DEENDAYAL PORT AUTHORITY
(DPA)

Administrative Office Building, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat.

TENDER DOCUMENT

FOR

PORT PACKAGE AND MARINE HULL INSURANCE POLICIES

2024-25

(TENDER NO.FA/AC/2364/E- Dated 04.07.2024)

TENDER DOCUMENTS FOR
PORT PACKAGE AND MARINE HULL INSURANCE POLICIES 2024-25

Annexure A1 - Port Questionnaire (Kandla Port)

Annexure A2 – Port Questionnaire (Vadinar Port)

Annexure B - Undertaking by the Bidder to agree to all the terms of parameters of insurance cover and comply with tender requirements

Annexure C - Tripartite Service Level Agreement to be signed by Successful Bidder, DPA & M/s Marsh Insurance Brokers Pvt. Ltd

Annexure D - Price Bid

Annexure E – Last 5 years claim details

Annexure F – Marsh Risk Inspection Report

Annexure G – Asset Valuation

Annexure H – Crisis Management Plan

Annexure I – Vessel Specifications

Annexure J – Marine Hull Values

Annexure K – Undertaking to not pay any direct / indirect brokerage, commission and / or any other fees etc. to anybody for the proposed reinsurance transaction thereof of Deendayal Port Authority.

Annexure L – Integrity Pact

Annexure M – Reinsurance Support Letter

To,
The New India Assurance Co. Ltd.
United India Insurance Co. Ltd.
National Insurance Co. Ltd.
The Oriental Insurance Co. Ltd.

Subject: Invitation of quotation for Port Package and Marine Hull Insurance Policies of Deendayal Port Authority (DPA) for the year 2024-25

Dear Sir / Madam,

Port Background and History is as under:

Deendayal Port Authority is one of the major Indian ports and is governed by Major Port Authority Act 2021.

Deendayal Port offers an excellent and vast Dry, Liquid and Gas Cargo handling facilities inside the Custom Bonded area for storage for import and export.

Some of the salient features of the Deendayal Port Authority are as under:

- Highly automated and computerized operations with single window system
- Equipped with latest Vessel Traffic Management System (VTMS) to track/monitor vessels movements ensuring safe navigation.
- ISPS code complaint
- Handles all types of cargo (Bulk, Break Bulk, containerized as well as POL) including Captive cargo of two oil Refineries.

Logistics Facility for Vessels

- Ships of 260 mtrs. LOA and 90000 DWT can be accommodated presently.
- Ships upto 260 mtrs. LOA and container vessels upto 330 mtr under specific condition.
- For safe navigation of vessels Navigational channel having 22 lighted navigational Buoys as per IALA system with Solar lights.
- Fully equipped round the clock Signal Station Chemical Terminals.
- Navigation of channels available round the clock.

Infrastructure Facility at Port

- Railway line available inside the port.
- Dry bulk Terminal for handling dry bulk cargo at Tuna Tekra with Quay
- 16 Dry Cargo berths in straight line with Quay Length of 3150 mtrs
- 8 Oil jetties are in straight line.
- Total custom bounded port area inside custom fencing is about 330 hectares
- Higher capacity cranes for Dry cargo

- Accredited with ISO 9001:2008 & 14001:2004 Certified Port
- Presently Two Cargo moorings in the inner Harbour area for stream handling.
- Two dry Cargo operated by Terminal operator having 4 jetties. Oil jetty No 6 is operated by Terminal operator and Oil jetty No 5 jointly by DPA and terminal operator.

Dry Cargo Storage Facility:

Description	Nos.	Area (Sq. Mt.)	Capacity (Mts)
Warehouses	20	161210	630555
Open Storage Space			
Within Custom Bonded area	96	2774465	6450805
Outside Custom Bonded area			

For Liquid cargo and Gas cargo, Port having Unloading/ Loading facility through pipe line connected to storage facility

- Steel Floating Dry Dock
- Deendayal Port Authority is operating a Steel Floating Dry Dock (SFDD) at Kandla since April, 1986. The existing steel floating dry dock caters to the need of the Port Crafts as well as outside organizations and having a capacity to accommodate vessels of following parameters.
- LOA maximum upto 100 mtrs
- Breadth maximum upto 18.3 mtrs.
- Draft maximum up to 5.5 mtrs.
- Lift displacement maximum upto 2700 tonnes.

Location of the port is as available on Google Maps.

DPA intends to take the following policies as described in the Techno Commercial Bid:

A. Port Package Policy:

To cover the entire set of risks to the PORT along with Business Interruption and Liability under port package policy as described in the Techno Commercial Bid. **Cover for terrorism to be included as per the details in the price bid (Annexure D)**.

The Port Package Policy will cover:

All immovable and movable properties including but not limited to marine buoys, floating dry docks and Assets within the Port Premises against material damage
Wreck & Debris removal: costs and expenses incurred in discharging legal obligations to remove any wreck or debris following an occurrence
Business Interruption (including Port/Channel Blockage/disruption of electricity Accidental damage of Oil/Chemical Pipe lines/ blockage of land access)

Liability arising out of and in course of operations of the Port (including accidental pollution and clean-up cost).
Denial of access
Defense Cost

Please note that:

- Deductibles are mentioned under respective Policy coverage.

Quotation for Premium is invited for insurance of the above policies. The details of coverages, sum insured, excess / deductibles etc. are provided in **Price Bid – Annexure D (for premium quotation)**
The policy period shall be 24th July 2024 to 23rd July 2025.

SUBMISSION OF BIDS:

Bidder should submit the bid in soft copy through email at our email ID facao@deendayalport.gov.in in accordance with the Price Bid document and strictly as per the terms and conditions of the tender document and ensure that the same reaches us latest by **12:00 PM on 18th July 2024**. The authorized signatory of the bidder should sign bid digitally. The file containing duly filled in bid documents should invariably be password protected and should either be in pdf or zip format. Kindly note, no queries from the insurance companies shall be entertained by DPA after **10th of July 2024**. Therefore, all tender related documents that will be uploaded by DPA to be reviewed thoroughly and queries if any to be written to DPA before **EOD 10th July 2024**. The email ID for queries to be noted as: facao@deendayalport.gov.in AND pranav.shah@marsh.com & Darshan.Parikh@marsh.com.

PROCEDURE FOR BID OPENING:

DPA will send an email to the respective insurance companies for sharing the password of the protected bid file at the time of opening of the bid document and insurance companies have to share password by separate email for enabling opening of the bid document. DPA shall send the email seeking password to the same email ID of the insurance company from which the bid is received. It may please be ensured that the copy of the email sending the duly filled in bid file should not be marked to our insurance intermediary M/s Marsh India

Insurance Brokers Pvt Ltd. Also, in case the bid documents are not sent to us in password protected files, or if the terms, quotes are mentioned in the email body, such bids shall be disqualified. **Bid opening procedure will begin at 3:00 PM on 18th July 2024**.
It is to be clearly understood that rates quoted by the bidders are final and are strictly in accordance with applicable rules & regulations and that the insurers/bidders take full responsibility of verifying and evaluating the process parameters and the compliance of the warranties applicable for the rates quoted.

EVALUATION CRITERIA:

Evaluation will be made on the combined lowest rate quoted for Part A i.e. Port Package Policy, Part B i.e. Marine Hull Policy and Part C i.e. Terrorism with the coverage as mentioned in the RFP document. **All the bidders have to offer their rates for all three parts separately. Any bidder quoting rates for only one part or two parts, his bid shall be rejected forthwith. This means that the bidder must provide the quotes for all three parts mandatorily**. It is not obligatory on the part of the DPA to accept the Lowest Tender. DPA reserves the right to reject a Tender without assigning any reason thereof. In case the combined bid value of any two or more bidders is equal i.e. there is a tie, the selection of successful bidder shall be made based on the higher average solvency ratio of bidder during the last three years ending on 31st March 2024.

VALUATION:

The sum Insured of Assets and Handling Equipment under Port Package Insurance Policy is based on reinstatement value. The condition and Valuation of floating crafts has been carried out by A. Aggarwal & Associates in June 2022 and the reports shall be emailed separately to each of the Public Sector Undertaking Insurers. The insurance company winning the RFP shall bear the cost of the condition and valuation of floating crafts which may be conducted during the policy period.

SERVICING PARAMETERS:

The selected Insurance Company will have to execute a Service Level Agreement (SLA) as per the Annexure C.

The formal SLA is part of the tender and needs to be accepted unconditionally by the bidder.

OTHER TERMS & GUIDELINES:

- **The quote for the insurance policy should be absolute**. No conditions shall be attached with the Bid. Any alternate quote/deviation etc. will render the bid invalid.
- **The quote should be on Gross basis inclusive of all loading (as per IRDA) and discounts if any and GST should be shown separately.**
- **The Re-insurance (RI) support, if any, to be advised separately**. The quality of lead reinsurance support will be ensured by the bidder as per IRDA regulations and should have a

minimum of "A" rating of AM Best or Equivalent of other standard rating agencies (except GIC Re) for the last three years.

- The reinsurance leader should have experience of leading Ports and terminals in India or worldwide as the size of or larger than DPA. The support letter from the lead reinsurer needs to be submitted as part of the RFP.
- The decision of Deendayal Port Authority as regards the acceptance or otherwise of the terms and conditions of the policy is final and binding on the Insurance Company. If the successful bidder does not agree with any of the terms and conditions of the policy then, the successful bidder will be disqualified.
- The Port reserves the right to have co-insurance placement along with the Lead insurer. The coinsurance pattern will be solely according to the decision of the Port Authority.

