

**APPENDIX 1: PORT RULES AND CONDITIONS OF USE
APM TERMINALS PIPAVAV**

GUJARAT MARITIME RULES AND REGULATIONS / GPPL Rules

Pipavav, Gujarat PORT RULES

1. Authority: Indian Ports Act 1908 (No.15) sections 5, 6 & 21; GMB Act 1981; and Gujarat Government Notification No G/J/72/MPT/9867/88559/(Amend-50)/M dated 30th January, 1968, the Government of Gujarat vide notification no.G/FF/11/94/IPA/1393-100(1)/GH dated December 8,1994 ,hereby further extends the limit of port of Pipavav and declares that the said port limits of the Pipavav Port is bounded by 2059N 0713400E, 2056N 07128E, 2054N 07128E, 2053N 07132E.
2. Definitions:
 - ACT means the Indian Ports Act 1908 as amended.
 - GMB means Gujarat Maritime board.
 - MOS means Ministry of Shipping, Government of India.
 - NSPC means National Safety in Ports Committee set by Joint Secretary Ports GOI.
 - IMO means International Maritime Organization a UN agency).
 - ICS means International Chamber of Shipping in London.
 - ISGOT means International Tanker Terminals Guide.
 - Navigable channel means charted waters free of obstruction and adequate depth above chart datum for safe navigation.
 - Hydrographic Survey means survey undertaken by the Chief Hydrographer to the Government of India, Dehradun.
 - Bathymetric survey means survey of underwater soundings substantiated by satellite pictures of the navigable channel as obtained from [Central Water & Power Research Station, CWPRS Pune].
 - HAZOP study means one conducted by Alpha projects, VAdodara.
 - DPM means disaster management plan approved by Managing Director.
 - SOLAS means International Convention on Safety of Life at Sea.
 - MARPOL means International Convention on Prevention of Marine Pollution.
 - Port officer means conservator of the port limits applicable as appointed by the GMB.
 - Port limits - as shown on plan annexed to port quality manual.
 - O&M Contractor means approved contractor providing marine services at this jetty.

- Harbour Master means qualified person appointed by the owners of the port and one who is responsible for implementing the requirements of Navigational Safety in Ports Committee (NSPC) of the MOS, New Delhi.
- Conservator means person or body responsible for conservancy as per BOOT agreement made in 1999.
- Port of refuge means facility of this port to be used in an declared emergency.

3. Application:

These Rules apply to the ships entering, berthing and exiting from the defined waters of port of Pipavav at all times covered by safety and quality manual and are subject to international, national and local Rules with respect to carriage and handling of petrochemicals, containers and solid bulk cargo with due regard to the hazards associated with the said cargoes.

These Regulations shall also apply to vessels at anchor within the port limits and to vessels waiting for other than entry to the terminal except due to act of God.

These Regulations require the pilot / private terminal official / agent to check and assist the GMB / Port Officer with information pertaining to:

- Vessel details;
- Classification status of the vessel;
- Statutory certificates and their validity including annual endorsements;
- Certificate of fitness if applicable;
- Crew list and Safe Manning Certificates;
- Certificates of competency of Master and officers;
- International Safety Management certificates;
- ISPS compliance certificates;
- Port State Control / Flag State Inspection report; and
- Sanitation Control certificate.

4.

Every vessel desirous of entering port limits shall communicate to Harbour Master / Port control with all available means at intervals not exceeding 72 hours and 24 hours prior to arrival. The communication shall include but not limited to the Estimated Time of Arrival, Vessel particulars including last ten ports of call, health questions for free pratique as per International Code of Signals, cargo details, name of consignee and consignor and name of ship's local agent responsible for port dues, indemnity for damage / wreck removal and Government levy as applicable.

The said indemnity for wreck removal may be in the form of P&I cover. Central Government may issue Gazette notification appointing receiver of wrecks with powers conferred by Part XIII of Merchant Shipping Act 1958 as amended. Vessels may also be subject to inspection from the authorities from Maritime Security point of view.

5.

Immobilization in port limits is strictly prohibited, unless written permission is obtained from the Harbour Master . Port is in tidal waters. At least 6 good mooring ropes F&A each are required for berthing and maintaining vessel alongside jetty.

6.

GMB/Port Authority licensed pilots are provided on request received from Master / Owner / Agent subject to condition of use of port. Pilotage is compulsory within the port limits for entry and exit from the terminal in day light and dark hours. Entry of vessels in the buoyed channel without pilot is prohibited.

Vessels requiring pilot shall hoist flag "G" from its masthead.

Pilot station is located off the entrance buoy in Lat 20 53'N Long 071 30'E, to the navigable channel marked on Indian Hydrographic Chart No. 2100

Entry is made by way of transit marks shown on the said chart.

7.

Pilot on boarding shall exchange information pertaining to the vessel characteristics and hand over to the master a check list & cautionary notices duly signed with passage plan and latest data of depths in the navigable channel / off Terminal.

Provided the vessel has communicated all the required information at least 48 hours in advance of ETA, the pilot may grant free pratique as appropriate.

8.

Master is always in command of his vessel and pilot is only advisor to help berth/un berth the vessel at the terminal.

9.

