follows:

Length : 18 km approx.

Design Depth *

Outer Channel : (-) 18.3 m CD to (-) 17.5 m CD

Channel Bend : (-) 17.5 m CD to (-) 17.0 m CD

Inner Channel : (-) 17.0 m CD

Turning Basin : (-) 17.0 m CD

Design Width

Outer Channel : 240 m

Channel Bend : 190 m – 244 m – 170 m

Inner Channel : 170 m

Turning Basin Diameter : 600 m

* The available depth may please be checked from “Notice to Mariners” issued by the Port Authority.

The decision of Port Authority shall be final for movement of Vessels. The Vessels shall be tug assisted while transiting Channel Bend and Inner Channel and while operating in the Turning Basin.

1.5 Navigational Aids

a) Port Traffic Control: The Port Traffic Control has a VTMS radar system as per ISPS and NSPC requirements. The system is operated by trained personnel as per IMO standards. The Port Traffic Control has also been equipped with a marine VHF communication system (channels 14 and 16) operating round the clock.

b) Buoyage System: Dhamra Port buoyage system follows IALA standards as applicable to Region A countries. One fairway buoy has been installed at the entrance of the channel. The channel is marked with 19 lateral buoys spaced at a distance of approx 1 nautical mile. Turning circle is marked with 2 cardinal buoys. The visibility of the fairway buoy and navigational buoy is 10 nautical miles and 5 nautical miles respectively in fair weather. The navigational buoys are fitted with GPS system and fairway buoy is having a racon transmitting code letter "D". The location of buoys is as follows:

Buoy No	Buoy Type	Latitude	Longitude	Top Mark	Light Characteristics
	Fairway Buoy	20° 55' 27.866"N	087° 07' 07.253"E	Red Spherical	White MO(A) 8s
1	Starboard Hand	20° 54' 56.512"N	087° 06' 07.003"E	Green Conical	Green Fl 6s
2	Port Hand	20° 54' 50.009"N	087° 06' 12.015"E	Red Cylindrical	Red Fl 6s
3	Starboard Hand	20° 54' 28.516"N	087° 05' 14.410"E	Green Conical	Green Fl 6s
4	Port Hand	20° 54' 21.669"N	087° 05' 18.205"E	Red Cylindrical	Red Fl 6s
5	Starboard Hand	20° 53' 54.475"N	087° 04' 15.413"E	Green Conical	Green Fl 6s
6	Port Hand	20° 53' 48.132"N	087° 04' 19.538"E	Red Cylindrical	Red Fl 6s
8	Port Hand	20° 53' 22.622"N	087° 03' 33.961"E	Red Cylindrical	Red Fl 6s
9	Starboard Hand	20° 52' 56.183"N	087° 02' 31.703"E	Green Conical	Green Fl (2) 6s
10	Port Hand	20° 52' 49.171"N	087° 02' 35.557"E	Red Cylindrical	Red Fl (2) 6s
11	Starboard Hand	20° 52' 20.887"N	087° 01' 33.845"E	Green Conical	Green Fl 6s
12	Port Hand	20° 52' 15.422"N	087° 01' 37.653"E	Red Cylindrical	Red Fl 6s
13	Starboard Hand	20° 51' 46.624"N	087° 00' 34.978"E	Green Conical	Green Fl 6s
14	Port Hand	20° 51' 40.360"N	087° 00' 37.782"E	Red Cylindrical	Red Fl 6s
15	Starboard Hand	20° 51' 04.139"N	086° 59' 24.006"E	Green Conical	Green Fl (2) 6s
16	Port Hand	20° 50' 57.458"N	086° 59' 28.300"E	Red Cylindrical	Red Fl (2) 6s
18	Port Hand	20° 50' 34.781"N	086° 59' 01.719"E	Red Cylindrical	Red Fl 6s
19	Starboard Hand	20° 50' 10.765"N	086° 58' 35.532"E	Green Conical	Green Fl 6s
20	Port Hand	20° 50' 07.952"N	086° 58' 41.462"E	Red Cylindrical	Red Fl 6s
22	Port Hand	20° 49' 23.518"N	086° 58' 24.162"E	Red Cylindrical	Red Fl 6s

