जवाहरलाल नेहरू पोर्ट ट्रस्ट
JAWAHARLAL NEHRU PORT TRUST
जनेपन्यास
JNPT
पत्तन कार्यालय : प्रशासन भवन, शेवा, नवी मुंबई - 400 707. Port Office : Administration Bldg., Sheva, Navi Mumbai - 400 707.
मुख्य सतर्कता अधिकारी Chief Vigilance Officer-(022) 2724 2292; मुख्य प्रबंधक (प्रशासन) एवं सचिव Chief Manager (Admn.) & Secy-(022) 2724 2233;
मुख्य प्रबंधक (यातायात) Chief Manager (Traffic)-(022) 2724 2377; मुख्य प्रबंधक (यां.एवं वि.अ.) Chief Manager (M&EE)-(022) 2724 2218;
मुख्य प्रबंधक (वित्त) Chief Manager (Fin)-(022) 2724 2241; मुख्य प्रबंधक (प. यो. वि.) Chief Manager (PP&D)-(022) 2724 2326;
उप-संरक्षक Dy. Conservator (022) 2724 2301; हार्बर मास्टर Harbour Master - (022) 2724 4173.
Website : www.jnport.gov.in E-mail : info@jnport.gov.in

ISO 9001 : 2008
ISO 14001:2004
ISO 27001:2013
OHSAS 18001: 2007

JNPT/Traffic/LBS/CUF/Trade Notice/2017/1294 31/08/2017.

TRADE NOTICE

JN Port has decided to allot vacant plots in the tank farm area for creation of storage for edible oil and also floated the tender for setting up of bio-diesel industry in the Port premises. Since no additional lines can be laid now on the existing Jetty, it is proposed to use initially some of the pipelines of the existing users for sharing with the new users in accordance with the Land Policy Guidelines 2015 issued by Ministry of Shipping, by using the existing Common User Manifold. The details of the existing pipelines and its usage is as under:

NAME OF THETERMINAL	DETAILS OF DOCKLINES	CARGO HANDLED
RELIANCE	16" MS	POL
IMC LTD.	16" MS	CBFS
IMC LTD.	12" MS	EDIBLE OIL
IMC LTD.	10" SS	POL / CHEMICAL
IMC LTD.	8" MS	LUBE OIL
GBL	18" MS	EDIBLE OIL
GBL	12" MS	EDIBLE OIL
GBL	12" SS	CHEMICALS
GBL	8" SS	CHEMICALS
SHELL INDIA	12" MS	LUBE OIL
DFC	16" SS	PH.ACID
DFC	16"SS	AMONNIA
SURAJ AGRO	18" MS	EDIBLE OIL
SURAJ AGRO	12" MS	EDIBLE OIL
SURAJ AGRO	8" SS	EDIBLE OIL
IOTL	24" MS	CBFS / F.O.
IOTL	24" MS	POL
IOC/ BPCL	24"MS	FURANCE OIL
IOC/ BPCL	24" MSX2	POL

The Ministry vide letter No.PD-13017/2/2014-PD-IV dated 17th July, 2014 has issued policy guidelines for Land Management 2014 (clarifications). As per new guidelines, there is a provision under Sr.No.14 (Right of Way permission) for laying of pipelines:

The Right of Way permission for laying pipelines/conveyors etc., from jetties to the tank farms within & outside port area shall be given with approval of the Board. Guidelines also envisaged that as far as possible, the pipeline shall be laid on common user basis and if the same pipeline is required by any other party, it shall be spared, on such terms as agreed between the parties and the Port Trust Board. In view of these guidelines, the pipelines already laid shall be considered for common user basis. The parties shall have to abide by the conditions specified by the Port and indicatively guidelines/conditions for Right of way permission is also stipulated in the guidelines. The Policy for giving the Right of way permission and the terms and conditions shall be formulated by the respective Port Trust Boards.

In this regard, JNPT has formulated Standard Operating Procedures (SOP) for Common User Facilities after series of consultation with existing port users and has arrived at a conscious based procedure, which is proposed to be implemented from **1st September, 2017**. Further, for the implementation of Common User Manifold and its operations will be directly dealt by the Co-ordination Committee consisting of Chief Manager (PP&D) Chairman of the Committee, Manager (LBS) Nodal Officer, Terminal Manager BPCL, President of JNPT LCBUA, Secretary of JNPT LCBUA and one representative of the Pipeline Owner Terminal who's pipeline matter would be in the agenda and one representative of new users for a period of one year. Thereafter, the working group will be fixed which will work under the supervision of the Committee. Accordingly SOP is enclosed herewith for necessary action.