INSTRUCTION TO BIDDERS:

General

- No deviation from the Scope of cover, terms and conditions mentioned herein will be allowed. Bids received on the contrary are liable to be rejected.
- Bidders shall be ranked by appropriately weighing coverage and pricing described in the Commercial Bid.
- Bids received via Telegraph/ fax / envelopes will not be considered. Any bids received after the due date and time will not be considered.
- Bidder must fill up all the schedules and furnish all the required information as per the instructions given in various sections of the tender specification. Each and every page of the Tender Specification must be signed and submitted along with the offer by the insurer in token of complete acceptance thereof.
- Canvassing in any form in connection with the tender is strictly prohibited and the tenders submitted by the bidder who resorts to canvassing are liable to be rejected.
- The detail as called for in the bidding documents shall be filled in and completed by the Bidders in all respects and shall be submitted with requisite information and Annexure.
- If the space in any Pro-forma of bidding document is insufficient, additional pages shall be separately added. These pages shall be numbered and shall also carry the bidding document number and shall be signed by the Bidder.
- The bid document must be signed by the Authorized Signatory of the company stating his capacity.
- Bidder has to give the undertaking to the following effect as mentioned at Annexure K that they will not pay any direct / indirect brokerage, commission and / or any other fees etc. to Marsh for the proposed reinsurance transaction thereof of Deendayal Port Authority.
- M/s Marsh India Insurance Brokers Pvt. Ltd. cannot be engaged as reinsurance broker by the successful bidder for reinsurance of Deendayal Port Authority's port package and marine hull insurance as they have given an undertaking to DPA to the effect that they shall not participate either directly/ indirectly in the reinsurance of DPA port package and marine hull insurance and consequently shall not be entitled for any direct/ indirect brokerage/ commission/ fees on reinsurance business. M/s Marsh India Insurance Brokers Pvt. Ltd., in their capacity as direct brokers, shall be entitled only to direct brokerage payable to them by the successful bidder as allowed by IRDA.
- If

any Public Sector Insurance company who bids for this tender engage M/s Marsh India Insurance Brokers Pvt. Ltd. as re-insurance broker, the offers submitted by the Insurance Company

(Insurer) will be outright rejected and will not be considered for further evaluation. For the same the bidder has to submit Letter of Undertaking.

Bid Validity

Bid shall remain valid for acceptance for a period of 60 days from the date of opening of the Commercial Bid. The bidder shall not be entitled to modify, revoke or cancel his bid during the said period.

Rejection of tender and other conditions:

The acceptance of Tender will rest with Deendayal Port Authority and does not bind Deendayal Port Authority to accept lowest tender or any tender and reserves to itself full rights for the following without **assigning any** reasons whatsoever.

- To reject any or all the tenders.
- To share premium amongst two or more insurers as co-insurance.

Cost of bidding

- All direct and indirect cost for production and submission of Bidder's quotation including the condition and valuation survey costs, conducted during the policy year , shall be to Bidder's account.

Bidder's responsibility for quotation

- Although all details presented in this bid document have been compiled with all reasonable care, it is the bidder's responsibility to ensure that the information provided is adequate and clearly understood.
- Site visit, if any has to be done by bidder at its own expenses with prior intimation to Deendayal Port Authority
- Bidder's quotation is the responsibility of the Bidder and no relief or consideration can be given for errors and omissions.

Bid clarification /amendments

- Deendayal Port Authority may issue clarifications/ amendments in the form of addendum/ corrigendum during bidding period and may also issue amendments subsequent to receiving the bids.
- For the addendum / corrigendum issued during the bidding period, bidders shall confirm the inclusion of addendum / corrigendum in their bid. For clarifications issued by Deendayal Port Authority subsequent to receiving the bids the Bidder shall confirm receipt and for any impact on the quoted prices, the Bidder shall follow the instructions issued along with addendum / corrigendum.
- Bidders shall examine the Bidding documents thoroughly and submit to Deendayal Port Authority any apparent conflict, Discrepancy or error. Deendayal Port Authority shall issue appropriate clarification, or amendment, if required. Any failure by Bidder to comply with the aforesaid shall not excuse the Bidder from performing the services in accordance with the agreement if subsequently awarded the contract.
- The several documents forming the Contract shall be taken, as mutually explanatory to one another and in case of any discrepancies; the Bill of Quantities shall prevail over the Specifications. In case of any dispute, question or difference either during the execution of the Contract or any other time as to any matter or thing connected with or arising out of this

Contract, the decision of the FA & CAO, Deendayal Port Authority, thereon shall be final and binding upon all parties.

- If the bidders find discrepancies or omission or have any doubt as to the meaning or intent of any part thereof, they shall write to FA & CAO, Deendayal Port Authority who will send a written explanation to all bidders.

Confidentiality of documents

Bidders shall treat the bidding documents and contents therein as strictly confidential. If at any time, during the bid preparation period, Bidder decides to decline to bid, all documents must be immediately returned to Deendayal Port Authority.

Currencies of bid and payment

Currencies for bid and payment shall be in Indian Rupees only.

Arbitration

I. Except where otherwise provided in the contract all questions and disputes relating to the meaning of the specifications, designs, drawings and instructions here in before mentioned and as to the quality of workmanship or materials used on the work or as to any other question, claim, right, matter or any other thing whatsoever, in any way arising out of or relating to the contract, design, drawings, specifications, estimates, instructions, orders or to the conditions or otherwise concerning the works or regarding the execution or failure to execute the same whether arising during the progress of work or after the completion thereof as described here in after shall be referred to the an arbitrator appointed by the parties under the Arbitration and Conciliation Act 1996 as amended from time to time.

II. It will be no objection to any such appointment that the arbitrator is an employee of the Board or the Government, that he had to deal with the matter to which the contract relates and that in course of his duties as an employee of the Board or the Government, he had expressed views on all or any of the matters in dispute or of different. The arbitrator, who has been dealing with the arbitration case, being transferred or vacating his office or in the event of his death or being unable to act for any reason, the Chairman then holding the office shall arbitrate himself or appoint any officer to act as arbitrator.

III. It is also a term of the contract that no person other than the Chairman himself or any officer appointed by him shall act as arbitrator.

IV. It is a term of the contract that only such question and disputes as were raised during progress of work till its completion and not thereafter shall be referred to arbitration. However, this would not apply to the questions and disputes relating to liabilities of parties during the guarantee period after completion of the work.

V. It is a term of the contract that the party invoking arbitration shall give a list of disputes with amounts of claim in respect of each said disputes along with the notice seeking appointment of arbitrator.

VI. It is also a term of contract that if the contractor does not make any demand for appointment of
arbitrator in respect of any claims / disputes in writing, as aforesaid, within 120 days of

receiving the intimation from the Nodal Officer or his nominee that the final bill is ready for payment, the claim of the contractor shall be deemed to have been waived and absolutely barred and the Port AUTHORITY shall be discharged and released of all liabilities under the contract in respect of these claims.

VII. It is also a term of the contract that the arbitrator shall adjudicate only such disputes / claims as referred to him by the appointing authority and give separate award against each dispute/claims as referred to him. The arbitrator will be bound to give claim wise detail and speaking award and it should be supported by reasoning.

VIII. The award of the arbitrator shall be final, conclusive and binding on all the parties to the contract.

IX. The arbitrator may from time to time, with the consent of both the parties, enlarge the time for making and publishing the award.

X. Arbitration shall be conducted in accordance with the provision of Indian Arbitration Act, 1996 or any statutory modifications or re-enactment thereof and rules made there under and for the time being in force shall apply to the arbitration proceedings under this clause.

XI. It is also a terms of the contract that if any fees are payable to the arbitrator, this shall be paid equally by both the parties.

XII. It is also a term of the contract that the arbitration shall be deemed to have been entered on the reference on the date he issued the first notice to both the parties calling them to submit their statement of claims and counter statement of claims.

XIII. Venue of arbitration shall be such place as may be fixed by the arbitrator at his sole discretion.

Integrity Pact

Successful bidder is required to sign an "INTEGRITY PACT" in the format at Annexure L with Deendayal Port Authority within 7 days of issue of Letter of Intent.

The Central Vigilance Commission (CVC) has been promoting integrity, transparency, equity and competitiveness in transactions by various organizations of the Government of India. Public procurement is an area of concern for the CVC, and many steps have been taken to put proper systems in place.

In this context, Integrity Pact (IP), a tool conceptualized and promoted by Transparency International, an international NGO, aimed at preventing corruption in public contracting, has been found useful. It has been decided by Ministry of Shipping that all organizations under the Ministry will implement IP. IP should cover every tender / procurement above a specified threshold value. The threshold value of contracts / procurements / transactions incorporating IP would be such that it covers 90% by value of all contracts / procurements / transactions of the organization in the last 3 years. Presently the threshold is fixed as Rs.3.00 crore. IP essentially envisages an agreement between prospective vendors / bidders, and DEENDAYAL PORT AUTHORITY, committing the persons / officials of both sides not to resort to any corrupt practice in any aspect of the contract at any stage. Only those vendors / bidders, who commit themselves to IP with DPA, would be considered competent to participate in the bid process. Any violation would entail disqualification of the bidders and exclusion from future business dealings. IP, in respect of a particular contract should cover all phases of the contract, from the stage of Notice inviting Tender (NIT) / pre-bid stage, till the conclusion of the contract, i.e. final payment or the warranty / guarantee period. IP would be implemented through Independent External Monitor (IEM), who are eminent persons appointed by the organization, with approval of CVC.

The term of appointment for an IEM would be 3 years. Name of the IEM will be mentioned in NIT. The IEM would review independently and objectively assess, as to whether and to what extent parties have complied with their obligations under the IP. IEM would have access to all contract documents, whenever required. The bidders may raise disputes / complaints if any, with the IEM. The IEM would examine complaints received by them and give their recommendations / views to the Chairman of Port Authority. Recommendations of IEM would be in the nature of advice and would not be legally binding. Their role is independent in nature and the advice once tendered would not be subject to review at the request of the organization.

Original hard copy of Pre Contract Integrity Pact Agreement shall be submitted along the with bids.

Shri. S K Sarkar, IAS (Retd.) and Shri Saurabh Chandra, IAS (Retd.) has been nominated as Independent External Monitor for the Integrity Pact whose address is as under:

1) Shri. S K Sarkar, IAS (Retd.)
B-104, Nayantara Aptt.,
Plot No, 08-B, Sec-07, Dwarka,
New Dehi- 10075
Mobile No. 9811149324
Email : sksarkar1979@gmail.com

2) Shri Saurabh Chaudhry, IAS (Retd.)
A-9, Sector -30,
Noida (UP) 201301
Mobile No. 9871322133
Email : saurabh7678@yahoo.co.in

Part A: Port Package Policy: Details of Property and Sum Insured are as follows:

2.1 <u>Property/Material damage (including all cargo Handling Equipment, Pipelines)</u>

2.1.1. In respect of all properties as per Valuation report dated June 2021 (and the additions and deletions this year) and owned by/under custody of Deendayal Port Authority and situated anywhere within the Confines of the Port/ Terminals. The properties also include fixed/ floating structures/ objects, submarine pipelines, temporary structures etc.

2.1.2. Clauses as per para 2.11

2.1.3 All Risk including AOG Perils, Earthquake. STFI, Tsunami, Impact Damage etc. by (own/calling vessels, floating crafts etc.)