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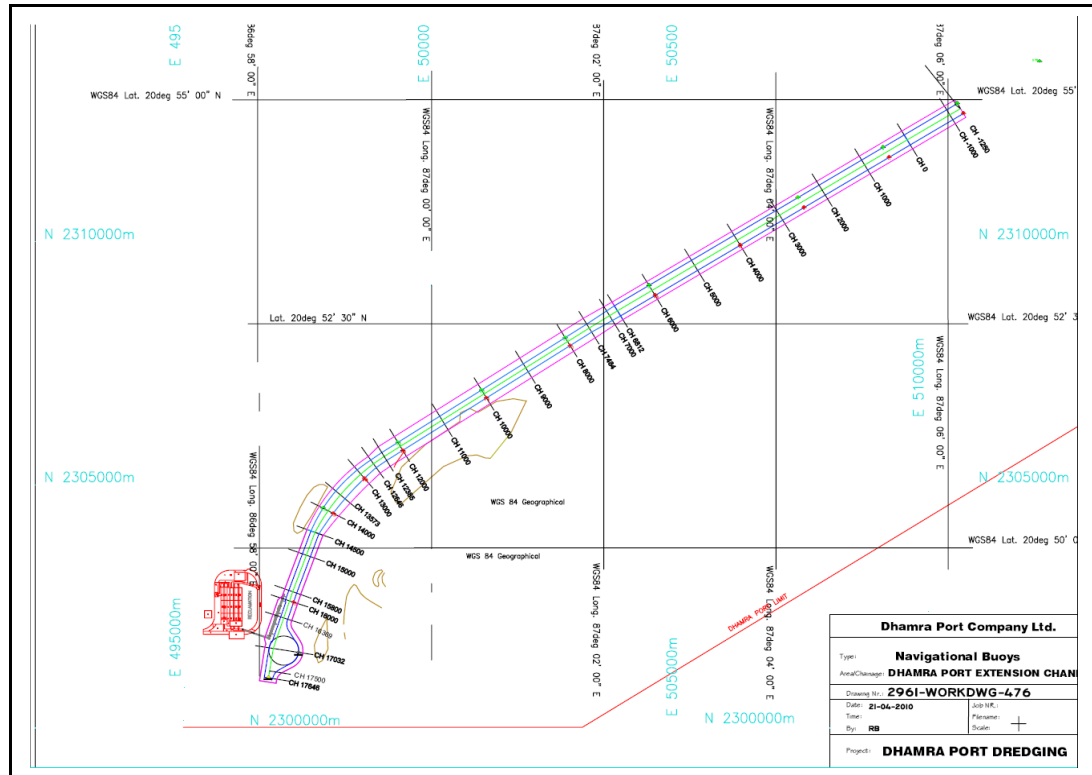


	Cardinal West	20° 48' 50.331"N	086° 58' 27.667"E	2 Black Cones apex together	White Q (9) 15S
	Cardinal North	20° 48' 32.706"N	086° 58' 05.710"E	2 Black Cones apex upward	White Q Fl

c) Navigation Charts: The Owners' Agents shall ensure that Vessels calling Dhamra Port are in possession of the relevant charts published by Indian Naval Hydrographic Department. The charts serving the area are:

- i. Indian Naval Hydrographic Department chart no. 351 – Approaches to Sandheads (The fairway buoy and Port Limits have been marked)
- ii. Indian Naval Hydrographic Department chart no. 3017 – Approaches to Dhamra River and Dhamra Fishing Harbour (New chart incorporating the dredged channel of Dhamra Port is under publication)
- iii. Indian Naval Hydrographic Department chart no. 352 – Gopalpur to Paradip
- iv. British Admiralty chart no. 2058 – Puri to Sandheads
- v. British Admiralty chart no. 814 – The Sandheads – Paradeep to Raimangal River
- vi. British Admiralty chart no. 829 – Bay of Bengal – Northern Part (Krishnapatnam to Bangladesh)

In absence of new chart incorporating the dredged channel of Dhamra Port, it is recommended to draw and superimpose the channel map on the radar using the buoyage system and the following channel layout.



d) Harbour Crafts

Tugs: The following tugs are employed at Dhamra Port for towage. Use of tug is compulsory and the pilot shall inform the Master about the number of tugs being deployed.

	Brahmani	Baitarani	Bahuda
Call Sign	AVEX	AVEW	AVGB
Year of Built	2010		
LOA (m)	31	31	30
Maximum Draught (m)	4.6	4.6	4.36
Speed (knots)	12.5	12.5	12
Bollard Pull (Tons)	67	67	65
Fire Fighting Equipment	2X1200 cbm/hr; Foam Tank		2X600 cbm/hr; Foam Tank
Pollution Equipment	Oil Dispersal Spray Booms		
Communication Equipments	MF/HF, VHF, INMARSAT-C, EPIRB, SART		
Navigation Equipments	GPS, Radar, Satellite Gyro, AIS, NAVTEX		GPS, Radar, AIS, NAVTEX
Main Engine (BHP)	2 X 2682		2 X 2575

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Towing Arrangement	Forward Double Barrel Winch 138 T Brake Holding, Auto-spooling	Single Drum, Length - 180 m; Brake Rating – 150 Tonnes; Towing hook-65 Tonne
Towing Lines	2 Nos X 100 metres, 50 mm Dyneema (UHMPE) Rope	

Pilot Launch: A pilot launch of LOA 12.06 meters with FRP hull having a speed of 22 knots at 100% MCR fitted with communication and navigational equipments have been deployed for ferrying pilots. However tugs may be used for ferrying pilots during rough seas/high swell.

Mooring Boats: Two mooring boats of LOA 9.00 meters each with FRP hull along with mooring gangs have been deployed for mooring/unmooring the Vessels.