(Dr. C.Unnikrishnan Nair)
Chief Manager(Traffic)
Jawaharlal Nehru Port Trust

To:

1. All Tank Farm Operators.
2. All Shipping Lines
3. MANSA
4. JLCBUA
5. BPCL

CC to:

1. PS to Chairman
2. PS to Dy.Chairman
3. Dy.Conservator
4. Chief Manager(Fin)
5. Chief Manager (PP&D)

STANDARD OPERATING PROCEDURE

FOR

COMMON USER PIPELINES FOR LIQUID USERS AT JNPT

TABLE OF CONTENTS

SECTION-1

STANDARD OPERATING PROCEDURE FOR COMMON USER PIPELINES FROM FEW EXISTING PIPELINES FOR USE BY NEW SERS AAT JNPT

THE BASIS FOR COMMON USER LINES

JNPT has allocated land in the vicinity of existing Liquid User Tankfarms to New Users. Allotment is for 10 plots of varying sizes with 5 plot allottees having Storage Tankfarms and other 5 plot allottees having Biodiesel / Refinery units. The products to be handled by these are primarily Edible oils, Vegetable / Waste Vegetable oils & Biodiesel and products being quite similar to those being handled by existing Users. It is intended that each Tankfarm & Biodiesel / Refinery Unit have access to the jetty through 2 pipelines for import / export purposes. Considering the space constraint at the Liquid Jetty and the pipe rack / supports / bridges along the pipe corridor upto the Tank farm area, laying of any additional lines was not found feasible. Therefore the need to select five lines, based on compatibility, from the existing user pipelines as Common User lines for use by the New Users as & when required. The existing pipelines would continue to remain the ownership of the existing Users with the modalities, both technical & commercial to be decided by JNPT in consultation with all stakeholders.

As the products, EO / Veg. / Waste oils & Biodiesel to be being handled by New Users are similar and fall into 2 categories of products presently being handled by the existing Users, the idea was to have five nos. of existing pipelines as Common User Lines for use of these products by New Users. The extent of any modifications to existing lines and changes in operational modalities for this purpose is also addressed in the SOP.

As generally discussed with the New Users and based on their product mix, throughputs etc. it is intended to provide 2 nos. Lines to each Plot Allottee for access to the existing Liquid Jetty

As the Common User Lines need to be made available to the New Users, the concept of a Common User Manifold has to be developed wherein five of the existing lines would pass

through a Common Manifold where suitable connection mechanisms to be provided for connecting to both existing User & New User Lines at this manifold.

The lines which are to be designated as Common Lines initially along with User name, main product handled through these lines are given as under →

User	Line Size	Main Product handled
1) Suraj Agro	12" CS	Edible Oil
2) IMC	12" CS	Edible Oil
3) GBL	12" CS	Edible Oil
4) Shell	12" CS	Lube Oil
5) IMC	8" CS	Lube Oil / Others

While 1), 2) & 3) above would become Common User Lines for handling of Edible Oils, Vegetable / Waste Vegetable Oils by New Users, 4) & 5) to be planned for handling Biodiesel by New Users. Subsequently, the pipelines which would be required in future for any common utilization, the same will be considered under this SOP.

The Pigging / Cleaning aspects of Common User Pipelines to avoid any quality problems and User responsibilities related to these aspects and others are also addressed in SOP.

DETAILS OF THE SCHEME

1) The objective when arriving at the Scheme was to minimize the operational changes in the existing User lines that are proposed as Common User Lines. However there would be some connect / disconnect of small pipe spool pieces at a manifold for appropriate hookup. The Block Diagram for the Scheme enclosed indicates the proposed concept.

2) The location proposed for this Manifold where the Common Lines could be made to have the diversion enroute to the Users Tankfarm is the Existing Common Users Manifold (CUM).

3) From the Block Diagram, it is seen the 5 nos. of Common User Lines need to be modified to pass through the existing CUM although some of these Common pipelines may already be doing so. It is here that arrangements of spool pieces are to be provided, where connection / disconnection can be done depending on the situation. The arrangement within the shed would be say a 2.5m flanged pipe spool with piggable isolation valve on either side of the spool with vent / drain valves on it. The diverted lines for New Users would have Cup Pig

Receivers placed in an extended portion of the existing CUM (Port road side). The Tap-off's from upstream of these Pig Receiver Isolation valves (Bypass line) would be taken to a Manifold with a collection sump, where lines from New Users Tankfarm / Units get connected. Depending on the space availability, New User requirements etc., the New Manifold for Edible oil / Veg. Waste oil / Biodiesel could be same or that for Biodiesel could be separate i.e. 2 New Manifolds for New Users. Considering each New User has 2 dedicated pipelines emerging from the Manifold, it is expected that Foam pigging for these lines, which are almost close to 1000m upto respective units, would be sufficient. Further with such foam piggability, the complexities at the extended manifold for New Users would be far less compared to planning Cup piggability for New User lines from manifold to tankfarm.

The pipelines for New Users emerging out of the New Manifold would need to be taken on New Pipe Supports, independent of existing pipe supports running alongside Suraj Agro Tank farm and presently carrying pipelines of existing Users such as Suraj Agro, Shell, GBL etc. Based on the routing to the New Biodiesel units & New Tankfarms, the aboveground pipelines on pipe supports or underground pipelines needs to be planned during detailing for implementation.

The Extended New Manifold would be a covered shed and architecturally blended with the existing CUM but probably having lower roof height and JNPT would enable construction of the same.

The New Users laying their lines from the New Manifold to their respective Tank farms could be obtaining approvals from Statutory Authorities, wherever applicable and existing Users would have already got their lines approved.

4) The Operating Procedure for the scheme is provided later in the SOP. The finer details could be addressed during detailing and where the existing Users could also offer their suggestions for practicality in usage.