2.1.4 Total sum insured for properties INR 66,018,944,786/-
Loss Limit for 2.1.4 during the policy period – INR 6,600,000,000 /-

2.1.5 Deductible:

Section 2 – Real & Personal Property:

- Other than AOG peril & Vessel Impact- 2% of claim amount subject to minimum Rs.3 lakhs
- AOG Peril- 2% of claim amount subject to Minimum Rs. 20 lakhs
- Vessel Impact- 2% of claim amount subject to Minimum Rs. 20 lakhs

Section 3 Handling Equipment:

- 2% of claim amount subject to Minimum Rs. 3 lakhs

2.2 Business interruption

2.2.1 For Business interruption consequent upon Property damage (including cargo handling equipment, machineries, pipelines etc.)

2.2.2 For Business interruption of the Port operation (wholly or partly) due to / consequent upon or arising out of:

2.2.2.1 Accident Damage to Insured berth/ quay/ jetties/ dry dock other insured property/ handling equipment/ machineries
2.2.2.2 Accidental Damage to the pipeline (Submarine/Onshore) (owned by port or not)
2.2.2.3 Interruption of electric supply to insured properties or insured handling Equipment which is beyond the control of the assured.
2.2.2.4 Blockage of Channel/Waterways due to any cause/ **any other external cause**

2.2.2.5 Blockage of any land access within the immediate Vicinity* of the Port/Terminals due to any cause

***(immediate vicinity will mean at least 8 km radii from the entrance Port's operational area applicable for both Kandla as well as Vadinar.)**

2.2.3. Loss Limit under Business Interruption:

1. Annual Revenue (Estimate 2024-25): **INR 27,107,385,666/-**
2. Indemnity Period: **2 months**
3. Time Excess: **7 days**
4. Loss Limit: INR **1,000,000,000**

2.3 For Port Liabilities:

2.3.1. Port Liabilities covering:

Third Party Properties Damage

Third party Death, Bodily Injury, personal injury

Errors & Omissions

Liability to third parties for financial loss, consequential loss, wrongful delivery of cargo,

delay or demurrage arising from an error or omission, pilotage, navigational aids, advice

on approach to terminal.

Fines & Duties

Fines and penalties, provided always that the statute, regulation or law that is breached

relates to the importation or exportation of cargo, the importation or exportation of

equipment, immigration, security or anti-terrorism, work place safety, pollution, navigation aids, marine traffic control or pilotage infringement of personal Right

Advice & Information
Defense Cost

2.3.2 Environment Pollution Liability due to accidental damage to pipeline and/or insured equipment's due to any cause other than terrorism covering

Death, Bodily Injury of Third Party.

Third Party Property Damage compensation to third parties for personal injury or physical loss or damage to property arising from a pollution incident cost incurred in removing, preventing, mitigating or cleaning up any pollutant following an occurrence covered under the Policy which causes accidental pollution Cleanup cost Costs of measures to prevent further insured losses following an insured event.

any fine or penalty that arises from any occurrence unless a competent court or tribunal determines that it is illegal or contrary to public policy to be insured against such liability or loss. Tenant's legal liability

Any reasonable expenses incurred towards mitigation of the loss including any defense costs, disinfection, quarantine, disposal, fumigation for cargo, vessels, containers or equipment following an occurrence.

2.3.3 Overall limit of Liability**- INR 400,000,000**

2.3.4 Sub limits for liability arising out of Removal of Wreckage – **INR 50,000,000**

2.3.5 Deductible: INR 5,00,000 any one accident/ occurrence

2.4 Please confirm that no replacement/ substitution/ in lieu of Port Package policy has been quoted in the Price bid.

2.5 Summary of loss limit & CSL under port package:

2.5.1 Property damage – Sum insured – **INR 66,018,944,786**/-

2.5.2 Business Interruption

1. Annual Revenue (Estimate 2024-25): **INR 27,107,385,666/-**
2. Indemnity **Period: 2 Months** with time excess

2.5.3 Combined Single Limit INR **7,600,000,000 (excluding third party liability)**

2.5.4 Liability arising from Ports Operations – Combined Single Limit any one occurrence: **INR 400,000,000**

Total Combined Single limit including liability: INR 8,000,000,000

2.6 Other clauses/terms/add on covers:

The Following add-ons / clauses to be incorporated within the Port Package Policy:

a. Automatic Acquisition up to 10% of the total property sum insured- (as per Asset Valuation report) without any additional premium. The said acquisition will be intimated by Deendayal Port Authority within 90 days of such acquisition.

b. The Policy is subject to Reinstatement Value clause.

c. Average clause: Waiver of underinsurance up to **15%** of the sum insurance under Property and BI section

d. Architect/Surveyors and consulting Engineers fees extension with a sub-limit of **upto 10% of Section 2 & 3.**

e. Business Interruption as stated in para 2.2.2.3 above should be treated as an independent insured peril without any relation to insured's property damage (Non- Damage BI).

f. Electronic Exclusion Clause should be deleted

g. Loss Minimization add on (including Fire Fighting Expenses) cover required up to 10% of Section 2 & 3 over and above the sum insured.

h. In the event of a loss, Express freight including air freight, overtime charges and other sundry expenses up to **Rs.1 crore over** and above the respective sum insured under material damage section to be covered.

2.7 Please confirm that GST has been shown separately in the price bid.

2.8 Please confirm that in your premium calculation and quotation in the Commercial bid, you have not deviated from any of the parameters as stated in the coverage and Sum insured / values/ limits mentioned in the Price Bid.

2.9 Please confirm that you have not given any counter/alternative offer/proposal in the Commercial bid and in case there is any deviation from above or addition of any terms/ conditions which have not been mentioned in your Commercial bid, the same will be disqualified and rejected**.**

2.10 Clauses to be attached:

a. Being a Reinsurance subject to follow in full all terms, conditions, exclusions, settlements and/or payments of whatsoever nature of the reinsured as far as LSW 1001 Several Liability Notice (Reinsurance)
b. The policy is non-cancellable from the insurers side. However, insured reserves the rights to cancel the policy giving a 30- day notice and refund of premium is such case will be on Pro-rata basis.
c. Geographic Limits - India
d. Automatic Increase and/or Acquisition Clause as Original as far as applicable subject not exceeding 10% of Total Sum Insured LSW 90 days
e. Asbestos exclusion Clause
f. NMA 2962 Biological or Chemical Materials Exclusion Clause.
g. Sanction Limitations and Exclusion Clause LMA3100
h. Reinstatement Value Clause
i. Average Clause (85%)

2.11 POLICY FORM: Ports and Terminals Wavelength wording amended as under:

Section 1: Liability

Ports and Terminals Liability LSW 1510 (01/04)

Ports and Terminals Consortium Fire Extension (Liability) (LSW 1511)

Ports and Terminals Consortium Advice and Information Extension (Liability) (LSW1512)

Ports and Terminals Consortium Fines and Duty Extension (Liability) (LSW1513)

Ports and Terminals Consortium Infringement of Personal Rights Extension (Liability) (LSW1514)
Ports and Terminals Consortium Wrongful Delivery of Cargo Extension (Liability) LSW1515:

Section 2: Real & Personal Property and Section 3: Handling Equipment
Ports and Terminals Consortium Section 2 Property Damage Wording, amended 1/04 LSW1516.
Clause 2.1 (Insuring Clause) amended to include electrical and machinery breakdown.
Exclusion 4.9 (Communication Equipment) deleted.
Exclusion 5.2 (Road) deleted.
For the sake of good order, Exclusion 5.4 (Stock) does not apply to stock of spare parts.
Clause 8.1 (Automatic Acquisitions) amended to 90 days.
Clause 8.2 (Automatic Acquisitions) amended to 10%.
Ports and Terminals Consortium Earthquake Extension Clause (Property) Amended, 1/04 LSW151.
Clause A amended to include Tsunami.
Clause B amended to include Tsunami.
48 hours amended to 72 hours.
Ports and Terminals Consortium Section 3, Handling Equipment Wording 1/04 LSW1519.
Clause 2.1 (Insuring Clause) amended to include electrical and machinery breakdown. Clause 2.4 (Removal of Wreck/Debris) included
4.7 (Communication Equipment) deleted.
Exclusion 4.9 (Safe working load) amended.
Exclusion 4.15 (Mechanical or Electrical Breakdown) deleted.
Clause 8 (Protective Maintenance) amended.
Clause 9 (Automatic Acquisitions) amended.
Ports and Terminals Consortium Earthquake Extension Clause (Handling Equipment) Amended 1/04 LSW1520.
Clause A amended to include Tsunami.
Clause B amended to include Tsunami.
48 hours amended to 72 hours.

Section 4 – Business Interruption
Ports and Terminals Consortium Section 4 Business Interruption Wording Amended 1/04 LSW1522,
Clause 2.3 (Interruption to Utility Supply) amended to read as "interruption to electrical, *gas, fuel or water* supply to Insured…".
Additional Clause 2.4 interruption due to damage and/or blockage of pipeline.
Exclusion 4.3 pertaining to strikes and riots deleted

Subject to Minor Works Clause
Professional Accountants Fees Clause
Applicable to Sections 2, 3, & 4
Architects, Surveyors', Legal and Consulting Engineers' Fees Clause,.
Pollution Clean-up Costs Clause.
Public Authority Clause.

Claims Preparation Costs Clause.
Minimization of Loss Clause.
Designation of Property Clause
Listed Perils resulting from seepage and/or pollution and/or contamination clause
Limited seepage &/or pollution &/or contamination resulting from physical damage caused by listed perils clause
Waiver of under-insurance upto 15% of Sum Insured under property damage and BI Sum Insured
Marine Impact Insurance Clause
Specialized / Heavy Lift/ Oversize Lifting clause
Toxic Mould Exclusion Clause
Claims Control Clause
NMA 2919 War and Civil War and Terrorism Exclusion Clause

Applicable to Sections 1, 2, 3, & 4
Ports and Terminals Consortium Wording General Policy Provisions 1/04 LSW1524,
Clause 5 (Radioactive Contamination, etc.) deleted.
Clause 10 (Electronic Exclusion Clause) deleted.
Clause 11 (Notice of Potential Claims) amended.
Clause 18 (Premium Payment Clause) deleted.
Clause 21 (Governing Law) amended.
Employment Practices Clause
Simultaneous Payment Clause (Losses)
Waiver of Subrogation and Additional Assured Clause
On Account Payment Clause.
Institute Radioactive Contamination Chemical Biological Bio-chemical and Electromagnetic Weapons Exclusion Clause (CL370) (10/11/03)
Institute Cyber Attack Exclusion Clause (CL380) (10/11/03)
Sanction Limitations and Exclusion Clause JL2010/005
Unintentional Errors and Omission Clause].
Special Termination Clause.
Continuity Clause

Part B: Marine Hull Policy:

For owned vessels including cover for wreck removal, crew, etc.