1.6 Berths

Dhamra Port has two dolphin T (pier mounted) type of berths of 350 meters each for handling dry bulk cargo; one for handling imported cargo i.e. coal and limestone and one for export cargo i.e. iron ore. The length and width of berth pocket is 850 meters and 60 meters respectively having a design depth of (-) 19 m CD. The berths can accommodate Vessels of LOA upto 290 meters and beam upto 47 meters. The coordinates of berths are as follows:

Berth – Import Cargo

North End	20° 49' 10.6" N	86° 58' 11.1" E	Bollard No. 1 to 15
South End	20° 48' 59.8" N	86° 58' 7.3" E	

Berth - Export Cargo

North End	20° 49' 21.4" N	86° 58' 15" E	Bollard No. 16 to 30
South End	20° 49' 10.6" N	86° 58' 11.1" E	

1.7 Mechanised Cargo Handling System

CONFIGURATION	No.	DESIGN CAPACITY
For Export Cargo		
Stackers-Reclaimer	1	3750/5000 TPH
Reclaimer	1	5000 TPH
Wagon – Tippler	1	25 Tips (Average - 20 Tips) per hour
Ship Loader	1	5000 (Average – 4000) TPH Outreach (From centre of sea-side rail) Maximum – 36.90 meters Minimum – 16.90 meters
For Import Cargo		
Ship Un-loader	2	2800 (Average – 1680) TPH each Outreach (From centre of sea-side rail) Maximum – 38.00 meters
Stacker Reclaimer	2	5500 / 3500 TPH each
Rail Loading Facility	1	1.25 Hours / Rake (3000 TPH)
RCC Silos	2	2000 MT each
Conveyor System	6.90 km	1400/2200 MM : 3500/5000 TPH

2. GUIDELINES FOR VESSELS

2.1 Submission of Pre Arrival Documents

The Vessel/Owners' Agents shall submit the following documents/certificates, which shall remain valid during the stay of the Vessel at Dhamra Port, on departure from load port/last port of call at marineops@dhamraport.com with a copy to cargoops@dhamraport.com :

- a) Conditions of Use of Facilities and Services at Dhamra Port (Annexure – I)
- b) Vessel Declaration (Annexure – IA) along with Vessel Particulars, Pre Arrival Information (Annexure – II), Pilot Card and Cargo Particulars;
- c) Cargo Ship Safety Construction Certificate;
- d) Cargo Ship Safety Equipment Certificate;
- e) Cargo Ship Safety Radio Certificate;
- f) International Tonnage Certificate;
- g) International Load Line Certificate;
- h) International Ship Security Certificate;

- i) International Oil Pollution Prevention Certificate;
- j) Safe Manning Certificate;
- k) Classification Certificate;
- l) Certificate of Registry;
- m) Safety Management Certificate (ISM Code);
- n) Document of Compliance (ISM Code);
- o) Ship Sanitation Control / Exemption Certificate;
- p) P&I Insurance Policy / P&I Certificate of Entry which shall inter-alia cover liability for collision and damage to fixed and floating objects, wreck removal expenses, expenses in connection to pollution caused by spillage of oil or any hazardous / noxious substances and third party damage including damage caused to port property;
- q) Pre Arrival Notification of Security (ISPS Code);
- r) IMO Crew List;
- s) Advance Notification for Waste Delivery to Port Reception Facilities (IMO).

2.2 Submission of Pre Arrival/Arrival Notice

The Vessel/Owners' Agents shall send notice of Estimated Time of Arrival (ETA) of the Vessel at Dhamra Port on daily basis starting 7 days prior to her arrival. If the voyage duration is less than 7 days, the Vessel/Owners' Agents shall send notice of ETA of the Vessel on departure of the Vessel from last port of call and thence on daily basis. However, the Vessel/Owners' Agents shall start sending notice of ETA at least 3 days prior her arrival at Dhamra Port. The Vessel/Owners' Agents shall send the confirmed time of arrival at Dhamra Port anchorage at least 24 hours and 12 hours prior to arrival.

The Vessel should establish communications with Port Traffic Control on VHF channel 14/16, as soon as the Vessel is within VHF range for advice on berthing instruction. Port Traffic Control will assign a working channel for use while the Vessel is within the Port Limits. A listening watch should be maintained on both the channels.

2.3 Conditions of Acceptance of Vessel

The Vessel shall be accepted for anchoring/berthing subject to fulfillment of the following conditions amongst others:

- a) All the documents/certificates as stipulated in Section 2.1 are valid and shall remain valid during the stay of the Vessel within Port Limits. In the event any information is incomplete or missing, the berthing of the particular Vessel will not be planned.
- b) Vessel possesses valid Port Clearance Certificate from the last port of call.
- c) Vessel is not loaded above the Vessel's certified load lines.
- d) The Free Pratique has been granted on the request of the Vessel/Owners' Agents by the Port Health Officer as per PHO regulations of Government of India.
- e) Vessel is not carrying any hazardous cargo under IMDG Code.
- f) All Vessel Related Charges such as Port Dues, Pilotage and Towage and Berth Hire has been paid as per Port Tariff by the Owners' Agents.
- g) Indian Light House Dues as per rates notified by Government of India has been duly paid to the Government Authorities.

2.4 Anchoring of Vessels

- a) All Vessels shall anchor 2~3 miles off the fairway buoy and shall report the anchor position, soundings and time of anchoring to Port Traffic Control. Also they shall mark their anchor position on Indian Hydrographic Chart No. 3017. No anchorage is available within the harbour.
- b) Vessels shall use port anchor as per convention practiced in northern hemisphere.
- c) Vessels shall ensure that both anchor cable hawse pipe security covers are in place and no over-side ladders are put out unless in use as an anti – pilferage precaution. Vessels shall also keep anti-pilferage watch on deck from sunset to sunrise while at the anchorage.
- d) All Vessels at anchorage shall maintain a radar distance of minimum 4 cables between them.
- e) Vessels shall display an appropriate day and night signals and fly Indian courtesy flag and other codes as required under international maritime law from sunrise to sunset while at anchorage.
- f) Vessels shall hoist appropriate flags from sunrise to sunset while at anchorage.
- g) Vessels shall keep continuous bridge watch on VHF channels 14 and 16 with Port Traffic Control.