5) For a smooth implementation of the Scheme, there will be a Coordination Committee comprising of both Existing & New Users with JNPT participation, which will review and address all aspects for establishing and operating the Common User Line Scheme. Wherever

a mutually acceptable decision is not being arrived at by the Coordination Committee. JNPT's decision is final on such issues where allocation of pipeline based on shipment schedule of Users is not resolved mutually.

6) Cost of establishing Common User Lines Scheme :-

a) Modification of the designated 5 nos. of Common Lines for diverting through the existing CUM. Where any of these common lines pass through the existing CUM, the modifications would be minimum. Providing Pipe Spool arrangement at Manifold for New Users for connection to Existing lines

b) Clearing / Cleaning of the area around existing CUM and repair of paving within, if required. Painting of structures, platforms etc. and providing proper approach to it.

c) Extension of the CUM to accommodate Manifold for New Users with required paving / platforms etc.

d) Fencing / Demarcation of the Area, if required.

Notes →

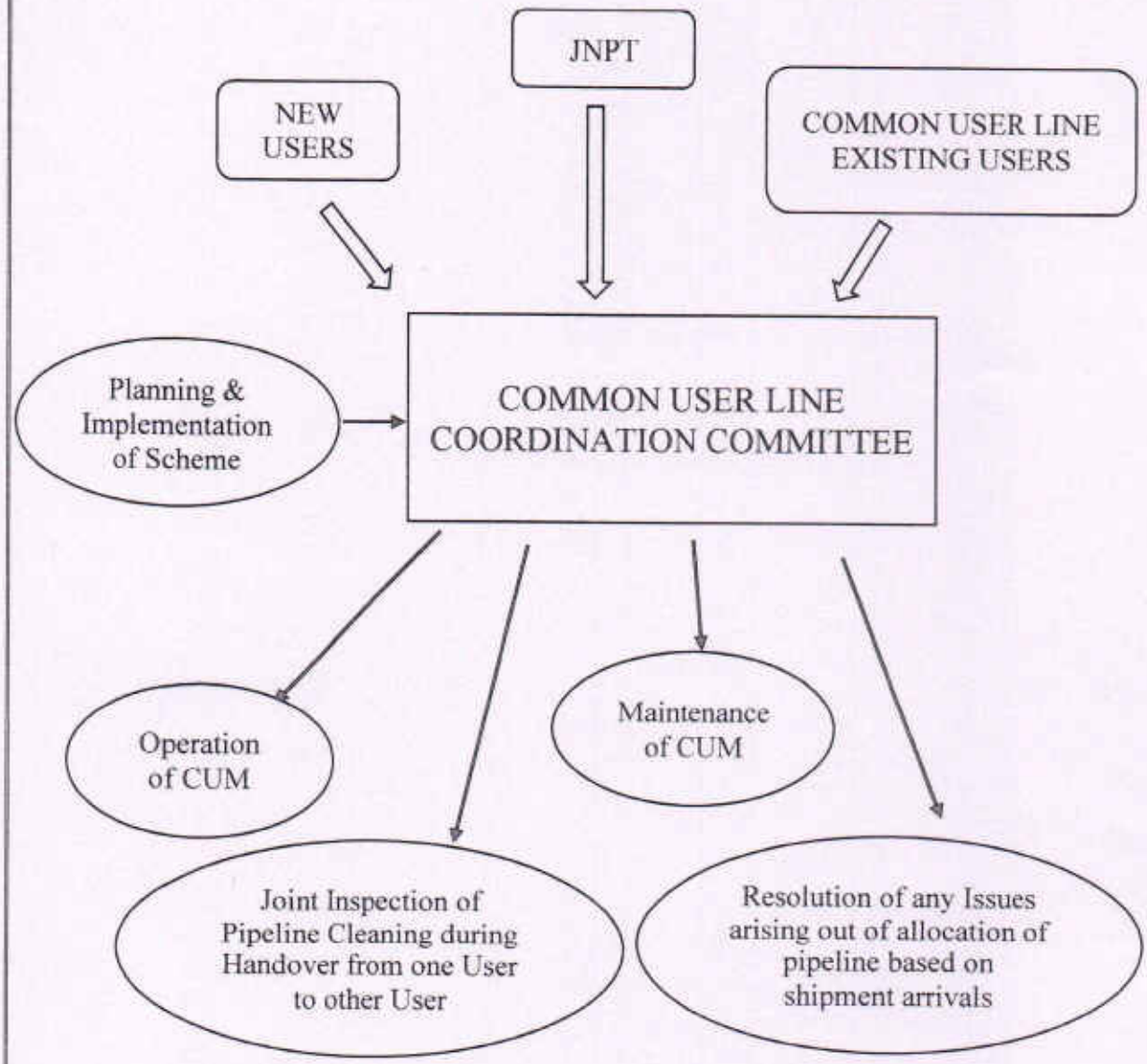
i. While any modification in Common User lines is to be carried out by the existing User of Tank farms, the cost allocation to New Users could be decided by JNPT since these are being carried out for Commonality purpose.

ii. The extension of the CUM to accommodate New Users, the piping within Manifold incl. the Pig Launchers, Manifolding arrangements etc. and also the cost of Fencing would need to be carried out by the New Users and the basis of distribution between them could be decided by the New Plot Owners group in consultation with the Committee/JNPT .

iii. Pipelines from the Manifold to individual New Plots by each of the New Users. Space for 2 pipes of 8", 12" along the corridor to be planned on New Supports although Users could lay even 2 x 8" if felt adequate by them for their use.

