

Scale of Rates
(With effect from 1st May 2021)

DEFINITIONS

Company shall mean Ennore Tank Terminals Private Limited (ETTPL) registered under the Companies Act, 1956.

Day shall be reckoned from 6.00 a.m. to 6.00 a.m.

Coastal Vessel means a vessel which is engaged in the carriage by sea of passengers or goods from any port or place in India to any other port or place in India. The status of the vessel as borne out by its certification by the Customs or the Director General of Shipping shall be the deciding factor for its certification as "coastal" or "foreign going" for the purpose of levy of vessel related charges.

Entry means entering into the Port limits.

Foreign Vessel means a vessel engaged in trading between any port or place in India and other port or place or between ports or places outside India.

Gross Tonnage (GT) is the cubic capacity of the whole ship including engine room and crew space but excludes space above deck, cabins, and deck shelters, chart houses etc and as recorded in the Certificate of Registry of the vessel.

Pipeline Charges shall mean the charges payable for usage of pipelines of ETTPL **Trestle, Pipeline and Unloading Arm/Hose Connection Charges** shall mean a composite charge payable for usage of pipeline trestle and pipeline(s) of ETTPL and for services of ETTPL for unloading at the Marine Liquid Jetty.

Trestle Charges shall mean the charges payable for using the pipeline trestle of ETTPL.

Wharfage shall mean the basic dues recoverable on all cargo imported or exported or transhipped or passing through the Marine Liquid Terminal-1.

CONDITIONS

- a) All charges notified hereunder in various Chapters in terms of U.S. Dollars shall be levied for all Foreign Vessels and Indian Vessels engaged in Foreign Trade. The charges shall be collected from the Owners / Agents in Indian Rupee converting U.S Dollars Rates at market TT buying Rates either notified by Andhra Bank/Union Bank of India or any other Bank as intimated from time to time as on date of berthing of the vessel.
- b) A regular review of the exchange rate shall be made once in thirty days from the date of arrival of the vessels in case of vessels staying in the port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- c) The fraction of a Rupee so arrived at will be rounded off to the next full Rupee.

- d) Vessel related charges for coastal vessels shall be recovered at the rates notified in Rupees only.
- e) The charges for services and usage of equipment not mentioned in the Scale of Rates are as per agreement between the Company and the user requiring such services.
- f) Rates in respect of goods to be landed shall be payable prior to / immediately on the landing of the goods and rates in respect of goods to be removed from the premises of the Company, or to be shipped for export, or to be transshipped, shall be payable before the goods are so removed or shipped or transshipped.
- g) For the purpose of Scale of Rates –
 - 1. One unit by weight means 1 Metric Tonne (1000 kilograms).
 - 2. One unit by capacity/volume measurement for certain liquids in bulk means 1 Kilo Litre (1000 Litres).
- h) In calculation, the Gross weight or measurement by volume or capacity of any individual item will be rounded off to 3 decimals.
- i) It shall be the primary responsibility of the party filing the Import/Export Application to declare the correct unit and/or units on the application at the time of filing. In case the required units or units not being available in the relative shipping documents, the party shall actually weigh and/or measure the consignment and then declare the same on the Application before filing with the Company. Any under-declaration and/or under-statement found at the time of test check by the Company will involve the party liable for the penalty.
- j) All the charges payable to the Company, as per this Scale of Rates shall be paid by way of a crossed DD / Banker's Cheque in favour of "Ennore Tank Terminals Private Limited", payable at Chennai or by RTGS before the vessel is berthed based on estimates. The difference between the actual and the estimates shall be settled within two business days.
- k) The Charges payable directly to M/s. Kamarajar Port Limited (other than those listed in this scale of rates) such as Pilotage-cum-towage, Port dues, etc shall be as per the Tariff published by M/s. Kamarajar Port Limited.
- l) The Scale of rates are subject to changes without any prior intimation and shall be valid and binding from the date mentioned therein.
- m) The Company's decision shall be final in case of any differences in the interpretation of any terms or conditions in this Scale of Rates.
- n) The charges for usage of storage and allied facilities & services provided by the Company are not covered in this Scale of Rates and the same shall be as per agreed terms with the users.
- o) The berthing of vessels shall be as per Berthing Policy annexed with this scale of rates. The decision of ETTPL shall be final for such berthing and ETTPL shall not be

liable or responsible for any demurrage or claim or loss on any grounds whatsoever. For avoidance of doubt, it is clarified that the channel access shall always remain with M/s Kamarajar Port Limited.