- h) Vessels shall keep engines on standby at short notice while at anchorage.
- i) Vessels shall keep security watch as per security level declared by PFSO, Dhamra Port under ISPS Code.
- j) No Vessel shall carryout any work requiring immobilization while at anchorage without prior permission from the Port Authority.

2.5 Pilot Boarding and Pilotage of Vessels

- a) Pilotage is compulsory for all the vessels of more than 200 GRT calling Dhamra Port. Any Vessel required to carry a pilot under the Indian Ports Act, 1908 shall not navigate within the harbour unless a Dhamra Port pilot is on board. Pilot boarding station is located at 1 nautical mile south east of the fairway buoy.
- b) The Owners' Agents shall submit the Pilot Booking Request (Annexure – IIIA/ Annexure – IIIB) to Port Traffic Control for assigning of pilot for inward/ outward movement of the Vessel. The Port Traffic Control shall issue a notice of confirmation (Annexure – IV).
- c) The pilot transfer arrangements shall be as per SOLAS Regulations as amended from time to time.
- d) The pilot ladder should be rigged in conjunction with the accommodation ladder if required within 2 meters of the water to enable the pilot to ascend or descend the ladder clear of pilot boat. The distance from sea level to the bottom of the accommodation ladder shall not exceed 9 meters.
- e) The use of any defective boarding equipment is prohibited. This includes accommodation ladders that lead forward and also those that do not rest firmly against the vessel side.
- f) Under no circumstances should the Vessel circumvent the safety boarding rules and regulations.
- g) A Vessel's officer in radio communication with the bridge should be in attendance along with two crew members to assist during pilot boarding/de-boarding.
- h) The pilot shall be escorted from deck to Navigation Bridge immediately upon boarding the Vessel. All necessary formalities shall be carried out at the navigation bridge. The Master and the pilot shall discuss and finalise the pilotage plan keeping all potential hazards, safety parameters and Vessel's characteristics in view. A Passage Plan (Annexure – V) shall be signed by both the Master and the pilot. The same is essential before the Vessel approaches to the channel or leaves the berth.

- i) The Pilotage Certificate (Annexure – VIA/Annexure – VIB) shall be jointly signed by the Master and the pilot before disembarkation of the pilot from the Vessel.

2.6 Mooring of Vessels

- a) The Vessels shall be moored and fastened to the satisfaction of the Port Authority.
- b) The Vessel shall move at such optimal speed so that her steering ability is maintained within the harbour. The operating regime of the Vessel's propellers shall be such that it does not endanger the other vessels at berth.
- c) The distance between the Vessels moored at the berths shall be safe enough for berthing/un-berthing.
- d) The mooring gang of Dhamra Port shall release and secure the mooring ropes of the Vessels.
- e) Vessel shall be moored with a minimum of 3 head ropes, 3 breast ropes and 2 spring ropes as forward mooring configuration and similarly 3 stern ropes, 3 breast ropes and 2 spring ropes as stern mooring configuration. Alternatively, the Vessel can also be moored with 4-2-2 configuration as forward mooring and 4-2-2 configuration as stern mooring. However for Vessels with LOA less than 200 meters, 3-2-2 configuration as forward mooring and 3-2-2 configuration as stern mooring are also acceptable.
- f) The Vessel shall pass one spring line each from forward and afterward with the help of heaving line and messenger line. Second spring line can be passed after the Vessel is positioned on the berth. Remaining lines can be passed ashore with the help of mooring boats.
- g) All mooring lines shall have rat guards fixed on them while Vessel is alongside the berth.
- h) The Vessels shall keep mooring watch and adjust the mooring ropes with the change of tides to keep the Vessel alongside the berth at all times.

2.7 Furnishing of Documents upon Berthing of Vessels

Upon berthing of the Vessel, the Vessel/Owners' Agents shall submit last Port Clearance Certificate in original and three copies of following documents/certificates; one each for Port, Customs and Immigration Authorities:

- a. Vessel Particulars;
- b. Load Port Cargo Survey Report;
- c. Arrival ROB Report;

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- d. Cargo Manifest/Declaration;
- e. IMO Crew List;
- f. Ports of Call List for Last 10 Voyages;
- g. Maritime Declaration of Health including Ship Sanitation/Exemption Certificate;
- h. Crew Vaccination List;
- i. NIL List;
- j. Crew's Effects Declaration;
- k. Passenger List;
- l. Vessel's Currency List (both Personal and Official);
- m. Vessel's Stores Declaration;
- n. Vessel's Properties Declaration;
- o. Bonded Stores List;
- p. Narcotics List;
- q. Details of Radio Equipments.

In addition to the above, the Vessel/Owners' Agents shall submit any other documents/certificates required by the Port / Customs / Immigration Authorities including the documents/certificates as stipulated in Section 2.1. The Authorities may also verify the original documents/certificates as stipulated in Section 2.1.

The Master of the Vessel and Port Authority shall discuss and complete the Ship/Shore safety checklist for loading/unloading dry bulk cargo carriers as per IMO format. The Vessel shall also furnish, discuss and finalise the loading/unloading plan with the Port Authority.