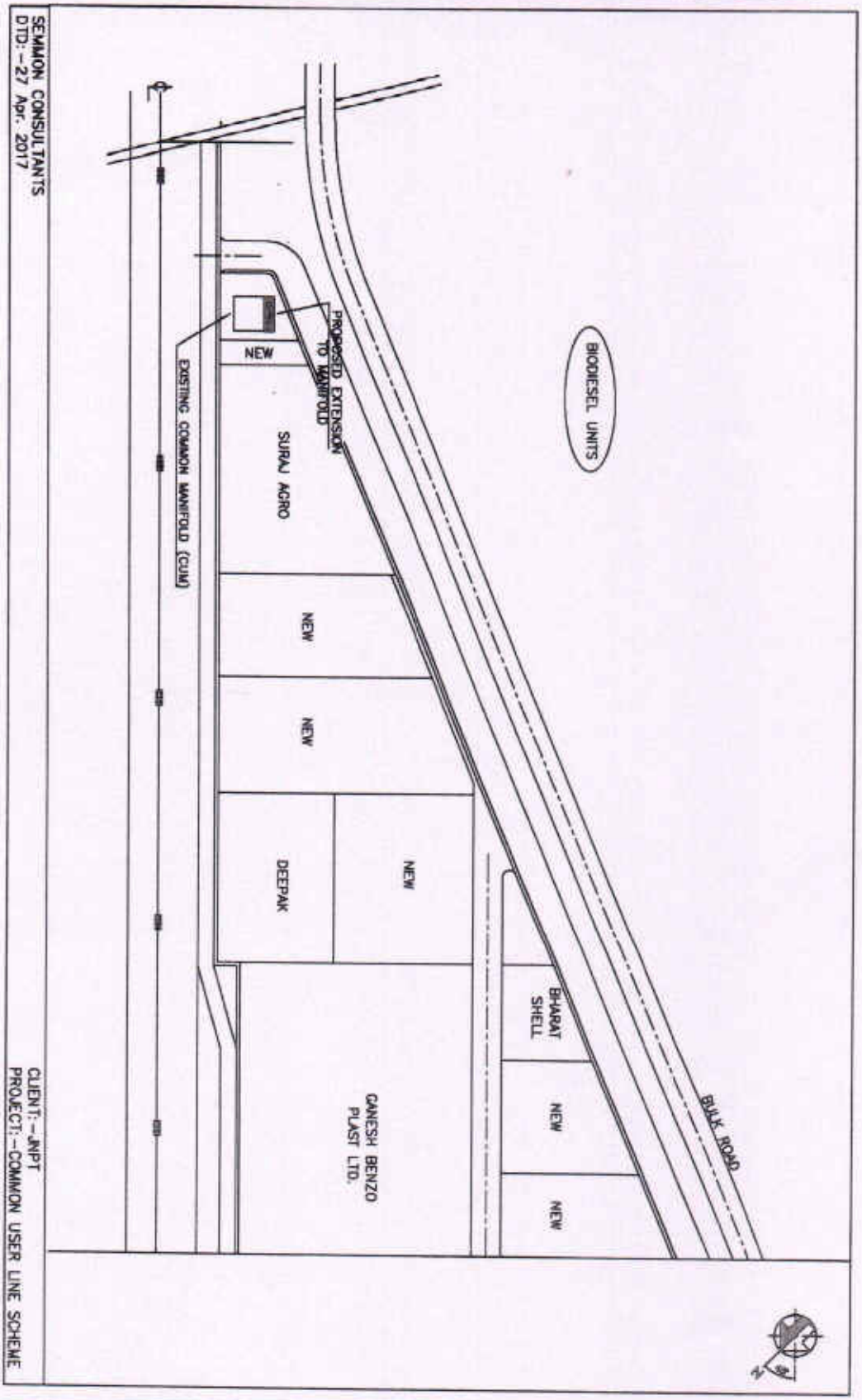
iv. The work of Common Pipe Supports / Pipe Racks or Road Culverts to New Plots to be carried out by New Users & basis of distribution between the 10 plots to be mutually decided between them and common user SOP is also applicable to the new user pipelines.