The vessel at the time of docking and undocking should be free of all obstructions and provided with suitable fenders and free of discharging scuppers.

10.

The vessel is responsible to provide safe access to the pilot when boarding and disembarking. The pilot ladder and accessories are to be as per annex to safety and quality manual.

The vessel is also responsible for providing safe access to terminal persons and port officials when alongside the terminal. The vessel should rig a duly approved gangway

with suitable safety net and lights. The terminal should be requested for one in good time to avoid undue delay.

11.

The vessel may anchor in the port limits with prior permission of Port control tower. Anchor position off Savai Bet Lighthouse, and in Lat/Long, is to be communicated to the Port control tower soon after anchoring and anchor position checked by proper anchor watch.

12.

Movement of vessels is controlled by the Port control tower so as to avoid other traffic in the navigable channel. The vessels shall therefore maintain VHF watch on the assigned channels 16/71. There is at present no approved Vessel Traffic Service or VTMS in place.

Sea going tugs of 60,50 & 35 tonne bollard pull and a pilot boat are available to assist vessels of up to 95000 MT dwt. Port movement is governed by tides. Copy of tide tables applicable for the day can be obtained from the pilot.

13.

All concerned shall observe the following basic precaution and display clearly at the entrance to the vessel and terminal: NO SMOKING. NO NAKED LIGHTS. NO UNAUTHORISED PERSONS.

14.

All vessels and terminal operators shall be guided by storm signals, details of which are annexed to this manual and keep clear of port and traffic when cautionary or port-closed signals are displayed from port control tower. At all other times approach the port limits with utmost caution with due regard to monsoon weather conditions likely to be encountered in mid summer and mid winter season.

Attention of all concerned is drawn to navigational warnings broadcast continuously in the region and advice given in weekly notices to mariners available free of charge from the offices of GMB.

15.

Every vessel and Port control tower shall log weather every four hours and if need be more frequently so as to avoid impending storm conditions. For this purpose approved and certificated weather watch instruments shall be provided. These shall include but not limited to barometer, hygrometer, wind vane, & facility for continuous monitoring of their reading. Shipping movement may not take place in sustained winds of 25 knots or more and significant wave height of more than 1.2m. Approach velocity to the berth has been fixed at approximately 1.0 kt.

16.

LPG Tankers when along side shall isolate wireless aerials as appropriate and ensure good bonding wire connection or insulating flange between the vessel and the jetty to avoid static electricity charge building as a source of ignition. The vessel and terminal shall display red light and red flag "B" where it can best be seen as a warning sign.

Cargo work shall only commence on Terminal Manager approving appropriate ship / shore checklist.

LPG Tankers and bulk carriers shall be guided by provisions contained in SOLAS and bulk gas / chemical code. General Manager OPS or his deputy shall plan cargo operations in consultation with ship's Chief Officer to prevent undue stresses / damage.

17.

NO HOT work is permitted on any vessel when handling petroleum cargoes alongside.

18.

Every vessel and the port shall provide anti marine pollution measures including contingency plan. Sufficient material for clean up should be available at the site of potential discharge. Exchange of ballast water or discharge of dirty water ballast is prohibited. All vessels may be required to show logbook / oil record book to demonstrate compliance with international oil pollution measures.

19.

The port has limited facilities for receipt of residual oil, sludge or garbage presently. In exceptional circumstances the Port officer may permit local agent to arrange for the same on the basis of full cost recovery.

20.

It is mandatory for vessel and terminal to report any incident of oil pollution to Port Officer and the nearest GMB office by quickest means of communication and commence containment measures immediately. Use of Dispersants, if any-is permitted subject to Coast Guard approval.

21.

Mercantile Marine Department or its authorized representative may carry out port state control inspection, detention and arrest of vessels as permitted by law.

22.

Port clearance may be granted by Superintendent of Customs on duty provided the vessel has valid statutory certificates, endorsements and clean bill from the port / terminal with respect to dues, levies, and indemnity and cargo outturn.

23.

All vessels when approaching port limits and terminal shall keep clear of fishing grounds. They shall keep their movement known to control tower to facilitate traffic management in the vicinity.

24.

Pilotage and other marine services when sub contracted by port / terminal shall be such as to generally comply with a recognized quality system.

25.

Port shall provide adequate life saving and fire fighting appliances at the site of cargo work and in accordance with applicable Rules and codes of practices. Where appropriate inerting and emergency shut down facilities shall also be provided and communication between ship and shore agreed as part of mandatory ship shore checklist procedure. Tugs where required shall be on stand by for use in emergency near tow lines suspended by a vessel working cargo at terminal.

26.

Personal injury or death shall be reported to local police and security staff in charge. Basic medical facilities are available at GPPL Complex ~~hospital~~ dispensary. Shore leave to crew is generally not permitted. Limited crew change facilities are available with prior approval of the port. Bhavnagar is 150 km for nearest main railway station and 3 hours by road to Airport in Bhavnagar. Both serve New Delhi & Mumbai routes.

27.

Offences and penalties under these Regulations are subject to the provisions of Merchant Shipping Act, Indian Ports Act, GMB ACT and Factories Act as amended.

28.

Port charges / Tariff could be obtained from port administration for ready reference.

Harbour Master

COO

Seal