2.8 Guidelines for Vessels at Berth

- a) The Vessels shall have both the anchors hawsed.
- b) The Vessels shall not use propellers except in an emergency with the permission from the Port Traffic Control.
- c) The Vessels shall not lower the lifeboats into the water except in an emergency with the permission from the Port Traffic Control.
- d) A majority of the crew shall always stay on board of the Vessel so that in case of any emergency the Vessel can cast off the berth and proceed to the anchorage.

The main propulsions, steering and anchor gears shall be in working condition. Any repair or maintenance operations that may prolong the time for readiness to depart, may take place only with the written permission from the Port Authority.

- e) The Vessel shall provide a proper and safe gangway equipped with net or save-all placed beneath the gangway. Proper illumination should be provided near the gangway from sunset to sunrise in such a manner that the gangway is clearly seen from the berth and from the Vessel.
- f) All accidents, pollution of the water and damage to self, other vessels and flotilla inside Port Limits and damage to Port property shall be immediately reported to the Port Traffic Control by the Vessel/Owners' Agents.
- g) The Vessel/Owners' Agents shall obtain prior permission from the Port Authority to carry out any welding operations or such operations on the open deck, outboard operations, fire and abandon ship drills, launching of boats and rafts. Port Traffic Control shall be informed of the commencement and completion of such operations.
- h) Cleaning of the Vessels with chemicals, removing of old paint and rust is prohibited in the Port. The Vessel/Owners' Agents shall obtain permission from the Port Authority prior to painting of the Vessel at the berth.
- i) Upon completion of loading/unloading, the Vessel/Owner's Agents shall submit the Request for Outward Clearance Certificate to the Port Traffic Control (Annexure – VII) in three copies.

2.9 Ballasting/De-ballasting and Overboard Discharges

- a) The ballasting/de-ballasting operation shall be carried out by the Vessel as per provisions of GEF/UNDP/IMO Global Ballast Water Management Programme. The Vessel shall submit information as per IMO Ballast Water Reporting Form.
- b) The waiting Vessel at anchorage shall retain full ballast on board until a confirmed berthing plan is communicated to the Vessel by the Port Traffic Control.
- c) The term "over-side discharges" refers to the discharge of any solid waste or any liquids from a Vessel other than ballast water.
- d) Vessel's garbage must be retained on board in suitable containers with properly fitted covers. Garbage, dunnage and scrap materials should not be dumped in Indian Territorial Waters. Burning of Vessel's garbage is not permitted within the Port Limits.
- e) The Vessel shall not discharge hold washings and raw sewage inside the Port.
- f) The Vessel shall have all its scuppers properly plugged while at berth.

- g) The Vessels shall follow the MARPOL guidelines while dealing with garbage, raw sewage and hold washings.

2.10 Reporting of Loss of Cargo or Vessel's Equipment

- a) The Vessel/Owners' Agents shall inform the Port Traffic Control about loss of any cargo or Vessel's gear in the Port and shall, after obtaining permission from the Port Authority, forthwith recover the lost article if practicable.
- b) If such recovery is not made the Vessel/Owners' Agents shall deliver to the Port Authority a written report of the loss giving:
 - a. the approximate location of the lost article;
 - b. a description of the lost article; and
 - c. other pertinent details relating to the loss.
- c) If the lost article is posing a hindrance to the port operations, the Port Authority will remove/recover the article at the risk and expense of the owner of the Vessel.

2.11 Weather Conditions

- a) The weather parameters for operating the Vessel at Port will depend upon the circumstances prevailing at that time. The Port Authority will consider the circumstances before taking any decision to suspend and/or resume operations.
- b) Warning on severe weather conditions will be intimated to all the Vessels. Port Authority shall decide about shifting of the Vessels from berth to anchorage on the basis of severity of weather conditions which shall be communicated to the Vessels.
- c) The Port will hoist signals on top of Port Signal Station in case of adverse weather conditions as per norms.

2.12 General Conditions

- a) Every Vessel either seeking to enter or in the harbour is subject to the orders of the Port Authority in respect of her entry, departure, draught, berth, anchorage, location, speed, direction and means and method of movement.
- b) A Vessel while in Port shall be subject to the direction of the Port Authority with respect to her position, removal, the manner in which and the time when the Vessel shall be moored, loaded or unloaded. A Vessel shall proceed to the