CONSTITUTION & FUNCTION OF COMMON USER LINE COORDINATION COMMITTEE

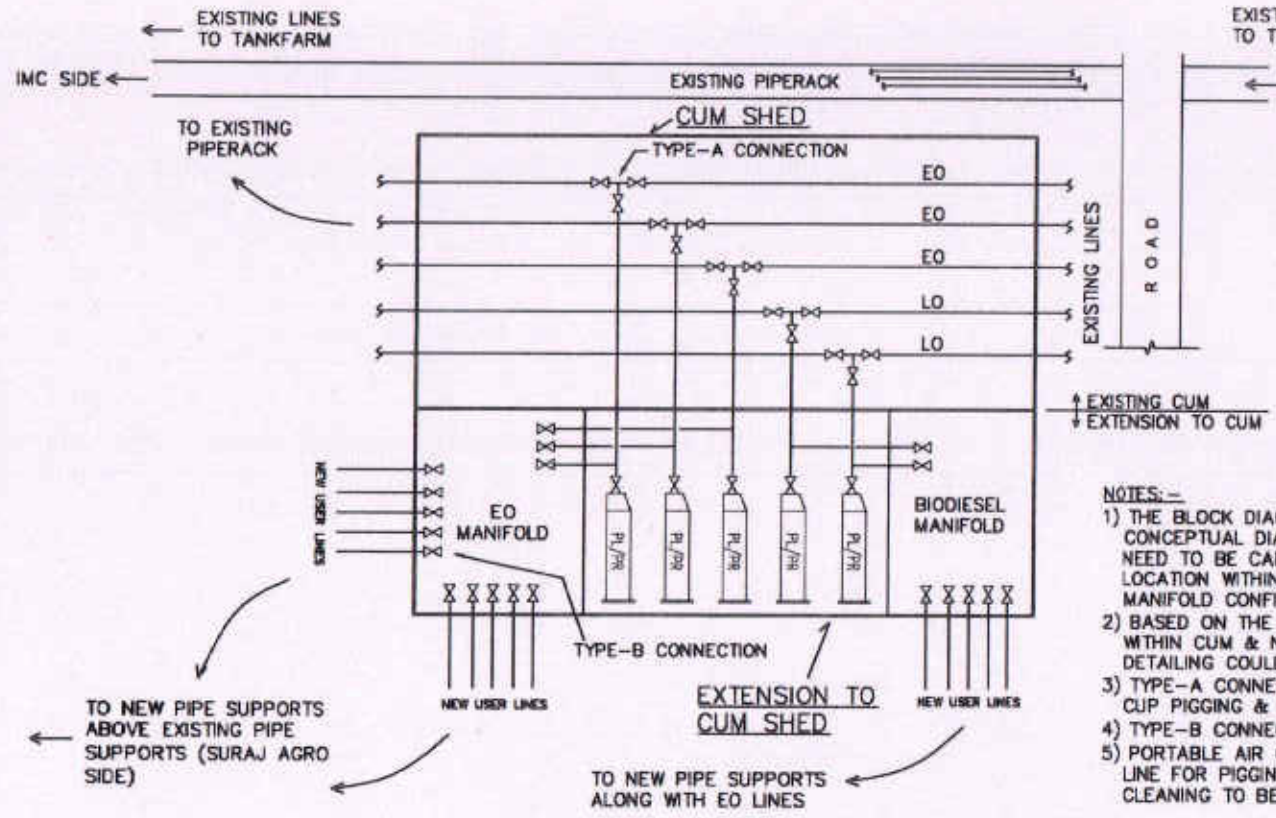


Note:- During use of Common User Lines, all interactions with vessel agents, ship owners / charters / cargo owners, surveying agencies would be carried out by the User of the Common Line viz. when the Common Lines are used by existing User, they would continue to interact with all the above agencies as being done presently and when used by the New Users, they would need to interact with the agencies, as required.

LAYOUT INDICATING PROPOSED EXTENSION TO EXISTING CUM



BLOCK DIAGRAM OF COMMON USER LINE SCHEME



NOTES:-

1) THE BLOCK DIAGRAM FOR SCHEME IS ONLY A CONCEPTUAL DIAGRAM. THE DETAILING WOULD NEED TO BE CARRIED OUT FOR ROUTING, LOCATION WITHIN & OUTSIDE CUM, THE NEW MANIFOLD CONFIGURATION ETC.
2) BASED ON THE COMMON LINES ALREADY ROUTED WITHIN CUM & NEW USER PLOT LOCATION, THE DETAILING COULD BE CARRIED OUT SUITABLY.
3) TYPE-A CONNECTIONS ARE TO BE PLANNED FOR CUP PIGGING & FIXED REMOVABLE SPOOLS
4) TYPE-B CONNECTIONS ARE HOSE CONNECTIONS
5) PORTABLE AIR COMPRESSOR OR COMPRESSED AIR LINE FOR PIGGING & WATER CONNECTION FOR CLEANING TO BE AVAILABLE AT CUM

BLOCK DIAGRAM OF COMMON USER LINE SCHEME

SEMMON CONSULTANTS
DTD:-27 Apr. 2017

CLIENT:-JNPT
PROJECT:-COMMON USER LINE SCHEME

SECTION-2

PROPOSED STANDARD OPERATING PROCEDURE FOR COMMON USER PIPELINES

This procedure is to broadly indicate the modalities for usage of Common User Lines with respect to the extent of Pigging to be carried out to ensure no quality problems for the next User when the first User completes transfer of his cargo through the pipeline. There could be a formal procedure worked out jointly by the Existing & New Users (Coordination Committee) for handing over of the Common User Line from one User to the other User. The crux of the procedure is to ensure pigging is suitably done to completely evacuate the earlier product in the pipeline before the next User transfers his product through the same line. The existing Users have been handling various products through each of their pipelines with effective pigging procedure and suggest therefore they could improve on the proposed procedures, where required, for effective cleaning of the Common User Lines.

The interactions with various agencies and other aspects for berthing and unloading of the shipment is known and already in practice at the Liquid Jetty by existing Users and which being a standard procedure would also be similarly practiced by the New Users. This procedure is to primarily highlight the connections to be carried out at the Common Manifold, New User Manifolds etc. for Existing Users & New Users and proposed procedure for pigging / cleaning of the Common Lines.