Clauses for the Hull and Machinery Insurance of the vessels owned by DPA:

1. ITC Hulls Clause dated 1/10/1983 with Clause 8 amended to include 4/4th collision liability and extended to include Clause 9 of ITC Port Risk dated 20/7/1987.
2. Subject to deductible as per GIPSA circular
3. Institute Radioactive Contamination, Chemical, Biological, Bio-chemical and Electro-magnetic exclusion clause
4. Cancellation returns only- No layup returns

5. All disputes in respect to claims are subject to Indian law and Jurisdiction
6. Trading warranty: Deendayal Port Limit within 12 nm. The port limits shall be applicable for both Kandla as well as Vadinar.
7. Institute Radioactive Contamination, Chemical, Biological, Bio-Chemical and Electromagnetic Exclusion Clause dated 10.11.2003.
8. Institute cyber- attack exclusion clause.
9. IACS Classification/ Other Accepted and Applicable Classification Societies/ Class Certification Exemptions and maintenance of class clause.
10. Subject to Sanction Limitation and Exclusion clause-LMA3100 wordings.
11. Warranted vessel certified and licensed for trading by competent authorities.
12. Warranted vessel holds valid statutory Licenses & Certificates, including certificate of Survey & complies with all statutory & regulatory conditions at all times during policy period.
13. Warranted in case of rough weather warning, the vessel is to be moored/ shifted in sheltered waters and all due diligence measures taken.
14. Warranted the registration certificates and certificate of survey to remain valid at all times.
15. Warranted the vessel should have adequate manning as per MMD regulations/ prevailing (Port/ Government) regulations and crew should be competent as per DG Shipping guidelines.

Part C: Terrorism

Limit:	Combined Single Limit for Property Damage, handling equipment and Business Interruption – **INR 7,600,000,000** Third party liability limit of **INR 40,00,00,000** Combined Single Limit for Property Damage, handling equipment and Business Interruption and liability – INR **INR 8,000,000,000**
Deductibles:	Material damage – 2% claim amount subject to minimum of INR 300,000 Business Interruption – 7 days Third Party Liability – INR 500,000 any one accident / occurrence

PORTS AND TERMINALS ASSURANCE FACILITY QUESTIONNAIRE

In order to obtain a quotation from the facility, please complete this form as fully and as accurately as possible in English.

Insured Name and Address (please enclose port handbook):	
Insured Name:	Deendayal Port Authority
Address:	Administrative Office Buildng, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat.
Website:	www.deendayalport.gov.in
Year founded:	1964

Are you International Ship & Port Facility Security (ISPS) Code Compliant?	Yes	-
If no, please advise status of application:		

Please specify the insurances you require:		
Coverage	**Required**	
Core Coverage		
Port & Terminal Third Party Liability:	Yes	-
Property, Equipment & Business Interruption:	Yes	-
Additional Coverage		
Port Craft including Protection and Indemnity:	Yes Complete Appendix I	-
Political Violence / War on Land::	Yes Complete Appendix II	-
Cyber:		No
Environmental Impairment Liability:	Yes Complete Appendix IV	-

Have you ever had any insurance policy cancelled or refused?	-	No
If yes, please advise reason: -		

Signature: …….. Name: ……

Date: …….. Position: ……

GENERAL RISK INFORMATION

Type of Port:	
Are you a landlord or operational port? Please provide percentage split based on revenue(Based on FY 2023-24)	
Landlord Port:	14.00%
Operational Port:	86.00%

Is the Port or Terminal government or privately owned:		
Government:	Yes(under MoSP&W)	-
Private:	-	No

(ALL DEPARMENTS)

Insured Location(s) (including postal/zip codes), please include map of locations:
Location Map given to LSI, softcopy being shared, Insured Location addresses as under: 1. Administrative Office Buildng, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat -370201 2. Custom Bounded Area Port of Kandla – 370210. 3. Port Colony, KDLB colony, FCI colony, Residential quarters-400 quarters, Gopalpuri, Gandhidham -370201. 4. Dispensary at Adipur-370205 5. Office Buildings and Residential Quarters outside port area, Kandla – 370210 6. Baba Saheb Ambedkar Convention Centre Gandhidham

Management experience & years at company:
Copy of Administrative Report attached

Number of Staff:			
Employed:	Yes	-	Number: 1578
Part of Labour Pool:	Yes	-	Number: N/A
Independent Contacting Company:	-	No	Number: ----

Facilities, please enter the number of facilities available:			
Container terminals:	ONE (KICT) PVT (on PPP mode)	Dry bulk terminals:	TUNA TEKRA (on PPP mode)
Ro-Ro terminals:	RO-RO facility at Dahej ,Ghogha and Hazira.	Gas terminals:	NIL
Oil terminals:	8 OIL JETTIES (6 DPA Jetty, 1 IFFCO Jetty, 1 IOCL Jetty)	Passenger terminals:	2 nos. Passenger Jetty at New Kandla and 1 SNA jetty

Facilities, please enter the number of facilities available:			
Breakbulk / general cargo terminals:	16 BERTHS (BREAKBULK, DRY CARGO AND GENERAL CARGO),BUNDER AREA(barge handling facility),IKLL BARGE HANDLING FACILTY & OLD TUNA PORT	Grain terminals:	NIL
Container depots:	NIL	Warehouses:	20
Temperature controlled warehouses:	NIL	Other (please specify):	1. Steel Floating Dry Dock. 2. Barge Jetty 3. Dr. Baba Saheb Ambedkar Convention Centre at Gandhidham 4. Construction of ROB LC 236 at Kutch Salt Junction

Loss Prevention / Risk Management		
Please advise if you have the following in place:		
a) Risk / loss control management procedures:	Yes	----
b) Natural Catastrophe preparedness procedures:	Yes	---
c) Pollution control / environmental impairment control:	Yes	---
d) Maintenance programmes in accordance with manufacturers guidelines:	Yes	---
e) Staff training programmes:	Yes	---
d) Fire detection and sprinkler systems in place in for all property and equipment:	Yes	---
Do you have any of the following Security Precautions in place:		
24 hour security guards?	Yes	---
All buildings / perimeter fences / gates alarmed?	Yes	---
Close Circuit TV (CCTV) / Security Cameras?	Yes	---
Do you maintain records of all security checks?	Yes	---
Distance to police station/check point	1.5.Kilometers from Port (Appx)	
Other? Please advise details:--		

Have there been any labour / worker disputes or any protests / strikes within the last 5 years at the port or terminal?	-----	Observance of Black day on 03.11.2021

Have any of the locations had an independent survey of the property and equipment during the last twenty four months?	See Annexure F	-
If yes, please provide copy of the report and have all recommendations been complied with?	Yes, Valuation Report by LSI Engineering attached	---
If no, please provide details of when the recommendations will be completed: --		

THIRD PARTY LIABILITY

Please provide details of your insurance requirements:		
Requirement	**Currency**	**Amount**
Limit:	INR	As per the slip
Deductible:	INR	As per the slip
Current Premium:	INR	As per the slip

Services:			
Please answer "Y" if performed by you, "S" if performed by your subcontractor and "N" if not provided:			
Stevedoring:	S	Dredging:	Y
Marine terminal operator:	S	Tugs:	Y
Navigational information and aids:	Y	Salvage / ship removal:	Y
Marine traffic control:	Y	Bunkering:	S
Maintained water depths:	Y	Dumpsites / landfill:	Y
Buoys and lighting:	Y	Waste disposal:	S
Pilotage:	Y	Diving:	N
Helicopter landing sites / airport:	N	Advice to other operators:	N
Warehousing:	Y	Security (e.g. Police):	Y
Temperature Controlled Warehousing:	N	Emergency (e.g. Fire Services):	Y
Other (please specify):			

Contracts and Indemnities:		
Do you operate under your own Standard Trading Conditions or do you contract on Individual User Agreements, Port Tariffs, etc?. (Please provide copies)		
Standard Trading Conditions:	Yes	-
Individual User Agreements:	Yes	-
Port Tariff, act, bylaws, etc.:	Yes	-
Please advise your limit under contract with customers:	Limit: N/A	
If you operate under contracts which differ from your Standard Trading Conditions, please provide details of where the contract is wider or more onerous: --		

Contracts and Indemnities:		
Do you have a legal responsibility for any property and/or equipment which you hire, lease or rent?	-	No
If yes, please provide details including but not limited to lease agreement, description, values, age, location including details of construction.---		
Do you waive your rights of recourse under any contracts, agreements, etc.?	-	No
If yes, please provide details: --		

Warehousing (Only answer this question if you provide warehousing services):		
Are you responsible for the cargo stored? **We don't store Cargo on Warehousing Terms**		
No responsibility:	N/A	-
Responsible but no responsibility for force majeure:	-	-
Responsible including force majeure:	-	-
Please provide average and maximum value of good stored at any one time:		
Average value at any one time:	-	
Maximum value at any one time:	-	

Tenants and / or Subcontractors:		
Is there a requirement in your contract with tenants and subcontractors that they have adequate liability insurance?	Yes	---
If yes, what is the minimum limit that you require?	Limit:	
Do you check annually that all tenants and subcontractors maintain and renew their insurance?	Yes	--

Volumes:			
Please advise Cargo throughputs per Policy Year.			
Type	**Last Year (2022-23)**	**Current Year (2023-24)**	**Next Year Estimate**
Dry Containers (TEU's in Lakhs):	4.90	4.63	6.00
Reefer/Tank Containers (TEU's):	NIL	NIL	NIL
Break Bulk (Lakh tonnes):	569.19	486.37	583.41
Dry Bulk (Lakh tonnes):			
Liquid cargo (Lakh tonnes):	171.95	169.96	170.48
Non-Hazardous Wet Bulk: (Lakh tonnes)			
Autos:			
Passengers / Transshipment: (Lakh tonnes)	0.16	1.89	0.05
Others, please specify:			

What is your annual revenue?		
Currency: (Rs in crores) (Combined Revenue After Tax)		
Last Year	**Current Year**	**Next Year Estimate**
1074.63	1320.55	1076.62

How many vessel calls per annum, please provide figures broken down into size of vessel:			
Vessel Size	**Last Year**	**Current Year**	**Next Year Estimate**
< 30000 grt	2088	1711	1835
30k to 60k grt	649	524	562
>60k grt	69	21	23
Total at Kandla	**2806**	**2256**	**2420**