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- position assigned thereto by the Port Authority immediately after such assignment unless the Port Authority otherwise directs.
- c) The Vessel/Owners' Agents shall ensure that the Vessel:
 - i. does not encumber a channel or wrongfully occupy any berth;
 - ii. does not obstruct or impede navigation or the berthing of any other vessel; or
 - iii. is not navigated in such a manner or at such a rate of speed so as to endanger or damage other vessels or goods or operations in the Port or adjacent thereto or cause injury or harm to any person or wildlife.
 - d) Except in accordance with a permit from the Port Authority no person shall cause or permit any Vessel or floating property to tie up, moor, anchor, or occupy a berth at any wharf, pier, buoy, float or pile owned or administered by the Port Authority.
 - e) No person shall moor or make fast any boom or floating property:
 - i. to the outside of a Vessel moored at a berth; or
 - ii. to the berth in such a manner as to restrict the movement of any Vessel.
 - f) The Port Authority may refuse to allow any Vessel to enter the Port for any reason. However, such a refusal shall normally be for the purpose of:
 - i. preventing danger to the population or damage to the environment;
 - ii. preventing an obstruction to navigation or use of the Port; or
 - iii. preventing a Vessel from engaging in illegal or disruptive activities.
 - g) The Port Authority may order a Vessel to leave the Port or prohibit a Vessel from entering the Port where, in the opinion of the Port Authority, that Vessel:
 - i. is in a dangerous condition;
 - ii. constitutes a hazard to navigation or the operations of the Port;
 - iii. may contaminate the Port; or
 - iv. may endanger the safety of any person or property in the Port.
 - h) The Vessel referred in Section 2.9 (f) and (g) shall forthwith comply with the order of the Port Authority, failing which the Port Authority may take such corrective action as is necessary to remedy the situation and the Vessel/Owners' Agents shall be liable to pay to the Port Authority such costs.
 - i) The Vessel/Owners' Agents shall carry out all the formalities for ingress and egress and during stay of the Vessel at Dhamra Port in relation to the Customs, Immigration and Port Health in accordance with the provisions of applicable laws of Republic of India.

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- j) Customs and Immigration officers will board all the Vessels on arrival/before departure at/from berth. The Owners' Agents of the Vessel shall be responsible for necessary coordination.
- k) The Master of the Vessel shall be responsible at all times for the safe loading/unloading of the Vessel.
- l) The shifting and warping of Vessels, if required, shall be carried out as per directions of the Port Traffic Control.
- m) The Vessel shall ensure that no unauthorized person board the Vessel within the Port Limits. The crew of the Vessel shall check the identity of all the persons boarding their Vessel. Accordingly, a gangway watch shall be maintained at all the times by competent personnel and any unauthorized attempt to board the Vessel shall be reported immediately to the Port Traffic Control.
- n) The Vessel shall ensure that no unauthorized crafts are allowed alongside whilst the Vessel is within the Port Limits.
- o) No Vessel shall cast off without the directions of the Port Traffic Control.

Note: The above information and guidelines are subject to revision from time to time.

ANNEXURE – I

CONDITIONS OF USE OF FACILITIES AND SERVICES AT DHAMRA PORT

The Port Facilities (defined below) and Port Services (defined below) provided by The Dhamra Port Company Limited to Vessels (defined below) visiting the Dhamra Port (“Port”) for any purpose whatsoever are subject to the following conditions whether or not any or all charges / cost are paid or are actually or impliedly due to The Dhamra Port Company Limited from or on account of any visiting Vessel, whether of Indian or foreign flag.

All Vessels visiting the Port and using or utilising any Port Facilities (defined below) thereof shall do so at their sole and exclusive risk.

01. In these Conditions of Use, the following expressions shall have the meaning assigned to each of them:
 - “DPCL” means The Dhamra Port Company Limited and its affiliated companies, as well as any of their directors, officers, agents, employees and servants in whatever capacity they may be acting;
 - “Master” means master of a Vessel;
 - “Owner” means the owner of a Vessel;
 - “Port Facilities” means all the facilities, assets, equipment and installations of whatever nature existing at the Port as of the date hereof, whether the same are fixed or movable, including, without limitation, the channel, berths, loading / unloading facilities including buoys or other channel markings, and any such or like facility, asset, equipment or installation; and
 - “Port Services” means any service, advice, instruction or assistance tendered or provided by DPCL to the Vessel, including, without limitation, by way of pilotage, towage, tug assistance, mooring or other navigational services; and
 - “Vessel” means any ocean going vessels/ships, barges and other crafts calling at Port.
02. These Conditions of Use shall apply in addition to any other laws, rules, regulations or procedures enacted, promulgated, declared or issued by the Government of India or of the State Government of Orissa or by DPCL or any other competent authority or the terms of any agreement entered into between an Owner or his/its agent and DPCL or any berthing application made or other document submitted by an Owner or his/its agent as required by DPCL.
03. The Master shall at all times and under all circumstances be responsible for the safe and proper operation and navigation of the Vessel. Whilst DPCL shall endeavour to exercise every reasonable care, skill and diligence to ensure the proper exercise and operation of the Port Services and the Port Facilities, DPCL, nonetheless, makes no