THE PROCEDURE

(For Convenience, 3 Common Lines of EO described)

Unloading of EO / Veg. / Waste Veg. Oils in the 3 EO Common Lines

CASE-A → New Usage of Line-1 by Existing Line-1 User;
Previous Usage of Line-1 by New User for EO Unloading
Product to be transferred through Line-1 :- EO

Step-1 → Once allocation of Line-1 to Existing User-1 finalised for its expected EO shipment, the connection at the CUM to be checked for proper connection i.e. the pipe spool piece on Line-1 at CUM should be the straight spool connection between incoming Line-1 at CUM and outgoing Line-1 at CUM. Ensure spool pipe flanges are securely fastened with gaskets in place. Check for spool flange leakage with compressed air using vent valve on spool piece. Due to periodic opening of the pipe spool piece, it is advisable to change the gaskets after few cycles of connection / disconnection. User-1 to also check the record of previous use of this Line to ensure Line pigged satisfactorily.

Step-2 → After User-1 has done correct line-up for unloading the product EO at Jetty & Tankfarm, the Line-1 would be ready for unloading of the EO shipment.

Step-3 → After completion of transfer of the product EO through Line-1, the User-1 to carry out Cup Pigging of the Line-1 as normally done by User to evacuate the Line-1 of EO.

Step-4 → After Cup Pigging, User-1 to additionally run a foam pig through Line-1 so that it would be almost completely evacuated of EO and no quality apprehensions by next User for handling his product. Close isolation valves on either side of spool & check for any EO in spool by opening of vent / drain valve on spool.

Step-5 → The pigging with both Cup & Foam pigs to be documented in a simple format and registered with Coordination Committee. Where desired, the pigging could be witnessed by the next User, if known or Coordination Committee representative.

Step-6 → The Common User Line-1 can now be declared available for allotment to next User.

(**Note** → The connection of Line-1 would always be as in this case i.e. straight spool connection to existing User until the next User decided)

CASE-B → Allotment of Line-1 Usage to New User;

Previous Usage of Line-1 by Existing Line-1 User for EO Unloading

Product to be transferred through Line-1 :- EO

Step-1 → After finalisation of allocation of Line-1 to New User, say EO Tankfarm, based on shipment schedule of User-1, the connection at the CUM to be realigned for transfer of cargo to New User i.e. Line-1 to get connected to Pig Receiver located in the extended portion of CUM. This is done by disconnecting the straight spool piece connecting to existing User tankfarm. Before disconnecting the spool, ensure isolation valves on either side of spool piece are closed & open drain & vent valves to check & drain the EO line to make spill free disconnection.

Step-2 → Now fix blind flange on isolation valve at one end i.e. User Tankfarm end. On the other side, connect a 5D flanged bend between the isolation valve on Line-1 & isolation valve on the vertical line coming from the Pig Receiver. Ensure proper alignment of the bend & fix gaskets, fasten securely.

Using the vent valve & compressed air, test the connection between the 2 valves for any flange leakage.

Step-3 → As the formalities with agencies are in progress for start of unloading EO from ship, check the line-up upto New User EO Tankfarm from Line-1 i.e. Line-up for Line-1 ~ CUM remains as for all Users, The Pig Receiver isolation valve is closed, valve on bypass line to New EO Manifold open. Hose connection at New Manifold to be checked for integrity & isolation valves at New Manifold on either side of hose to be kept open. At New User Tankfarm, line-up to be carried out by New User based on Tank designated for the shipment.

Step-4 → After Line-up, the unloading of EO can be commenced. On completion of unloading, start Cup pigging as normally done by existing Users. The Cup pig however is received in the Pig Receiver placed in the CUM extension and after reasonable compressed air passage through the hose at New Manifold, close all the isolation valves. Disconnect the hose connection and to minimize spill, can plan a flanged spool at both isolation valves for either drain or vent connection at either side of hose.

Step-5 → After hose disconnection, attach foam pig trap (pipe spool) with flanges to the closed isolation valve in New Manifold on New User Tankfarm end. Open valve of the foam pig trap and launch with compressed air and receive at the pig trap in Tankfarm whereby evacuating EO from line upto New Users Tankfarm. Blow air for some time even after receiving pig at Tankfarm.

Step-6 → This completes the unloading. Close all valves from jetty to new EO User Tankfarm.

Step-7 → Depending on the next User, the connection at the CUM is to be adjusted viz. if next User is another New User, the connection at CUM remains except that vents / drains used to remove any remnants in the bend connection. If next User is the existing User, then the bend connection is to be removed and straight spool fixed.