- p) Goods and Service Tax / Other Taxes / Duties / Levies / Cess / Surcharge etc. shall be charged extra as applicable.
- q) The Company shall have the right to shift (or) pull out a vessel or instruct the port to shift or pull out a vessel berthed at the Company's Jetty in case of:
 - 1) Any problem noticed with the vessel and/or
 - 2) Unable to start pumping within the stipulated time or prolonged intermittent stoppage due to equipment/machinery problem or discharge rate lower than the rate stipulated under Clause 4 in "Requirements for berthing of vessels in MLT".
 - 3) On HSSE grounds

In such an event, all the costs / de-berthing and re-berthing charges including demurrage shall have to be borne by the vessel (or) the Port user. Company shall have the right to exercise the option of shifting or pulling out a vessel under sub clause (1) and (2) above, in order to minimize berthing delays of vessels in the outer anchorage, if any.

- r) Users whose tank farm/facility are connected by Pipelines to ETTPL's Common manifold should bring the cargo/product(s) in their own name only.

**VESSEL RELATED CHARGES
BERTH HIRE CHARGES – MARINE LIQUID BERTH**

- Berth Hire charges will be charged on the basis of the Gross Tonnage (GT) of the vessels and for a minimum of 12 hours.
- For a vessel carrying deck cargo, the deck cargo will be added to the Gross Tonnage of the vessel for determining the Gross Tonnage on which the charges are to be calculated.
- For a vessel having a dual tonnage, the higher tonnage will be taken into account for calculation of all vessel related charges.

Rate per Gross Tonnage per hour or part thereof			
Applicable to port users having service agreement w.r.t. specified services for vessel related charges		For other port users not having service agreement w.r.t. specified services for vessel related charges	
Coastal Vessel (in Rs.)	Foreign vessel (in USD)	Coastal Vessel (in Rs.)	Foreign vessel (in USD)
As per agreed rate	As per agreed rate	0.86 (minimum Rs. 4300/- per Hour)	0.021 (minimum USD 105 per Hr)
Coastal Barges (in Rs.)		Coastal Barges (in Rs.)	
As per agreed rate		0.86 (minimum Rs. 860/- per Hour)	

Note:

Any vessel which continues to occupy berth after the expiry of the time indicated in the notice served on the vessel to vacate the berth shall pay additional berth hire charges at the following rates. The time to be calculated from the expiry of the notice period till the vessel vacates the berth.

1. For the first two days – At four times the rate of the berth hire charges for authorized occupation (subject to a minimum of USD 420 per Hour in case of Foreign Vessels and Rs.18000/- per hour in case of coastal vessels).
2. For third day and for subsequent days – At six times the rate of berth hire charges for authorized occupation (subject to a minimum of USD 630 per hour in case of Foreign Vessels and Rs.27000/- per hour in case of coastal vessels).
3. The additional berth hire charges shall be in addition to normal berth hire charges payable under the schedule.
4. Other Vessel related charges and charges for services provided by M/s. Kamarajar Port Limited are payable to Kamarajar Port Limited directly as per their scale of rates.
5. A penal berth hire charges equal to one day's berth hire charge shall be levied for a False Call for Pilot. 'False Call for Pilot' means when vessel is not ready in all respects but has called for pilot and after boarding the vessel, the Pilot could not sail the vessel, as it was not ready resulting in disembarkation of the pilot from the vessel without sailing / shifting.