Claims History Summary:					
Please attach a full itemised claims breakdown by loss (both paid and outstanding and any related fees or expenses including legal fees) for the last 5 complete years from ground up and advise of any deductible applicable.					
Year	**Claims Paid**		**Claims Pending**		**Total**
	Number	**Amount**	**Number**	**Amount**	
Nil-					

Notes:
If not included in attached itemized claims breakdown, please provide details here:-- **1)Preliminary assessed damage incidents of Mechanical Engineering Dept. intimated on 01.06.2023 –Rs.1.40 Cr** **2) Preliminary assessed damage incidents (Biparjoy) of Civil and Mechanical Engineering Dept. totaling to Rs.10.05 Cr intimated on 20.06.2023.** **3) Complete loss of buoy No.4 – Report dated 14.06.2024 – preliminary damage assessed for Rs. 0.16 Cr. Cost of positioning and recovery of the rake from the position to be over and above the cost (awaited)**
Following any incident(s) have there been any mitigating / loss prevention procedures put in place? If yes, please provide details :--

PROPERTY, EQUIPMENT & BUSINESS INTERRUPTION

Please provide details of your insurance requirements:		
Requirement	**Currency**	**Amount**
Limit:	**INR**	As per the slip
Property Deductible: ▪ Physical Damage ▪ Equipment Damage		
Business Interruption Deductible (Days):		
Business Interruption Indemnity Period (Months):		
Current Premium:		

Please provide a summary of property values broken down as follows (please attach a full itemised schedule with description, values, age, location including details of construction):		
Asset Type	**Currency**	**Asset Value**
Wharves, Docks, Quays and Jetties:	INR	(As per the valuation report provided by LSI)
Buildings:		
Warehouse/Storage Facilities:		
Utilities and miscellaneous property:		
Equipment:		

Please provide details of your top 5 customers or suppliers		
Name	**Services/Cargo**	**Revenue**
Name of the five Custom House Agent.	(All these operators are Multi Service operators , hence bifurcation of revenue is not possible)	
1. Rishi International Logistics		
2. J.M. Baxi		
3. Trinity Shipping & Allied Services Pvt. Ltd.		
4. IOCC Shipping Pvt. Ltd.		
5. Sunrich Logistics Pvt. Ltd.		
stevedores		
1. Rishi Shipping Port Ltd.		
2. J.M. Baxi		
3. Gautam Freight		
4. ACT Infraport		
5. Aditya Marine		
MARINE		
1. Seaworld Shipping & Logistics Pvt. Ltd.		
2. Mitsutor Shipping Agency Pvt. Ltd.		
3. Atlantic Global Shipping Pvt. Ltd.		
4. Interocean Shipping (India) Pvt. Ltd.		
5. ACT Shipping LTD		

Please provide the Maximum Possible Loss	

Please provide your annual maintenance budget	Copy of R&M schemes attached

Power Supply		
Is your electricity supply generated by yourself or through external means?		
Generated by ourselves:	Yes	-
External supplier:	Yes (Indian Energy Exchange& Wind Power WTG)	-

Do you have a back-up / emergency generator?	Yes	-

Is there alternative reserve equipment or means of access available to mitigate any claim?	Yes	-
If yes, please provide details: **Diesel Generator**		

Claims History Summary:

Please attach a full itemised claims breakdown by loss (both paid and outstanding and any related fees or expenses including legal fees) for the last 5 complete years from ground up and advise of any deductible applicable.

Year	Claims Paid		Claims Pending		Total
	Number	Amount	Number	Amount	
2023	Nil	Nil	2	1.Preliminary damage assessed for Rs. 1.40 Cr 2. Preliminary damage assessed for Rs. 10.05 Cr	INR 11.45 Cr
2024	Nil	Nil	1	3.Complete loss of buoy No.4 – preliminary damage assessed for Rs. 0.16 Cr. Cost of positioning and recovery of the rake from the position to be over and above the cost (awaited)	INR 0.16 Cr

Notes:
If not included in attached itemised claims breakdown, please provide details here: --

Claims History Summary:
Following any incident(s) have there been any mitigating / loss prevention procedures put in place? If yes, please provide details:

PORTS AND TERMINALS ASSURANCE FACILITY QUESTIONNAIRE

In order to obtain a quotation from the facility, please complete this form as fully and as accurately as possible in English.

Insured Name and Address (please enclose port handbook):	
Insured Name:	Deendayal Port Authority (OOT Division, Vadinar)
Address:	Administrative Office Buildng, Near Madhuban Hotel, Gandhidham, Kutch, Gujarat. Vadinar: Offshore Oil Terminal, , PO- Vadinar, TA – Khambhadia, Dist. – Devbhumi, Dwarka – 361010.
Website:	www.deendayalport.gov.in
Year founded:	1964

Are you International Ship & Port Facility Security (ISPS) Code Compliant?	Yes	-
If no, please advise status of application:		

Please specify the insurances you require:		
Coverage	**Required**	
Core Coverage		
Port & Terminal Third Party Liability:	Yes	
Property, Equipment & Business Interruption:	Yes	-
Additional Coverage		
Port Craft including Protection and Indemnity:	Yes Complete Appendix I	-
Political Violence / War on Land::	Yes Complete Appendix II	-
Cyber:	-	-
Environmental Impairment Liability:	Yes Complete Appendix IV	-

Have you ever had any insurance policy cancelled or refused?	-	No
If yes, please advise reason: --		

Signature: …….. Name: ……

Date: …….. Position: ……

GENERAL RISK INFORMATION

Type of Port:	
Are you a landlord or operational port? Please provide percentage split based on revenue: **Based on FY 2023-24 (Combined Information of DPT shown in Kandla Questionnaire)**	
Landlord Port:	NA
Operational Port:	NA

Is the Port or Terminal government or privately owned:		
Government:	Yes (Under MoPS&W)	-
Private:	-	-

Insured Location(s) (including postal/zip codes), please include map of locations:
Location Map given to LSI, softcopy being shared, Insured Location addresses as under: 1. Jetty Area, Vadinar-361010 – Latitude : 22 deg 44' N; Longitude 69 deg 67'E 2. Port Colony: Latitude 23 deg 01' N; Longitude 70 deg 13'E

Management experience & years at company:
Copy of administrative report attached.

Number of Staff:			
Employed:	Yes	-	Number: 47
Part of Labour Pool:	Yes	-	Number: NA
Independent Contacting Company:	-	No	Number:

Facilities, please enter the number of facilities available:			
Container terminals:	NIL	Dry bulk terminals:	NIL
Ro-Ro terminals:	1 RORO Jetty	Gas terminals:	NIL
Oil terminals:	NIL	Passenger terminals:	NIL
Breakbulk / general cargo terminals:	L-SHAPE Jetty	Grain terminals:	NIL
Container depots:	NIL	Warehouses:	NIL
Temperature controlled warehouses:	NIL	Other (please specify):	-

Loss Prevention / Risk Management		
Please advise if you have the following in place:		
a) Risk / loss control management procedures:	Yes	-
b) Natural Catastrophe preparedness procedures:	Yes	-
c) Pollution control / environmental impairment control:	Yes	-
d) Maintenance programmes in accordance with manufacturers guidelines:	Yes	-
e) Staff training programmes:	Yes	-
d) Fire detection and sprinkler systems in place in for all property and equipment:	Yes	-
Do you have any of the following Security Precautions in place:		
24 hour security guards?	Yes	-
All buildings / perimeter fences / gates alarmed?	Yes	-

Loss Prevention / Risk Management		
Close Circuit TV (CCTV) / Security Cameras?	Yes	-
Do you maintain records of all security checks?	Yes	-
Distance to police station/check point	11 KM from Port (Approx.)	
Other? Please advise details:		

Have there been any labour / worker disputes or any protests / strikes within the last 5 years at the port or terminal?	-	No

Have any of the locations had an independent survey of the property and equipment during the last twenty four months?	Yes, by Marsh India Ltd and LSI Engineering	-
If yes, please provide copy of the report and have all recommendations been complied with?	attached	-
If no, please provide details of when the recommendations will be completed:		

THIRD PARTY LIABILITY

Please provide details of your insurance requirements:		
Requirement	**Currency**	**Amount**
Limit:	INR	As per the slip
Deductible:	INR	As per the slip
Current Premium:	INR	As per the slip

Services:			
Please answer "Y" if performed by you, "S" if performed by your subcontractor and "N" if not provided:			
Stevedoring:	N	Dredging:	N
Marine terminal operator:	N	Tugs:	Y / S
Navigational information and aids:	Y	Salvage / ship removal:	N
Marine traffic control:	Y	Bunkering:	S
Maintained water depths:	Y	Dumpsites / landfill:	N
Buoys and lighting:	Y	Waste disposal:	S
Pilotage:	Y	Diving:	N
Helicopter landing sites / airport:	N	Advice to other operators:	N
Warehousing:	N	Security (e.g. Police):	Y
Temperature Controlled Warehousing:	N	Emergency (e.g. Fire Services):	S
Other (please specify):			

Contracts and Indemnities:
Do you operate under your own Standard Trading Conditions or do you contract on Individual User Agreements, Port Tariffs, etc?. (Please provide copies)

Contracts and Indemnities:		
Standard Trading Conditions:	Yes	-
Individual User Agreements:	Yes	-
Port Tariff, act, bylaws, etc.:	Yes	-
Please advise your limit under contract with customers:	Limit: NA	
If you operate under contracts which differ from your Standard Trading Conditions, please provide details of where the contract is wider or more onerous:		
Do you have a legal responsibility for any property and/or equipment which you hire, lease or rent?	-	No
If yes, please provide details including but not limited to lease agreement, description, values, age, location including details of construction.		
Do you waive your rights of recourse under any contracts, agreements, etc.?	-	No
If yes, please provide details:		

Warehousing (Only answer this question if you provide warehousing services):		
Are you responsible for the cargo stored? **We don't store Cargo on Warehousing Terms**		
No responsibility:	N/A	-
Responsible but no responsibility for force majeure:	-	-
Responsible including force majeure:	-	-
Please provide average and maximum value of good stored at any one time:		
Average value at any one time:	-	
Maximum value at any one time:	-	

Tenants and / or Subcontractors:		
Is there a requirement in your contract with tenants and subcontractors that they have adequate liability insurance?	Yes	-
If yes, what is the minimum limit that you require?	Limit: no limit	
Do you check annually that all tenants and subcontractors maintain and renew their insurance?	Yes	-

