



IMS Policy:

- ❖ "JSWJPL, a responsible social corporate, having recognized that quality, environment, health and safety of all employees and stake holders is paramount to the performance of quality services to the customers, is committed:
 - To maintain highest Standards of occupational Health, Safety and Environment protection.
 - To provide quality Port services for Cargo handling (Import and Export) to our customer's delight and in line with global bench marks.
 - Established & communicated IMS objectives consistent with IMS policy to relevant functions.
 - To achieve continual improvement in customer satisfaction and service provided with the help of quality work force and use of IMS parameters.

Security Policy:

- ❖ JSW Jaigarh port is committed to provide a safe and secure working environment to its employees, port users, ships and its personnel. This policy applies to all facilities within the operational control and jurisdiction of JSW Jaigarh Port Ltd.

Berthing Policy:

❖ Definitions:

- Port – JSW Jaigarh Port Limited
- JSWJPL – JSW Jaigarh Port Limited
- FCFS: First Come First Served.
- IWPM / OWPM: Inward Pilot Memo / Outward Pilot Memo.
- Idling: If a vessel is alongside the berth without carrying out any cargo operations.
- JSWSL Cargo: JSW Group cargo intending to stack at A and C Plot
- JSWEL Cargo: JSW Group cargo intending to stack at B Plot
- Commercial Cargo – Other than JSW group cargo.
- Priority Berthing:
 - Ousting Priority: If a vessel having an ousting priority for a given berth, then the working vessel at that berth will be removed from the berth to accommodate the vessel having ousting priority. The vessel working on the berth will however be removed only when it is safe to do so.
 - Priority: If a vessel having a priority for a given berth arrives, then she will be berthed ahead of other vessel waiting for that berth once the berth falls vacant.

❖ Berthing scheme:

- JSWJPL, as a general rule, adopts the policy of First Come First Serve (FCFS) basis. At JSWJPL presently we have 9 berths. Each berth is having different capabilities like Mechanized / Semi Mechanized facility, cargo storage yards routing, cargo handling facilities on berth etc. Berthing sequence will be as per below table for different berths.



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Berth	Berthing Sequence
Berth 1 (Mechanized)	JSWEL Cargo (including cargo meant for JSWEL plant under job work) & 3 rd Party Commercial Cargo vessel will be handled on priority FCFS basis.
Berth 3A (Mechanized)	JSWSL & its subsidiaries Cargo – Priority berthing
Berth 2 & 3B	Non mechanized cargo handling on FCFS basis
Berth 4A	LPG cargo on FCFS basis
Berth 5 – LNG	LNG cargo as per WCPL requirement
Berth 6A	Transshipment cargo (basis system suitability) & liquid cargo on FCFS basis

- Vessel owners / agent have to pay in advance all the charges prior to berthing of the vessels (VRC & any other charges payable by Vessel owner/ Vessel agent) as per the Performa raised by the JSWJPL.
- Vessels shall be un-berthed only after the payment of all Port charges, completion of formalities and issuance of the No Dues Certificate by the Port Authorities and Port Clearance from the customs. The agent who declares the vessel will remain responsible for payment of all marine related dues. No marine services will be provided to any other appointed agent unless he makes advance payment towards the same or gets the approval of the main agent to avail any marine related services.
- Any Shifting and/or any other services provided to vessel on customer requirement, will attract additional charges as per JSWJPL published tariff time to time. This will over and above the charges if there is any cap on VRC part.
- Seniority of a vessel will be counted basis the time of her physical arrival at JSW Jaigarh Port designated anchorage, filing of IWPM, Cargo readiness, whichever is later for particular vessel.
- Once IWPM is filed and due to any reasons including custom permission if cargo discharge could not commence then Port is not responsible and all the charges shall be applicable as per Port tariff.
- In case of export vessels, seniority will only be considered for vessels if “80% Let Export Orders” of each cargo is available in JSWJPL. If cargo is found to be less than the aforementioned quantity, such vessels will not be considered for berthing and seniority of such vessels will only be considered upon meeting the aforementioned norms.
- A vessel refusing an allocated berth for any reason will lose her seniority.