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- representation, guarantee or warranty as to the adequacy, suitability, and fitness for purpose or safe conduct thereof.
04. The Master and the Owner shall be responsible for, indemnify and hold harmless DPCL from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every kind and nature arising in any way whatsoever from any acts done or omissions made in the course of the services provided by pilots, tugboats, stevedores, longshoremen or any other provider of Port Services (“**Service Providers**”). Such Service Providers, although employed by DPCL, shall for the purpose of these Conditions of Use be deemed to be the servants of and in the service of the Master/Owner and under their instructions.
 05. The Master and the Owner shall be responsible for, indemnify and hold harmless DPCL from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every kind and nature resulting from any personal injury to any person including fatal injury, illness or disease arising from the use of the Port by the Vessel or the provision of the Port Services, regardless of whether or not such personal injury was in any way attributable to any negligence, act, omission, default, error or breach of duty by DPCL, the Master or the Vessel or whether DPCL, the Master or the Vessel caused or contributed to such personal injury.
 06. The Master and the Owner shall be responsible for, indemnify and hold harmless DPCL from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every kind and nature resulting from any loss and/or damage to any property including, without limitation, the Port Facilities arising from the use of the Port by the Vessel, regardless of whether or not such loss and/or damage was in any way attributable to any negligence, act, omission, default, error or breach of duty by DPCL, the Master or the Vessel or whether DPCL, the Master or the Vessel caused or contributed to such loss and/or damage.
 07. The Master and the Owner shall be responsible for, indemnify and hold harmless DPCL from and against all claims, losses, damages, delays, costs (including legal costs), expenses and liabilities of every kind and nature resulting from any loss and/or damage to any third party arising from the use of the Port by the Vessel, regardless of whether or not such loss and/or damage was in any way attributable to any negligence, act, omission, default, error or breach of duty by DPCL, the Master or the Vessel or whether DPCL, the Master or the Vessel caused or contributed to such loss and/or damage.
 08. If the Vessel or any person on board or any object, thing, article, substance, equipment or installation of the Vessel or on its board sinks, grounds or otherwise becomes or is likely to become, in the sole opinion of DPCL, an obstruction, threat, hazard or danger to navigation, operations, safety, health, security or environment in or adjacent to the Port, then the Master and/or the Owner shall upon receiving DPCL’s request, proceed immediately and without delay to clear, remove or deal with the obstruction, threat, hazard or danger within the period specified in the written notice served by DPCL. Failing such immediate action by the Master and/or

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Owner, or if the said obstruction, threat, hazard or danger, in the sole opinion of DPCL is delaying, hindering, interfering with or in any way affecting the navigation, operation, safety, health, security or the environment in or adjacent to the Port, then DPCL shall be entitled, at the risk and cost of the Master and/or the Owner, to take all measures as DPCL deems appropriate to clear, remove or deal with the said obstruction, threat, hazard or danger at the risk and the cost of the Owner, and the Master and Owner shall be responsible for, indemnify and hold harmless DPCL from and against any claim, loss, damage, delay, cost (including legal cost), expense or liability associated therewith.

09. The Master shall immediately report to DPCL any accident, incident, claim, damage, loss or unsafe condition or circumstance at the Port or in areas adjacent to the Port that he becomes aware of at any time that the Vessel is berthed at the Port or when the Vessel is within Dhamra port limits.. Any such report shall be made in writing and signed by the Master. DPCL shall be entitled to inspect and investigate any such report but without prejudice to the foregoing.
10. These Conditions of Use shall be construed, interpreted and applied in accordance with the laws of India, and the parties named herein submit to the exclusive jurisdiction of the courts of the State of Orissa, India.

I, the undersigned, being the Master of M.V./ M.T. _____, flying the Flag _____, Built in the year _____, Vessel Owned / Operated by _____

Do hereby acknowledge receipt of the “**Conditions of use of Facilities and Services at Dhamra Port**” detailed above on arrival at the anchorage and on behalf of the Vessel, Owners, Operators and Charterers accept the same.

Signature

Vessel stamp

Master of vessel M.V./M.T. : _____

Name: _____

Date: _____

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Time: _____

Form No. : DPCL/PTC/01/00

ANNEXURE – IA VESSEL DECLARATION

Date:

Port Traffic Control,
The Dhamra Port Company Limited

Dear Sir,

MV _____ import / export rotation number _____
is expected to arrive on/about _____ at Dhamra Port for discharging/loading of
_____ MT of _____ on account of _____.
Please accept this as _____ days' notice of the arrival of captioned vessel. The vessel
particulars, pre arrival information, pilot card and cargo particulars are enclosed herewith.
You are requested to allot a suitable berth for loading/discharging of cargo subject to
fulfilment of all necessary formalities by us and as per norms of the Port.

The vessel's engines, steering gears, anchors, windlasses and mooring winches are fully
operational. We hereby confirm that we shall be fully responsible for the settlement of all
dues, charges and expenses whatsoever on vessel's account.

You are therefore requested to issue a proforma invoice for Vessel Related Charges to enable
us to remit funds in advance.

Yours faithfully,

Owners' Agents

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Enclosure: As above

Form No. : DPCL/PTC/01(A)/00

ANNEXURE – IIIA

PILOT BOOKING REQUEST – INWARD

Date: _____

Port Traffic Control,
The Dhamra Port Company Limited

Dear Sir,

MV _____ import / export rotation number
_____ will be arriving / has arrived at Dhamra Port at _____ hrs on
_____ and will be/is ready in all respects to berth and commence the
loading /unloading of cargo.

You are therefore requested to assign a pilot at _____ hrs on _____ or as per
convenience of the port to berth the vessel. The draught/s of the vessel is as follows:

Fore: _____ Aft: _____

Yours faithfully,

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Owners' Agents

CC: The Master, MV _____

Form No. : DPCL/PTC/03/00

ANNEXURE – IIIB

PILOT BOOKING REQUEST - OUTWARD

Date: _____

Port Traffic Control,
The Dhamra Port Company Limited

Dear Sir,

MV _____ import / export rotation number
_____ will be completing her loading / unloading at _____ hrs on
_____ and will be ready for sailing in all respects including port clearance at
_____ hours on _____.