6. Company shall have the right to arrange for vacation of the vessel from the berth at the cost of the vessel and/or the user as the case may be, in event of any of the following:
- Failure of a vessel to commence pumping operations due to problems in the vessel
 - Non- commencement or stoppage of discharge by the vessel due to
 - nature of products or
 - instructions from the person other than the company or
 - awaiting clearance viz Statutory or otherwise.
 - Pumping rates are lower than the normally acceptable pumping rates.
In such an event, all the liabilities that would arise shall be borne by the Vessel/the user

OSR (Oil Spill Response) Preparedness Charges

Rate per Gross Tonnage	
Coastal Vessel (in Rs.)	Foreign vessel (in USD)
4.00	0.06
Minimum Rs.20,000/vessel	Minimum 300 USD/vessel

Note:

- This is applicable to all vessels berthing at MLT and when the Boom is deployed
- This is payable based on GT of the vessel.
- This charge is payable for each instance of berthing of the vessel. i.e. this charge is payable each time a vessel is berthed after de-berthing on whatsoever grounds.
- Vessel shall have all the responsibilities as per Marine regulations/norms/MARPOL with respect to Oil Spill and its response and payment of the above charges does not absolve them from any of those responsibilities.

CARGO RELATED CHARGES

I. WHARFAGE

S.No.	Product	Unit	Rate
1	Carbon Black Feed Stock	Per Metric Tonne	Rs.90.00
2.	Edible Oil	Per Kilolitre	Rs.90.00
3.	Furnace Oil	Per Kilolitre	Rs.100.00
4.	Lube Base Oil	Per Kilolitre	Rs.100.00
5	Solvent Naphtha	Per Kilolitre	Rs.125.00
6.	Hexane	Per Kilolitre	Rs.125.00
7	Iso Propyl Alcohol	Per Kilolitre	Rs.125.00
8	Benzene	Per Kilolitre	Rs.125.00
9	Styrene Monomer	Per Kilolitre	Rs.125.00
10	Toluene	Per Kilolitre	Rs.125.00
11	Linear Alkyl Benzene	Per Kilolitre	Rs.125.00
12.	Acetone	Per Kilolitre	Rs.125.00
13.	Normal Paraffin	Per Kilolitre	Rs.125.00
14.	Methyl Ethyl Ketone	Per Kilolitre	Rs.125.00
15.	Mixed Xylene	Per Kilolitre	Rs.125.00
16.	Cyclo Hexanone	Per Kilolitre	Rs.125.00
17.	N. Butanol	Per Kilolitre	Rs.125.00
18.	Butyl Acetate	Per Kilolitre	Rs.125.00
19.	Sulphuric Acid	Per Metric Tonne	Rs.125.00
20.	Caustic Soda Lye	Per Metric Tonne	Rs.125.00
21.	Acetic Acid	Per Metric Tonne	Rs.125.00
22.	Mono Ethylene Glycol	Per Metric Tonne	Rs.125.00
23.	Ethylene Dichloride	Per Metric Tonne	Rs.125.00
24.	Mono Propylene Glycol	Per Metric Tonne	Rs.125.00
25.	Polyol	Per Metric Tonne	Rs.125.00
26.	Hydrated Phenol	Per Metric Tonne	Rs.125.00
27.	Methyl Chloride	Per Metric Tonne	Rs.125.00

S. No.	Product	Unit	Rate
1.	Propylene Oxide	Per Kilolitre	Rs.210.00

Note: Any chemical not covered will be charged @ Rs.125 per KL

II. Wharfage

S.No.	Product	Unit	Rate applicable to port users having service agreement w.r.t specified services for Cargo related charges	Rate applicable to other port users not having service agreement w.r.t. specified services for Cargo related charges
1.	Motor Spirit (at 15deg C)	Per Kilolitre	As per agreed rate	Rs.100.00
2.	High Speed Diesel (at 15deg C)	Per Kilolitre	As per agreed rate	Rs.100.00
3.	Superior Kerosene Oil (at 15deg C)	Per Kilolitre	As per agreed rate	Rs.100.00
4.	Aviation Turbine Fuel (ATF) - (at 15deg C)	Per Kilolitre	As per agreed rate	Rs.100.00
5.	Refrigerated-Propane, Butane, LPG	Per Metric Tonne		Rs.250.00 Applicable wef 1 st April 2021

III. WATER FRONT ROYALTY

S.No.	Product	Unit	Rate
1.	STS Operation of Fuel Oil including bunker	Per Tonne	Rs.100/-

Terms and conditions for Wharfage/Water Front Loyalty

In respect of Products as listed in above Table I, the Wharfage shall be charged on the manifested tonnage/KL or Shore outturn quantity in tonnage/KL as applicable, whichever is higher.