Volumes:			
Please advise Cargo throughputs per Policy Year.			
Type	**Last Year (2022-23)**	**Current Year (2023-24)**	**Next Year Estimate**
Crude Oil (Lakh tonnes) (VADINAR)	449.20	474.17	480
POL (Lakh tonnes) (VADINAR)	99.55	106.85	110
Autos:	-	-	-
Passengers:	-	-	-

What is your annual revenue?
Currency:

What is your annual revenue?		
Last Year	**Current Year**	**Next Year Estimate**
Combined Revenue updated in Kandla Questionnaire, no separate books maintained		

How many vessel calls per annum, please provide figures broken down into size of vessel:			
Vessel Size	**Last Year**	**Current Year**	**Next Year Estimate**
< 30000 grt	181	198	200
30k to 60k grt	134	220	158
>60k grt	233	155	241
Total at Vadinar	**548**	**573**	**599**

Claims History Summary:					
Please attach a full itemised claims breakdown by loss (both paid and outstanding and any related fees or expenses including legal fees) for the last 5 complete years from ground up and advise of any deductible applicable.					
Year	**Claims Paid**		**Claims Pending**		**Total**
	Number	**Amount**	**Number**	**Amount**	
- Nil-					

Notes:
If not included in attached itemised claims breakdown, please provide details here:
Following any incident(s) have there been any mitigating / loss prevention procedures put in place? If yes, please provide details:

PROPERTY, EQUIPMENT & BUSINESS INTERRUPTION

Please provide details of your insurance requirements:		
Requirement	**Currency**	**Amount**
Limit:	INR	As per the slip
Property Deductible: ▪ Physical Damage ▪ Equipment Damage		
Business Interruption Deductible (Days):		
Business Interruption Indemnity Period (Months):		
Current Premium:		

Please provide a summary of property values broken down as follows (please attach a full itemised schedule with description, values, age, location including details of construction):		
Asset Type	**Currency**	**Asset Value**
Wharves, Docks, Quays and Jetties:	INR	(As per the valuation report provided by LSI)
Buildings:		
Warehouse/Storage Facilities:		
Utilities and miscellaneous property:		
Equipment:		

Please provide details of your top 5 customers or suppliers		
Name	**Services/Cargo**	**Revenue**
Indian Oil Corporation Limited	Crude imports- 28MMTPA	
Nayara Energy Ltd.	Crude imports + POL export 30MMTPA	

Please provide the Maximum Possible Loss	

Please provide your annual maintenance budget	Copy of R&M schemes attached

Power Supply		
Is your electricity supply generated by yourself or through external means?		
Generated by ourselves:	-	No
External supplier:	Yes (PGVCL)	-

Do you have a back-up / emergency generator?	Yes	-

Is there alternative reserve equipment or means of access available to mitigate any claim?	Yes	-
If yes, please provide details: **Diesel Generator**		

Claims History Summary:					
Please attach a full itemised claims breakdown by loss (both paid and outstanding and any related fees or expenses including legal fees) for the last 5 complete years from ground up and advise of any deductible applicable.					
Year	**Claims Paid**		**Claims Pending**		**Total**
	Number	**Amount**	**Number**	**Amount**	
2023	-	-	1	Preliminary assessment of ~ Rs.0.13 Cr(Biparjoy	Preliminary assessed damage incidents of OOT department are intimated on 20.06.2023

Claims History Summary:					

Notes:
If not included in attached itemised claims breakdown, please provide details here:) Preliminary assessed damage incidents (Biparjoy) ofl OOT.dept. are intimated on 20.06.2023
Following any incident(s) have there been any mitigating / loss prevention procedures put in place? If yes, please provide details:

ANNEXURE – B
Undertaking by the Bidder
(On the letter head of Bidder)

To
FA& CAO,
Deendayal Port Authority,

This is to certify that Mr./Mrs. .....(Name, Designation and Office address) has been authorized to sign all documents pertaining to your Tender No ..... dated 4th July 2024 (To be approved by FACAO) issued by Deendayal Port Authority.

We confirm that we have understood the requirements and we also confirm that we fully agree to all the terms of parameters of insurance cover. Our Policy wordings will fully comply with all the stated requirements of tender and there will be no condition in the insurance policy contrary to the tender terms &/ or parameters of cover and in any way dilute the said requirements of cover.

Yours faithfully

Signature
(Name: _____)
Designation:

Date: __ July 2024

Office Seal

ANNEXURE- C

Service Level Agreement between Deendayal Port Authority (hereinafter referred to as DPA) and _____, the insurer (herein after referred to as Insurer) on Insurance Program effective 24th July 2024 and confirmed by Marsh India Insurance Brokers Pvt. Ltd, Insurance intermediary of DPA (hereinafter referred to as Marsh)

1. Documentation:

i) Insurer will issue "Held Cover Certificate" within 24 hours of payment of premium towards Risk Cover Commencement stating the period of coverage after receipt of Premium by the Insurer.

ii) Insurer will issue draft (soft copy) of all policy copies to Marsh latest within 45 working days from the date of payment of Premium and after being duly vetted by Marsh, the Insurer will issue final policies in 5 (five) copies within 15 days after receipt of final clearance from Marsh. All these process shall not under any case exceed sixty (60) days from the inception of risk.

iii) All Terms, Conditions as per Tender including clauses, warranties and deductibles shall be attached / incorporated in the Policy Document strictly as per tender terms. No restrictive conditions/warranties etc in deviation from the Tender shall be imposed.

iv) All the Premium quoted by the insurer as per tender & as agreed after due negotiation between DPA & Insurer are fixed and final. No further premium will be asked in future till expiry of the policy subject to unaltered sum insurance and terms as mentioned in the Tender subject, however, that 10% Automatic Acquisition Clause will be applicable during the tenure of the policy and to be covered till that limit without any additional premium till the expiry of the policy. However, this above is subject to any Statutory payment due to legislation.

v) If any discrepancy arises as to the issued documents not being in conformity with the tender terms the rectification, "NIL" Endorsements shall be issued and delivered by the Insurer within 10 (Ten) working days from the date of request.

1. Copy of Held Cover Certificate/Policy /Endorsement or any other communication whatsoever to the Insured will also be copy marked to Marsh.

2. Prompt Communication:

The Insurer will promptly communicate to DPA on any matter having a bearing on insurance cover with copy to Marsh. Insurer shall address any issue raised by DPA or Marsh on any matter on the insurance program within 10 working days.

3. Non Cancellation clause

The insurance policies, issued by the Insurer shall not be cancelled by the insurer.

Claim Management:

a. The Insurance Company agrees to provide the names and contact details of their panel of surveyors to DPA and for effective / speedy settlement of claim Marsh will prepare a panel of surveyors for approval from insurance company.
b. Insurer shall depute surveyor from the panel, latest within 24 hours of reporting of any Claim by DPA/ Marsh.
c. Surveyor should submit his LOR within 3 days of his first visit. Surveyor will submit assessment sheet within 30 days of submission of all required documents by DPA/ Marsh. Such Assessment sheet will be submitted to DPA and Marsh.
d. On confirmation of the Assessment sheet by DPA/Marsh, surveyor shall submit Final Survey Report within 15 days of conveyance of such confirmation with a copy to DPA / Marsh.
e. Surveyor / Insurer shall abide by the relevant IRDA Regulation re: IRDA (Protection of Policyholders' interest) Regulations, 2002.
f. Insurer shall settle the claim within 30 days of the submission of Final Survey Report.

On Account Payment:

For estimated claims over Rs.200 lacs, the Insurer shall pay an "On Account" payment up to a limit of 50% of the total claim and the amount shall be made by the insurer within two months from the date of occurrence of loss subject to satisfaction of Surveyor's interim assessment. Settlement will not be held up on the plea/any reasons of Re-Insurer's concurrence or otherwise

Sd
Deendayal Port Authority

Sd

(Name of the insurance Co.)

Sd
Marsh India Insurance Brokers Pvt Ltd.

Annexure D - PRICE BID

PARTICULARS	SUM INSURED	SINGLE LOSS LIMIT/ (INR)	GROSS PREMIUM (INR)	GST (INR)	TOTAL PREMIUM (INR)
A. PORT PACKAGE	-	INR 400,000,000			
(I) All Third Party Liabilities including Environmental pollution and Wreck removal sublimit of INR 50,000,000)					
(II) Real & Personal Property except handling equipment	INR **61,711,411,800 .00**	**INR 5,550,000,000**			
(III) Port Handling Equipment	INR **4,307,532,986.00**	**INR 1,050,000,000**			
Total Sum Insured (II) + (III)	INR **66,018,944,786.00**				
(IV) Business Interruption - (including due to channel/ waterways blockage/ damage to pipelines and blockage of any land access within immediate vicinity of the port/ terminal)	Indemnity period 2 months Annual Revenue (estimate 2024-25) - **INR 27,107,385,666/-** Annual Revenue less variable cost (estimate 2024-25) – **INR 25,759,485,666/-**	INR 1,000,000,000			
COMBINED SINGLE LIMIT UNDER PORT PACKAGE(I+II+III+IV)		**8,000,000,000**			
B. MARINE HULL PACKAGE	As per annexure J	**INR 2,084,100,000**			
C. TERRORISM Combined Single Limit for Property Damage, handling equipment and Business Interruption INR 7,600,000,000. Third party liability INR 400,000,000	**DEDUCTIBLE:** Material Damage: 2% of claim amount subject to minimum of INR 300,000 Business Interruption: 7 days TPL: INR 500,000 any one accident/ occurrence				
GROSS TOTAL premium quoted A+B+C (in figures)	-	-			

GROSS TOTAL premium quoted A+B+C (in words)					

Note:

1) The premium quoted is on Gross basis inclusive of all costs, loading & discounts etc. but excluding GST. GST has to be shown separately.
2) The premium is quote only in India Rupees and no Foreign Exchange is payable under any circumstances.
3) The price includes all the coverage as stated in the tender.
4) Amount to be quoted in Whole rupees.
5) Please see the tender document for deductibles

Authorized Signatory

For and on behalf of the Insurance Co.