You are therefore requested to assign a pilot at _____ hrs on _____ or as per
convenience of the port to berth the vessel. The draught/s of the vessel is as follows:

Fore: _____ Aft: _____

Yours faithfully,

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Owners' Agents

CC: The Master, MV _____

Form No. : DPCL/PTC/04/00

ANNEXURE – IV

NOTICE OF CONFIRMATION FOR BERTHING / SAILING / SHIFTING

Date: _____

The Master,

MV _____

Import /Export Rotation Number _____

Your vessel is scheduled to Berth / Sail / Shift to _____

at _____ hours on _____.

The pilot will board at _____ hours on _____.

Please call Port Traffic Control one hour before scheduled pilot boarding time on VHF channel 14 to confirm the readiness of the vessel. Engines must be ready at

_____.

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Received

Master, MV _____

Form No. : DPCL/PTC/05/00

ANNEXURE – V PASSAGE PLAN

Date:

Berthing / Un-berthing of MV

From

To

Name of the Pilot:

Name of the Master:

Alongside: Port / Starboard

Tide			Weather	
	Time	Height		
HW			Wind Speed	
LW			Direction	

The following has been discussed between the pilot and the Master of the vessel and has been mutually agreed upon:

1. Tug Arrangement:

Name of the Tug	Position	Bollard Pull (Tons)
MT Bahuda		65

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MT Brahmani		67
MT Baitarani		67



(Tug position to be marked by pilot)

2. Tides, currents, minimum depths and minimum under keel clearance in the channel and at berth.
3. Master confirms that Navigation Equipments, Main Engine & Machinery, Steering Gear, Mooring Equipments are tested prior arrival to pilot station and are in working condition.
4. Master has notified the pilot of any defects, special conditions or peculiarities such as defective equipments, lines or gear that might impose special hazards in connection with handling mooring and / or loading / unloading of cargo.
5. Pilot will refuse to berth any vessel with unsatisfactory equipments. Full main engine power must be available for maneuvering ahead and astern.
6. Anchors to be in state of readiness for use. Both anchor stoppers must be in place to prevent accidental release of anchors while transiting the channel.
7. The loaded vessels will berth starboard side while vessels coming in ballast will turn around at Turning Basin and will berth portside.
8. Tugs will join the vessel between Buoy No. 15 & 16 and will be made fast by tugs lines. Normally three tugs are used i.e. one at break of forecastle, one forward of the break of accommodation and one on standby.
9. At berth bollards are placed at 24 meters.
10. The vessel is required to provide mooring arrangement of 4 – 2 – 2 or 3 – 3 – 2 lines forward and aft. No mixed moorings allowed.
11. Normally mooring boats will pass all lines except spring lines.

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Signature:

Pilot

Master

Form No. : DPCL/PTC/06/00

ANNEXURE – VIA INWARD PILOTAGE CERTIFICATE

This is to certify that Capt. has this day piloted MV

From To.....

Pilot left berth hrs LT Pilot boarded at hrs LT

Commenced work hrs LT First line ashore hrs LT

All Fast hrs LT Gangway placed hrs LT

Pilot disembarked hrs LT

Detention If any:

Ship Particulars:

GRT LOA m Beam m Present Displacement

Draught: Fore..... Aft..... Trim.....

Last Port..... Sailed.....

Berth & Tug Details:

Tugs used/in attendance: 1) 2)..... 3).....

Berth No..... Alongside: Port/Starboard

Bow/Stern Bollard no: Bow..... Stern.....

Communication Channel:

Passage plan discussed with Master:

Maneuvering Diagram/Pilot Card cited:

Deficiencies noted (if any):

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.....
.....

Master's remarks (if any):

.....
.....

Master confirms that the Ship's particulars mentioned in the certificate are correct and all Ship's certificates are valid.

Signature of Pilot

Signature of Master

Date:

Form No. : DPCL/PTC/07/00

ANNEXURE – VIB

OUTWARD PILOTAGE CERTIFICATE

This is to certify that Capt. has this day piloted MV

From To

Pilot boarded athrs LT Commenced workhrs LT

Gangway off.....hrs LT First line cast off..... hrs LT

All cast off..... hrs LT Completed work..... hrs LT

Pilot disembarked..... hrs LT

Detention (if any)
.....

Port Clearance no Date.....

Next Port ETA

Ship Particulars

GRT LOA m Beam m Present Displacement

Draught: Fore..... Aft.....

Trim.....

Berth & Tug Details:

Tugs used/in attendance: 1).....2).....3).....

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Deficiencies noted (if any):

.....
.....

Master's remarks (if any):

.....
.....

Remarks (if any) from inward pilot:

.....

Master confirms that the Ship is ready to sail in all respects.

Signature of Pilot

Signature of Master

Date:

Form No. : DPCL/PTC/08/00

ANNEXURE – VII

REQUEST FOR OUTWARD CLEARANCE CERTIFICATE

(To be submitted in 3 copies)

Date:

Port Traffic Control,
The Dhamra Port Company Limited

Dear Sir,

MV _____ Import / Export Rotation No. _____

will be ready for sailing to _____ at _____ hours on _____.

This is to certify the following:

- All certificates on board are valid,

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- No dangerous cargo/narcotics has been shipped at the Dhamra Port,
- None of the crew have been left ashore or in hospital/jail,
- No arms and ammunitions are on board the vessel (except for those required for the safety of the vessel – as declared in the Vessel's Stores Declaration).

You are therefore requested to issue the Outward Clearance Certificate for the vessel.

Yours faithfully,

Owners' Agents

Form No. : DPCL/PTC/09/00