In respect of Products as listed in above Table II, the Wharfage shall be charged on Shore Outturn Quantity in tonnage or KL as applicable. In case of an STS operation the Wharfage shall be charged on the vessel discharge quantity in KL/MT or invoice quantity as applicable.

In respect of Water Front Loyalty (Table III) the quantity in MTs as per the Bunker Delivery Note/Invoice will be considered.

In case of any clarification as to the classification of any goods, it shall be referred to the Board of Directors of the Company whose decision shall be final.

Charges for any other services not mentioned above shall be determined at the time of providing the services.

**COMPOSITE TRESTLE, PIPELINE, UNLOADING ARM / HOSE CONNECTION
CHARGES:**

- (i) Composite Trestle, Pipeline and Unloading arm / Hose Connection Charge is payable in addition to other charges for cargoes that are carried or transported through the trestle and multiproduct / common user pipelines directly in to the user owned Storage Terminal(s).
- (ii) In case payment of pipeline charges are separately determined in terms of a specific pipeline agreement(s) with users, tariff shall be as per agreed rate.
- (iii) The above Trestle, Pipeline, Unloading Arm /Hose Connection charge is included in the Basic Operating Charges for those users using the storage facilities of ETTPL and hence the following tariff is not applicable to such users using the Marine Liquid Terminal Storage facilities of ETTPL.

CHARGES:

Dia of the Pipeline	Product	Unit	Composite Trestle, Pipelines, Unloading Arm / Hose Connection charges applicable to port users having service agreement w.r.t. specified services for Cargo related charges	Composite Trestle, Pipelines, Unloading Arm / Hose Connection charges applicable to other port users not having service agreement w.r.t. specified services for Cargo related charges
12" dia and above non insulated Mild Steel Common user/product Pipeline	Motor Spirit, High Speed Diesel, Superior Kerosene Oil & Aviation Turbine Fuel	Per KL	As per agreed rate	Rs 75/-
2x 18" dia insulated pipeline	Refrigerated-Propane, Butane, LPG	Per MT	As per agreed/interim rate	-

The above charges shall be collected on the Shore outturn Quantity in tonnage/KL as applicable and as accepted by the Company.

In case of any clarification as to the classification or quantity of any goods, it shall be referred to the Board of Directors of ETTPL for decision and the decision of the said Board shall be final.

Other Terms:

The charges under this chapter are for the services of ETTPL rendered from MLT-1 Jetty to the common manifold of ETTPL.

COMPOSITE AIR PIGGING CHARGES INCLUDING PIG & AIR COMPRESSOR CHARGES

(Applicable for Pigging Operations from Jetty to Common Manifold of ETTPL)

- (i) Air Pigging Charges including Pig & Air Compressor Charges are payable in addition to other charges for cargoes that are carried or transported through the trestle and multiproduct / common user pipelines directly in to the user owned Storage Terminal(s) (outside ETTPL's Storage Terminal)
- (ii) Users whose tank farm/facility are connected by Pipelines to ETTPL's Common manifold should bring the cargo/product(s) in their own name only.
- (iii) The Charges for pigging, pig and air compressor are either included in the Basic Operating Charges or charged separately under separate terms and conditions for those users using the storage facilities of ETTPL and hence the following tariff is not applicable to such users using the Marine Liquid Terminal Storage facilities of ETTPL.

CHARGES:

Diameter of the Pipeline	Product	Unit	Composite Air Pigging including Pig & Air Compressor Charges applicable to port users having service agreement w.r.t. specified services for Cargo related charges	Composite Air Pigging including Pig & Air Compressor Charges applicable to other port users not having service agreement w.r.t. specified services for Cargo related charges
12" dia and above non insulated Mild Steel Common user/product pipeline	High Speed Diesel	Per Pigging (Air)	As per agreed rate	Rs.30,000/-
	Motor Spirit	Per Pigging (Nitrogen column followed by air)	As per agreed rate	Rs. 50,000/-

The above charges are payable in advance prior to the pigging operation depending upon the number of pigging operations required. The charges pertaining to above two chapters for port users not having specific agreement with ETTPL taking into account the inoperable/idle time between pigging operations to some extent

In case of any clarification, it shall be referred to the Board of Directors of ETTPL for decision and the decision of the said Board shall be final.