(**Note** → The Operating Procedure would be same for use of the 3 EO lines and 2 LO lines for New Users' products of EO / Veg. / Waste Veg. Oils and Biodiesel respectively. However suggest as under :-

a) When Common EO line to be used for EO unloading after completion of unloading Waste Vegetable Oil, the New User handling Waste Vegetable Oils to run one additional dry foam pig to clean the line of any remnants after one cup & foam pig run through the line. No additional pigging may be required when changeover from EO handling to Waste Vegetable Oil handling in the Common Line

b) For change from Lube to Biodiesel handling through the Line, the New User for Biodiesel to run a Dry Foam Pig to ensure complete cleaning of the line of Lube oil. Thereafter if required based on the dry pig run, New User could run a foam pig with a small quantity of Biodiesel in front from jetty to CUM to clean the line of any remnants of Lube oil and rinse the inner side of pipe with biodiesel. The latter wet foam pig run needs to be assessed by the Biodiesel Users in the initial runs and procedure finalised based on the same. Dry foam pigging from Jetty to Tank by New User to clean the line of any remnants of Biodiesel if next User is to handle Lube Oil

The Procedure, as earlier stated, is only to provide the modalities of operation at the CUM & New User Manifold and the type / extent of pigging to avoid any quality concerns.

The Other Concern that need to be addressed in such Scheme is :-

- What if Common User Line-1, say used by New User has got delayed for reasons such as prolonged pigging time, blocking / choking of the line etc. and the Existing User-1 EO shipment has arrived for unloading.

  In such case, the Line-2 gets used by Existing User-1 with the connection of Line-2 to Pig Receiver at New Manifold. Provision made at New Manifold for connection to any Common User lines can be used to connect to the Line-1 from CUM ~ Existing User Tankfarm using User-1 existing lines. There would be 2 stage pigging i.e. Cup pigging + Foam pigging i.e. Cup pigging upto CUM and Foam pigging from CUM to Tankfarm. In case only Foam pigging is acceptable, then one end of Line-2 could be connected to other end of Line-1 using special 12" hose.

This is only an extreme & unlikely eventuality and therefore some small deviation from regular operation should be acceptable to all Users to avoid demurrage etc. The attributable increased cost due to such extended operation can always be mutually worked out.

JNPT is confident that the Users with such vast experience, this procedure could be much improved by them to ensure smooth operation of the Scheme by all Users.

SOP for Implementation of Common User Facilities for handling liquid cargo at BPCL Liquid Cargo Berth and Shallow Water.

1. This SOP will be applicable for handling of Edible Oil, Bio Diesel/ Vegetable/Waste Vegetable Oil (Raw material for Bio-diesel industry) at BPCL and SWB.

2. To ensure smoother coordination between all parties concerned, once the Common Pipelines are identified for the purpose use of these products, they should remain under the administration of the Coordination Committee and therefore all interactions of the user and Owner will be through the Nodal Officer of the Committee only. This SOP will not result in any change in the ownership of the pipeline.

3. User is defined as the company who is renting the pipeline from the Owner

4. The existing JNPT line sharing circular will be valid for the existing Owners and this SOP will be applicable for the users who are participating in JNPT tender.

5. The charges for the use of any pipeline will be payable by the User to the Owner as per the rates derived from TAMP approved rates for line sharing of BPCL POL lines and accepted by Tank Farm owners which is attached as Appendix –I. In case User utilizes pipelines of different sizes and / or MOC for the same shipment, then the highest applicable rate as per the size and / or MOC will be payable by the User to the Owner.

6. The Owner of the pipeline will continue to have the priority for using the pipelines in case of overlapping of vessels.

7. The Owners will be responsible to maintain the pipeline and have to submit Structral Audit Report of the pipeline and supports annualy.

8. Way Leave charges for the pipelines will continue to be paid by the Owners to the Port..

9. JNPT, Owners and Users will sign a Tri-party agreement agreeing to the rules and the SOP.

10. The Users of Common Pipe facility will have to keep a security deposit in the form of Bank guarantee with JNPT equal to 25% of pipeline sharing charges of their projected yearly volume.

11. Modification of existing pipelines for connecting the same to Common User Manifold for common use shall be done by the owner and cost for the same shall be reimbursed by JNPT to the owners of pipeline. In case of any damage to the pipeline by the User, the User will be fully responsible to restore the pipeline to the original conditions within 24 hours along with necessary statutory testing. Any loss or demurrage to the Owner due to this will be fully reimbursable by the User.

12. The implementation of Common User Manifold and its operations will be directly dealt by the Committee consisting of representatives of Chief Manager (PP&DD) Chairman of the Committee, Manager (LBS) Nodal Officer , Terminal Manager BPCL, President of JNPT LCBUA, Secretary of JNPT LCBUA, One Representative of the Pipeline Owner Terminal who's pipeline matter would be in the agenda and one representative of new users for a period of one year. Thereafter, the working group will be fixed which will work under the supervision of the Committee.

13. The expenditure for creating facility and infrastructure required for Common User Manifold shall be borne by JNPT

14. Maintenance and Operation of Common User Manifold shall be carried out on similar lines as is being done at BPCL Jetty.

15. The maintenance of common user pipelines will be responsibility of respective Owner as the pipeline usage charge is being collected by owner of pipeline.

16. User shall give in writing to the Coordination Committee a request to use the pipeline minimum 7 days in advance. The request should contain all details like ETA of vessel, product, b/l quantity, pipeline requested, number of hours of total operation including operation wise (cleaning, cargo operation, piggings, connection - disconnections etc.) break up of time, line sharing charges etc. Committee to discuss with the Owner regarding the user's requirement and approve the request within 48 hours of receipt of

such request. In case of anyone common line earmarked for the product found not available for any unforeseen reasons, the Committee shall explore the option of approving second designated line for the product.