❖ Clarification regarding Notice of Readiness time.

- If Pilot boards the vessel on arrival, then the Pilot boarding time will be considered as the NOR acceptance time.
- If vessel does not get Pilot on arrival and the vessel drops anchor in the Port designated anchorage area, then the anchor dropped time will be considered as NOR acceptance time provided all other condition for taking the vessel in as mentioned in berthing scheme are being met.



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- In case a vessel drops anchor in the port anchorage area but does not file Inward Pilot request then the time mentioned for “pilot boarding” in the inward pilot memo will be considered as NOR acceptance time.
- In case vessel anchors outside the port limit or drift because of non-availability of anchorage in port limit, vessel has to physically enter the designated anchorage area, register herself with the Port giving all the vessels particulars on the VHF, tender the NOR for acceptance, then proceed to its anchorage/drift position outside the port limit.

❖ **A vessel may be removed from berth for the following reasons on vessel account:**

- If the vessel is considered unsafe or hazardous for port safety.
- If the vessel is equipped with poor and unsafe cargo gear.
- If the vessel does not correct deficiencies pertaining to safety brought to her notice within the stipulated time.
- In case the weather deteriorates or is likely to deteriorate.
- If the stowage of cargo is improper or incorrectly declared
- The vessel is under performing as per port norms or idling at the berth without proper justification
- Vessel makes a request for early un-berthing.
- Has made a wrong declaration.
- Any other conditions if Port deem fit that the same is essential

❖ **Import / Export voyage in same VCN:**

- As a general rule after completion of discharge operations, a vessel has to vacate the berth for other vessels waiting at the anchorage. If the same vessel is fixed for loading, her arrival time for loading operation will be considered only after she has completed her previous cargo and is thereafter ready to load cargo in all respects.
- In case a new VCN is issued upon request, the second call will be treated as a fresh call and all marine dues will be applicable to the vessel.
- After discharge of import cargo, if vessel goes outside of the port limits for the hold cleaning/operation requirements and coming back to load export cargo in same vessel, then new VCN needs to be issued for export cargo operation. All the charge will be applicable as per JSWJPL published tariff time to time.

- ❖ **Cancellation and amendment** for outward moves can be accepted via VHF Ch-11 request with a minimum 45-minute notice. Only one cancellation and revision of OWPM timing will be accepted. Thereafter a minimum of 2 hrs. notice has to be given for OWPM. A vessel whose OWPM & IWPM timing have been amended will be given a pilot only after all other planned movements have been carried out.

❖ Swapping of Seniority

- Swapping of berthing-seniority between vessels may be permitted by the Port provided the agent or agents of the affected vessels jointly request the port with NOC from both the vessel owners and cargo interest and agree to indemnify the port against any claims whatsoever may arise there from. LOA / Productivity and operational requirement of vessel being swapped will be considered before accepting the swapping request. Final call will be taken by Port on such request.
- In case of vessels at anchorage are having same vessel agent / agents / importer / importers / exporter / exporters and seeks to change the priority of the vessel. Same can be done with written consensus of all concerns like Importer/Exporter, agent/agents. In such case vessel agent / agents to re tender the revised IWPM as per desired sequence for balance vessels at anchorage. Port shall consider and operate on revised IWPM. Berthing seniority of all vessels waiting at anchorage shall be as per revised IWPM.

❖ No Charges shall be levied for shifting of a vessel for Port Convenience. "Port Convenience "is defined to mean the following:

- If a working cargo vessel at berth is shifted from port to undertake hydrographic survey work, dredging, repair and maintenance of berth, or such other similar activities whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE".
- If a working cargo vessel is shifted from berth to accommodate on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE" unless agreed otherwise with operating or waiting vessels
- Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as "SHIFTING FOR PORT CONVENIENCE".
- Whenever a vessel is shifted from berth to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
- Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE".

In case of any emergency or scenarios not mentioned above, Unit Head - JSW Jaigarh Port will take decision and shall be final, conclusive and binding on all the Parties.