Other Terms:

The charges under this chapter are for the services of ETTPL rendered from MLT-1 Jetty to the common manifold of ETTPL.

OTHER CHARGES:

	VOM	Coastal Vessel	Foreign Vessel
1. Usage of ETTPL Gangway (MOT ladder) by the vessel, using vessel's crane.	Per Operation	Rs. 7000	USD 130
2. For Usage of ETTPL Reducers	Per shipment/ per reducer	Rs. 5000	USD 110
3. For Usage of ETTPL S Bend- White Oil	Per shipment	Rs.50000	USD 800
4. For Usage of ETTPL S Bend- Black Oil	Per shipment	Rs.20000	USD 300

Note: As and when ETTPL is requested to provide fresh water services to any vessel, a charge of Rs.400/MT, on the quantity of fresh water supplied, will be levied.

STORAGE & ALLIED CHARGES

Particulars	Applicable Rates
Storage and Allied Charges	As per agreed rates with users

The charges applicable for storage & other allied services such as Basic operating charges (which is inclusive of trestle, pipeline and Unloading Arm / Hose connection charge), Pigging charges, handling charges, weighment charges, additional throughput charges, overtime charges, cleaning charges, transfer charges and charges for any other service as required by the users from time to time shall be levied. The charges mentioned are excluding goods and services tax and other levies imposed by the Government. The above charges shall be determined based on the following factors:

- Size of storage facilities
- Material of construction of storage tanks
- Number of tanks required / total capacity required
- Period of contract since specific investments made/needs to be made
- Special / specific / additional facilities / equipment
- Nature of product
- Payment terms
- Specific safety/handling requirements
- Health hazards
- Turnarounds
- Dock line requirement
- O&M requirements, etc.
- Additional scope of work
- Specific/additional man power deployment

Based on the above factors, the rates shall be agreed with the users and will be reflected in individual contracts / agreements / understanding entered into with respective users.

The pigging charges as stated above shall vary depending on the requirement of individual users and / or different products and / or types and size of pipelines and hence the rates for such services shall be determined based on mutually agreed terms.

Therefore, in the above tariff table the applicable rate has been stated as "*As per agreed rates with users*"

PROPANE/BUTANE/LPG PIPELINE CHARGES

The charges pertaining to LPG pipeline usage shall be determined based on the agreement between ETTP and the users requiring such services. Till such time the commercial terms are finalized in the form of an agreement, interim charges shall be levied as mutually agreed from time to time

Requirements for Vessels berthing at MLT

1. Purpose

To ensure that there are:

- structured and transparent documented guidelines for allocation of berth(s) to vessels calling at ETTPL
- rules for efficient operations

2. Pre-Arrival Requirements

- a. The vessel should have sent her Q88 to ETTPL to confirm suitability for berthing, when calling for the first time. The vessel should update ETTPL if there is any change to the Q88 previously provided.
- b. Every vessel shall give 7 day/5 day/3 day/2 day/1 day Notice of Estimated Time of Arrival (ETA) and Arrival Notice to ETTPL (email id :etaettpl@imc.net.in) to discharge or load. The Notice will be revised if there is a difference of more than 2 hours in ETA from the previous ETA.
- c. If the sailing time is less than the periods of Notice above, then, the Notice shall be given as early as possible but in no case will it be less than 3 days.