The User will pay the line sharing charges amount to the Owner within two days after use of pipeline.

17. Pigging and cleaning of pipelines should be ready for use of next user as per the mutual understanding between Owner and User on shipment to shipment basis as agreed in point 16. This understanding shall be subject to unforeseen.. Before the arrival of the vessel the User to clean the pipeline and submit certificate to Owner that they have examined the pipeline in all respects and found the pipeline fit to use for further operations.

18. The user should give certificate from the surveyor for adequacy of the pipeline cleaning & its suitability for use of next product, immediately after line pigging and cleaning as given in above point.

19. User and Owner representatives to do a handover at the Jetty to allow the Users operation team to handle the product.

20. The User to carry out the operations safely and in all compliances of all rules and regulations of JNPT and all statutory bodies within the timeline as givepoint 16.

21. In case of delay by User for making request for the pipeline, then it would not be the responsibility of the Committee in allocating the pipeline on time to the user and any demurrage on account of the same, shall be the sole responsibility of the User.

22. After all operations , connections, disconnections and subsequent cleaning operations by User are over, User and Owner representatives to do a handover at the Jetty to handover the line back to the Owner.

23. In case of damage to the Pipeline by User, the Committee shall assess the damage and instruct the User to repair it immediately within the most feasible time ensuring no operations of the Owner or other Users are hindered during this period. The liability of repairing the Pipeline in such case & returning back to the Owner in properly cleaned condition shall remain with the User. Where such repairs require longer duration and the Committee is unable to assign alternate pipeline to the Owner, if required for unloading any shipment awaiting berthing, the demurrage costs to the Owner shall be the liability of the User and shall be adjudicated by the Committee suitably. In case of inability of Owner to provide the pipe line to User due to non-readiness of pipeline for want of repairs even after having given consent as in Clause – 16, the Committee shall assess and provide alternate Pipe line to the user without any liability to the Owner.

24. In case downgrading requirement arises as per the surveyor to the Owner's cargo, the quantity of such downgraded product shall be actual quantity and cost shall be chargeable to User.

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JNP/OPRN/LIQUID/SHARING/2011 23-06-2011

M/s IMC Limited
Plot No. 6 JNPT, Sheva
Navi-Mumbau – 400 707
Fax : 27242112.

Sub : Sharing of dock pipelines for optimal utilization of the Tankfarms.

Dear Sir,

Based on the land policy for Major Ports-2010 and in order to achieve various performance parameters such as pre-berthing detention, faster turn round time of vessels and target preset by the Ministry as brought out in MOU signed between JNPT and Ministry of Shipping as well as the commitment given in RFD(Result Framework Document), JNPT is pleased to inform you that your request for dock pipeline sharing is approved by the competent authority and you are permitted to carry out the necessary modifications for sharing of the dock pipelines with Shell India 12"MS & Reliance Industries 16"MS under the following terms and conditions:-

1. Connectivity has to be pilfer proof and capable of pigging.
2. Priority in case of clashing of the vessels is to be given to the owner of the pipeline.
3. User has to ensure that the dock pipe line is cleaned as per the requirement of the owner of the dock pipeline and only compatible products are handled through the line.
4. Based on the approved rates of Rs. 22.50 per MT for coastal cargo and Rs. 37.60 per MT for foreign cargo by the TAMP for 24" MS dock pipeline of BPCL, the calculation of rates for dock pipelines (MS / SS) on sharing basis considering various types of the pipe lines with different dimensions and materials used by various tankfarms from BPCL jetty to the individual tankfarm for handling POL products, chemicals, other liquids etc is enclosed at Annexure – A
5. The Payments after using the SS / MS dock pipelines will have to be made by the User within seven days failing which owner of the dock pipeline reserves the right not to allow use of his dock pipeline.,

You are also requested to permit M/s Suraj Agro to carry out the necessary modifications for sharing of the dock pipelines with your pipelines.

Thanking you,

Yours faithfully,

(S N. Maharana)
Chief Manager (Operations)

Received
24/06/11

C/17 92

Annexure - A

Calculation of rates for dock Pipe line(DPL) sharing

The cross-sectional area of the dock pipe line
= p x r x r sq. inches where 'r' is the radius
For reference cross-sectional area of 24 inch MS dock pipe line
= pi x r x r sq. inches
= 3.14 x 12 x 12
= 452.16 sq. inches
For reference cross-sectional area of 24 inch SS dock pipe line
5 x pi x r x r sq. inches
= 5 x 3.14 x 12 x 12
= 2260.8 sq. inches

Sr. No	Size of MS DPL	Cross-sectional area in sq. inch	Coastal cargo rate per MT (area x Rs 22.50/452.16) (in Rs.)	Foreign cargo rate per MT (area x Rs 37.60/452.16) (in Rs.)
A) For MS dock pipe lines				
1	8"	50.24	3	4
2	10"	78.5	4	7
3	12"	113.04	6	9
4	16"	200.96	10	17
5	18"	254.34	13	21
6	24"	452.16	23	38
B) For SS dock pipe lines				
1	8"	251.2	13	21
2	10"	392.5	20	33
3	12"	565.2	28	47
4	16"	1004.8	50	84
5	18"	1271.7	63	106
6	24"	2260.8	113	188