3. Berthing Sequence

The berthing sequence shall be, as far as possible, on **First Come First Serve (FCFS)** basis except as provided in these rules. With a view to ensure adherence to the principles of equity and to ensure that every user is treated fairly, the following rules are applicable in arriving at the berthing sequence:

- a. Vessel will be considered "**Arrived for Berthing (FCFS)**" at ETTPL if :
 1. Pre-arrival requirements have been met.
 2. She has physically arrived within the Port Limits of Kamarajar Port and registered with the Port Signal Station giving all particulars.
 3. Vessel has complied with all the statutory requirements applicable from time to time and the vessel owner/agent is on record, declaring compliance to that extent.
 4. The receivers/customer has furnished to ETTPL a declaration stating the adequacy of ullage in shore tanks on the projected berthing date, for the entire quantity to be discharged without interruption.
 5. For vessels scheduled to load products, the exporter has declared to ETTPL that the entire quantity to be loaded is available in storage tanks in addition to the minimum quantity to be maintained in the tank, on the projected date of berthing.

- b. Customs Duty on the Products (if applicable) shall be paid at least 24 hours before pilot boarding. Alternatively, the cargo interests shall have a valid "bonding" permit before pilot has been called. The same shall be intimated to ETTPL in writing.
- c. There shall not be any overdue payments on any account to ETTPL. ETTPL shall have received at least 24 hours in advance from Vessel owner/agent/customer all charges payable to the Port / ETTPL and there should be no dues outstanding. The vessel shall not be considered for berthing and will move to the bottom of the queue, if this provision has not been complied with.
- d. In order to minimize vessel waiting time at anchorage, ETTPL may decide to berth 2 vessels at the same time, whenever possible. In such a case, one of the 2 vessels shall be first in the queue as per FCFS or shall have opted for priority berthing. The other vessel which will be berthed will be construed as berthing in line with FCFS. ETTPL at its discretion may decide the sequence of berthing of 1st and 2nd vessels when both vessels are to be berthed alongside. In cases where shifting of the vessel already at berth is involved, then, the 2nd vessel shall bear the shifting charges, as applicable.
- e. If for any reason a vessel does not berth when it is her turn to berth, then, she will go to the bottom of the queue and be the last vessel amongst those which have already arrived. She will have to give the 3 day/2 day / 1 day Notice of Readiness again, whenever she is expected to be ready.
- f. Swapping of vessels waiting for berth will be permitted only if the owners of the cargo are the same or if there is mutual concurrence and if the expected discharge times are the almost the same.
- g. Pre-discharge or pre-loading waiting at berth will not exceed 3 hours. If the vessel waits for more than 3 hours then Excess Berth usage charges will be applicable.
- h. Product owners will make all efforts for the sampling of products at anchorage to get the products can be tested in the shore laboratories prior berthing.
- i. Vessels will not wait at berth for more than 2 hours after completion of discharging or 3 hours after completion of loading, except due to Pilot boarding delays. Any additional time at berth will attract Excess Berth usage charges.
- j. Warping/Shifting may have to be undertaken by the vessel due to operational reasons for which the vessel agent will have to give a separate request to Port authorities and applicable charges have to be paid directly to Port.

4. Performance Criteria*

1. All vessels will adhere to the minimum discharge rates given in the table below. Any additional time used for discharge will attract Penal Berth Hire.
2. If the vessel is not able to utilize the lines when more than 1 pipeline is offered for discharge, then, Excess Berth usage charges will be applicable for the time that could have been saved as per rates mentioned below.
3. If the performance criteria cannot be met due to any preventive or breakdown maintenance of ETTPL's facilities, such durations shall not be counted for the purpose of Performance Criteria. Further, ETTPL shall not be responsible for any demurrage arising out of the above. However, no Berth Hire Charges will be applicable during such periods.

Product	Diameter of pipeline offered	Average Rates of discharge
LPG – Butane	18"	400 MT/Hr
LPG– Propane	18"	400 MT/Hr
HSD	24"	900 KL/Hr
MS/SKO	24"	700 KL/Hr
MS	12"	400 KL/Hr
SKO/ATF	12"	400 KL/Hr
SKO/ATF/POL	16"	600 KL/Hr
Chemicals	8"	200 KL/Hr
Propylene Oxide	10"	250 KL/Hr
CBFS	24"	1200 MT/Hr
Furnace Oil/LDO	24"	700 MT/Hr
Lube Oil	12"	250 KL/Hr

4. In case the vessel discharges more than 1 parcel/product through different pipe lines, then, the performance criteria as mentioned above shall be calculated on each product/parcel individually.
5. Pigging :
 - a. Pigging requests shall not be entertained between 2 grades of the same product discharged through the same pipeline. If the client insists on pigging between 2 grades of the same product, it will attract penalty, payable by the product owner, equivalent to the Penal Berth Hire charges.

- b. For tank farms located outside the port boundary, any extra time taken for pigging resulting in delay of the vessel at the berth will attract penalty, payable by the product owner, equivalent to the Penal Berth Hire charges.

5. Excess Berth usage Charges*

Excess Berth usage charges shall be levied at 2 times the normal Berth Hire charges for all the extra time at berth.

6. Preferential/Priority Berthing*

The following rules shall be applicable for **Preferential/Priority Berthing w.e.f. 1st July 2015 :**

- 1) The customer/vessel agent shall have opted for preferential/priority berthing and made a written request 48 hours before arrival of the vessel at the anchorage at Kamarajar Port, to email id : etaettpl@imc.net.in.
- 2) A vessel chartered/owned by ETTPL, its holding company or any of the holding company's subsidiaries or vessels of clients with this provision in the long term Agreement, will be given preferential berthing.
- 3) All dues to the Port shall have been paid.
- 4) At the time of requesting Preference or Priority Berthing, the customer shall have paid Preference or Priority Berthing charges, Wharfage, Berth Hire, Pipeline charges and all other dues with respect to the vessel/product being discharged or loaded/stored.
- 5) A vessel opting for preferential/priority berthing shall comply with all the conditions stated for "arrived for berthing (FCFS)" at the time of giving notice of arrival.
- 6) If a vessel wishing to opt for preferential/priority berthing has more than 1 customer's parcels, then, all the customers who have parcels for discharge at MLT - ETTPL, shall have agreed for preferential/priority and have paid the relevant charges in advance, as stipulated above.
- 7) Once preferential/priority berthing has been accorded to a vessel, she will be eligible to berth once the vessel at the berth at the time of her arrival, finishes discharging and vacates the berth.
- 8) In case more than 1 vessel opts for preferential/priority berthing, the vessel which opts first will be considered for preferential/priority berthing.
- 9) In any event, a vessel in the queue "arrived for berthing (FCFS)", should not be by-passed more than once during any particular call at the Port. Provided that, in case of possibility of in-line double berthing, the berthing of 2nd vessel shall not

be construed as having by-passed other vessels and 50% of priority berthing charges are payable by the second vessel unless the second vessel is next in the queue in which case no priority berthing charges are payable by such vessel.

- 10) This by-pass condition (clause no.9 above) shall not be applicable to vessels which have refused to berth on its turn or has joined a queue again after part discharge.
- 11) ETTPPL reserves the right to oust any non-performing vessel as per the criteria laid down in the SOR, after having been accorded priority berthing.
- 12) In case a vessel which has been accorded preferential/priority berthing withdraws its request due to any reason whatsoever, 50% of the Priority Berthing Charges will be levied.
- 13) ETTPPL shall have the right to refuse priority berthing without assigning any reason whatsoever.

Preferential/Priority Berthing Charges*

The following Priority Berthing Charges are payable at the time of opting for Preference or Priority Berthing, in addition to the normal charges payable.

GT of the vessel	Priority Berthing Charges
<10,000	2 times Wharfage
≥10,000	1 time Wharfage

* Note: "Preferential/Priority Berthing" charges and "Penal berth hire charges" are put on hold till further notice

7. General

- a. Vessels shall comply with the provisions of ISGOTT Ship Shore Safety Checklist at all times.
- b. The vessel's engines and steering gear should be ready for use at any time.
- c. Vessel shall not be granted permission for immobilization of engines at any time when alongside ETTPPL berth.
- d. The vessel will place a proper gangway/MOT gangway with safety nets to enable safe access to the jetty.
- e. No repair work will be allowed on the open decks of the tanker at any time when she is alongside.
- f. Lowering of lifeboats, etc. will not be allowed when alongside.