Claims details in the last 5 years (amended as per the Port Questionnaires)

Year	Cause of Loss	Quantum of Loss
29th May 2023	Consolidated Damage incidents of Mechanical Engineering Dept. due to cyclone.	INR 1.4 Cr.
20th June 2023	Consolidated Damages of Civil and Mechanical Engineering Dept. due to cyclone - Biparjoy	INR 10.18 Cr
14th June 2024	Complete loss of Buoy No: 4	INR 0.16 Cr
	Total	**INR 11.74 Cr**

Marsh

Marketing Property Risk Evaluation Report

Address Surveyed: KANDLA, KUTCH,GUJARAT, INDIA

DEENDAYAL PORT TRUST (DPT)

July 04 & 05, 2023

DEENDAYAL PORT TRUST (DPT)	
Location Surveyed	Kandla, Kutch, Gujarat, India
Surveyed By	Varun Suri
Survey Dates	04th & 05th July 2023
Date Last Surveyed	17th to 18th July 2019
Site Contacts	Mr. B. Bhagyanath – Chief Accounts Officer Mr. Prakash Shahdadpuri – Accounts Mr. Kamal – Civil Department Mr. P. Shrinivasu – Electrical Department Mr. Rajdev – Marine Department Mr. Apurva Jdeja – Signaling Department Mr. Kishore – Signaling Department Mr. Aseem – Fire Department
Q/A Review By	Mr. Harish Natarajan
File Name & Rev.	MPRE_DPT_JULY_2023_VER.01

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Contents

Section 1

Purpose and Scope

The purpose of this report is to assist M/s Deendayal Port Trust, Kandla with the implementation of a Risk Management Strategy to prioritize risk improvements and mitigation strategies. The analysis carried out is based on data provided by site personal and physical review of the facility situated at Kandla, Gujarat (India) during the site visit on 04th & 05th July 2023.

Scope

This survey was carried out at Deendayal Port Trust (DPT) from 4th & 5th July 2023, and involved a review of building construction, site operations/occupancy, fire protection systems, and external exposures excluding life safety. Updates and status of the recommendations suggested in 2019 are also reflected in the report. The review is in line with International Loss Prevention Standards such as NFPA and FM Global standards. The report relates to the following perils:

- Equipment breakdown
- Fire
- Natural Hazards
  - High Wind Damage
  - Non-structural seismic exposure

This survey also included a review of administrative controls such as crane testing & maintenance, electrical systems testing & maintenance, natural hazard emergency response plans, hot work control, self-inspection survey, fire emergency planning, testing & maintenance of fire protection systems and impairments to these systems, etc., No tests such as fire pump test or hydrant loop tests were witnessed or performed.

The basis for the evaluation is interviews conducted with:

- Mr. Prakash Shahdadpuri – Accounts
- Mr. Kamal – Civil Department
- Mr. P. Shrinivasu – Electrical Department
- Mr. Rajdev – Marine Department
- Mr. Apurva Jdeja – Signaling Department
- Mr. Kishore – Signaling Department
- Mr. Aseem – Fire Department

The visit comprised an inspection of the following areas/structures at the Kandla Port Trust:

- Rail Mounted Quay Crane no 4 (Wraft crane no. 4 – 25 ton) at DPT (Evaluation of one crane on sample basis)
- Rubber Tired Gantry Crane no 1 (HMC no. 1 – 63 ton) at DPT (Evaluation of one crane on a sample basis)
- Rubber Tired Gantry Crane no 3 (HMC no. 3 – 120 ton) at DPT (Evaluation of one crane on a sample basis)
- Coal Storage area (Evaluation of coal storage practices on sample basis)
- Storage sheds - Dome shaped shed & Shed no. 34 (Evaluation of storage practices on sample basis)
- 34 Hectare yard Dust Suppression Sprinkler System. (Evaluation of one pump room on sample basis)
- 66 KV main switch yard, Transformers yard, HT & LT control panel room, Emergency Generators room (Evaluation of electrical systems)
- Fire Station at oil jetty area & its fire pump room no. 2. (Evaluation of fire pump room on sample basis).
- Signaling Station including Vessel Monitoring System.

The visit doesn't comprise an evaluation of following areas • as access to these areas were restricted:

- The container terminals operated by M/s Kandla International Container Terminal.
- Liquid cargo terminal and outdoor liquid tank farm area operated by private entities on build, operate and transfer basis (BOT).
- Tuna Tekra Bulk Terminal operated by Adani Kandla Bulk terminal Ltd.
- Tuna Bunder

Section 2

Executive Summary

Deendayal Port (DPT) is located at the west coast of India. DPT was formulated under the Major Port Trust Act, 1963 in February 1964. DPT, Kandla Port mainly handles Liquid, Dry (bulk and breakup) cargo and Container cargo (operated by M/s Kandla International Container Terminal). DPT have 14 Multipurpose dry cargo berths, 2 container terminal berth which is operated by a third party on a BOT basis there are 7 nos. oil jetties handling liquid cargo (Storage and Material handling by private and public sector woperator such as IFFCO, IOCL etc.) at Kandla creek.

Any loss event at the site will lead to major physical damage followed by major business interruption for DPT and other third parties, which are dependent on DPT.

The port site benefits from system interlocks, equipment protection, devices, and preventive maintenance for the ship-to-shore cranes and shore cranes in accordance with International Property Loss Prevention Standards to mitigate equipment breakdown exposures and to increase the reliability of the cargo handling equipment at the port site. The Site is also provided with a hydrant system as part of fire protection for all the oil jetties and dry cargo handling areas. The main power transformer is provided with nitrogen injection fire protection system. In addition to this, dust suppression sprinklers are provided in the coal pile storage yard. The site is also benefits from Management programs such as electrical maintenance, emergency response, hot work and ignition controls etc. are formalized.

A major risk inherently present at the ports is equipment breakdown hazard associated with the ship to shore cranes shore cranes. Developing testing and maintenance programs for protective interlocks for cranes will help in ensuring the reliability of these protection systems as well.

The port site is located in the 55 m/s wind zone. Though the crane securement aids are provided and port personnel are well trained to implement the crane securement procedures. However, there is no documented “Crane Securement Procedure Manual” (CSPM) in accordance with International Loss Prevention Standards. In absence of documented CSPM the procedures may not be implemented as intended which can result in catastrophic collapse/slide damage to the cranes and extended periods of downtime for port operations. Also as the port lies in the 250 year return period earthquake zone, inadequately anchored transformers, electrical panels, critical rack servers and battery banks can topple leading to a short circuit and subsequent fire starting at the port facility and in turn give rise to extended periods of business interruptions for port operations. With a history of damage at the site due to earthquake and wind it becomes more imperative to frequent mock drills for these natural hazards in order to be more prepared for the event.

Site is not exposed to riverine flood as per Munich Re’s Nathan tool. Site is located in high flash flood zone. As per IMD report, the 100 year 24 rainfall level is 480 mm for surface water

accumulation. Since building`s finished floor level is about 600 mm high from ground surface level, exposure to flash flood is observed to be negligible.

As reported at site the high tide level at Kandla port is 7 m above the mean sea level and Jetty terminal is elevated 14 m above the mean sea level. The reported storm tide for kandla port is 3 m above the high tide level. The finished floor level of storage blocks are about 0.5 m above the ground surface level hence storm surge exposure is considered to be low.

A fire in the 66 KV sub-station can lead to longtime interruption in the power supply till the system is restored. Providing adequate automatic fire protection system for the 66 KV sub-station room along with adequate passive fire protection measures will help in minimizing the loss exposure for this critical area.

Overall, Port Management is committed to loss prevention and is willing to improve the risk at the site. The report provides a detailed analysis of important risks present at the location and means to mitigate those risks. A total of twenty two Opportunities for Improvement are suggested along with five new and seventeen open recommendation in the areas of Management Programs and Physical Protection.

From the past risk evaluation survey conducted in 2019 two recommendations regarding the Emergency response plan - Wind Emergency & Earthquake Emergency Reponses Plan are under finalization.

Changes since Previous Survey

1. Power transformer of 10 MVA installed at the 66 KV substation.
2. New oil jetty number 7 operational in 2023.

Planned Changes / Projects

The site management has planned revamping of fire hydrant system and fire pumps at the dry cargo port and oil jetty area.

Section 3

Opportunities for Improvement

Opportunities for Improvement (OFI) are suggested to mitigate risks. They are intended to create value and manage risk exposures while maintaining relevance to your business objectives. The Opportunities for Improvement addresses either specifically identified Risks to Manage[SM] or they are suggested as general sound risk management to implement at the location.

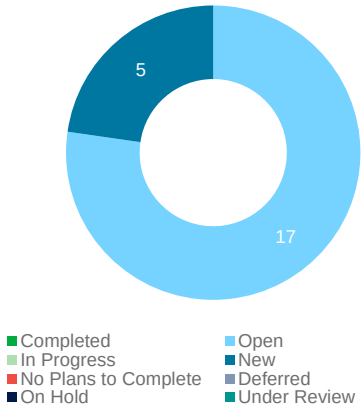
Prioritization of OFI's are classified in line with the following indicative Risk Assessment Matrix (RAM). The relative risk associated with each OFI is measures the estimated consequences of the damage versus the likelihood of occurrence.

Risk Assessment Matrix (RAM)

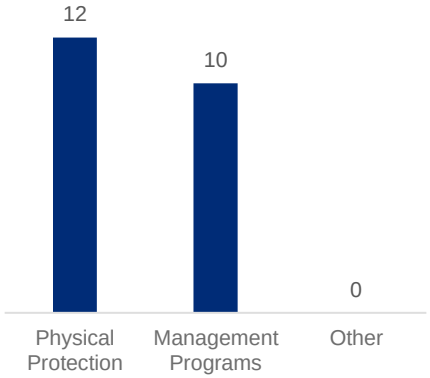
	Consequences				
Likelihood	**Insignificant**	**Minor**	**Moderate**	**Major**	**Catastrophic**
Almost Certain	**Priority 2**	**Priority 2**	**Priority 1**	**Priority 1**	**Priority 1**
Likely	**Priority 3**	**Priority 2**	**Priority 2**	**Priority 1**	**Priority 1**
Possible	**Priority 4**	**Priority 3**	**Priority 2**	**Priority 1**	**Priority 1**
Unlikely	**Priority 4**	**Priority 4**	**Priority 3**	**Priority 2**	**Priority 1**
Very Rare	**Priority 4**	**Priority 4**	**Priority 3**	**Priority 2**	**Priority 2**

A graphical summary of the current opportunities for improvement are shown below:

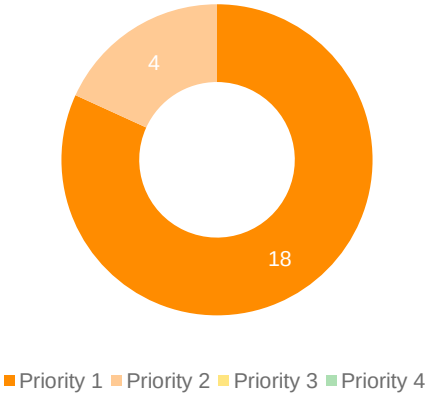
OFI COUNT BY STATUS



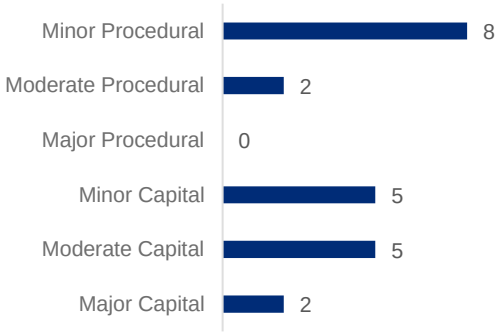
OFI COUNT BY CATEGORY



OFI COUNT BY PRIORITY



OFI COUNT BY EFFORT OF IMPLEMENTATION



Management Programs

2023-001	Business Continuity Plan		
Status	Open	**Issue Date**	05-07-2023
Priority	Priority 2	**Type**	Maintenance Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following suggestions are made in regards to developing the business continuity management: • Develop a business continuity management plan taking into consideration the capacities of each berth and oil jetties along with the availability of the cranes and lifting equipment. • Include the non-availability of the 66 KV incomer switch room along with distribution rooms in the business continuity planning especially the panels in each successive electrical distribution rooms that supplies to the downstream power distribution block in radial configuration. • Include the contingency plan taking into consideration the spares available for the critical equipment and related repair facilities. • Carryout out a table top exercise to understand the likely impact of unforeseen events on the business to ensure the reliability of the developed plan.		
Observation	• The site has no such documented business continuity planning.		
Effort of Implementation	Minor Procedural		

2023-002	Crane Securement Procedures Manual		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 1	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following suggestions are made regarding the cranes securement plan: • Augment the existing crane securement program for the RMQC's and shore cranes by developing a crane securement procedure manual (CSPM) in accordance with FM Global datasheet 1-28. Include procedures for the various cranes, crane configurations, and all applicable operational and non-operational conditions and associated wind speed limits. Verify that the securement plan in conjunction with the existing wind emergency response plan has been tested and proven to demonstrate cranes can be moved to their secured location prior to the onset of damaging winds.		

2023-002	Crane Securement Procedures Manual

	• For proper wind securement of cranes at varying expected wind speeds, implement the necessary securement methods for all operational and non-operational modes, including the following:
	  ○ Operational (in-service) wind speed limits
	  ○ Maintenance or parked wind speed limits
	  ○ Storm-secured (stowed, out-of-service) wind speeds
	• Obtain detailed calculations, prepared by a licensed engineer, for each of the above-mentioned operational modes and securement methods. Keep them on file and readily accessible for help in assessing the adequacy of the securement procedures.
	• Record and track the time needed to secure the cranes.
	• Base the maximum in-service wind velocity on the least-favorable wind effects associated with crane operations (e.g., Hoisting and Slewing).
	• When winds in excess of the maximum in-service wind are forecast within the next 24 hours, secure cranes before the wind velocity reaches the maximum in-service wind speed.
	• Follow the procedures in the CSPM in conjunction with the wind emergency response plan whenever a crane is to be left overnight, stowed, or placed out of service.
	• Provide securement under operational conditions along the crane tracks, spaced so the cranes can be moved to the securement location in time to prevent damage or malfunction from winds in accordance with the wind emergency response plan and CSPM.
	• Ensure that the cranes are provided with adequate means of motorized travel (e.g., gantry wheel motors) to allow the crane to move to its designated securement position in the allotted time per the CSPM and wind emergency response plan. Provide the needed motor capacity based on the assumption that the crane will be travelling into a direct head wind.
	• Record and track the time needed to secure the cranes. Establish an in-house audit procedure to monitor the effectiveness of the manual securement and tie-down procedures in accordance with the CSPM.
	• For each crane, ensure the operator and at least two other individuals are assigned primary responsibility for windstorm securement of the crane.
	• Apply stowage pins, wheel wedges, rail chocks, or other wind-resisting devices in accordance with the CSPM when the crane is not in service.

Observation	• The site has no such documented Crane Securement Procedures Manual for Waft cranes and Harbor Mobile cranes.

2023-002	Crane Securement Procedures Manual
Effort of Implementation	Minor Procedural

2023-003	Thermography Studies		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 2	**Type**	Maintenance Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Formalize a program to carryout annual thermography studies for the electrical network at site. Following suggestions should be taken care of for the thermographic scans: • Defects should be promptly corrected and repeat the scans again to verify defect rectification. • Documentation to include actual photographs of parts scanned, corresponding thermo-graphic image, permissible temperature levels, defect identification, counter measure provided to rectify defect and post rectification thermo-graphic image. • Develop a standard operating procedure for the thermography studies conducted at site and include the following ○ Tolerance limits vis-à-vis the relative temperature difference between the RYB phases and at the end terminations for a system ○ Priority and turnaround time for closure of recommendations provided in the thermography study.		
Observation	• No such Thermography studies conducted at the site till now.		
Effort of Implementation	Moderate Procedural		

2023-004	Electrical Maintenance		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 1	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following suggestions are made in respect to the electrical maintenance: • Consider carrying out Dissolve Gas Analysis for the Power transformer for the period of two consecutive years. Trend the result from the two years to understand if there is any developing abnormalities. If the trending doesn't indicating any abnormality, schedule the next DGA		

2023-004	Electrical Maintenance

test once every three to five years. If there is any indication of increasing Gas rates determine the reason for the increase of the same and attend for the situation. Post rectification of any identified issue carry out the DGA test for another two successive years and proceed as per above enumerated methodology.

- Carryout Furan Analysis and Corrosive Sulphur testing for transformers above 5 MVA capacity once every 3 to 5 years.
- Ensure that all the critical LT circuit breakers (415 V/426 V/440 V) are calibrated with either primary current injection or secondary current injection. The recommended frequency for calibration is once in three years.

Table 1. Electrical Tests for Low-Voltage Circuit Breakers

Test	*Comment*	*Acceptance Criterial*
Low resistance	Measure the resistance of bolted connections using a low-resistance ohmmeter (Ductor®).	Compare resistance readings between similar bolted connections. There should not be any difference greater than 50% between resistance readings. Verify that resistance readings are below the maximum value recommended by the manufacturer.
Contact resistance	Measure the contact resistance of each pole.	Compare to manufacturer's recommended values. There should be no deviation of the contact resistance readings between poles greater than 50% of the lowest value.
Insulation resistance	Measure the phase-to-phase and phase-to-ground insulation resistance of each pole with the circuit breaker in the open and closed positions.	The insulation resistance reading should be at least 100 Mohm.
Trip and close coil voltages (optional)	Measure the voltage required to operate the trip and close coils. Also verify the trip and close coils are functioning properly.	The operating voltages should be within the manufacturer's recommended values.
Primary current injection testing[1, 2]	Verfiy proper operation and response of the protection functions of the breaker.	The protection relays should pick up and operate at currents within the tolerance band specified by the manufacturer.

[1] Circuit breakers with direct tripping can only be tested by primary current injection. Circuit breakers with discrete solid state protection relays may be tested by secondary current injection. A functional test should be included in addition to secondary current testing.

[2] If switchgear is equipped with ground fault protection, this protection should be tested periodically in accordance with the equipment manufacturer's guidelines and results documented as part of the switchgears routine service and test program.

- Refurbish the existing inspection, testing, and maintenance program for the VRLA batteries as per the below schedule and document these:

Weekly Test

- Visual inspection of the battery room and battery system components for identification of any abnormal condition (e.g. room ventilation failure, excessive room temperature).

Monthly Test

- Check and record the float voltage and current at the terminals.
- Check and record charger voltage and current.
- Check ambient temperature and look for evidence of corrosion, leaks, overheating, and distorted cases.
- Check battery monitoring systems to ensure they are operational.

Quarterly Test

2023-004	Electrical Maintenance
	• In addition to checking the individual cell voltage of all cells, check the internal Ohm values and negative terminal temperature of 10 of the cells. **Annual test** • In addition to quarterly inspection, check inter cell resistances and the string AC ripple in the charger waveform must be within the manufacturer's tolerance. • Perform a capacity test every two years for sealed lead acid (VRLA) batteries. When deterioration in capacity is noticed, increase the frequency of testing to once every year. Replace the battery when its measured capacity approaches 80% of its rated capacity.
Observation	• Currently, the BDV test for the transformer oil is being carried out every year. No such DGA was conducted for transformers. • Augmentation reported in UPS Battery Banks.
Effort of Implementation	Moderate Procedural

2023-005	Valve Supervision		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Formalize a valve supervision program for all the isolation valves in the fire protection network. • Number each and every isolation valve starting from the suction line to the fire pumps including the valves on the pressure sensing lines and the diesel supply line to the diesel engine driven pump. • Chain and lock all the isolation valves identified in the water based fire protection network as a part of the valve supervision program, in their normally open position (single key for all locks). • Create a checklist for valves identified above to carry out periodical inspections weekly, monthly, and annually) and exercising of all the isolation valves (Butterfly valves and gate valves). – Weekly Inspection • Confirm valve is not mechanically damaged. • Confirm valve is open and locked. For gate valves screw threads should be exposed approximately one pipe diameter. – Annual full exercise of valves • Open the chain and lock.		

2023-005	Valve Supervision
	• Perform full valve operation, open the valve to full open position and re-lock in the full open position. • For gate valves verify the numbers of turns for open/close is appropriate. • Use the impairment management system when full exercising of the isolation vales is performed. • Perform the full exercising of control valves when any of them is closed for planned/emergency maintenance of the fire protection network.
Observation	• No such valve securement was observed at the site.
Effort of Implementation	Minor Procedural

2023-006	On Site Fire Emergency Plan Augmentation		
Status	New	**Issue Date**	24-05-2023
Priority	Priority 1	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	The following Improvement are suggested: • Update the existing fire emergency response plan with personnel identified for the following roles from a property loss prevention perspective in every shift, off hours and holidays with their back-ups. • Carryout periodic mock drills for personal identified as recommended and train them on the actions expected from the during a fire emergency. **Pump Room Operator** • Personnel who know to start the pump in manual mode if the pump is not running and ensures its operations throughout the emergency situation. The pump should be stopped only if the team leader directs its stoppage. **Control Valve Operator** • Person who knows where all sprinkler system control/ isolation valves are located and is responsible for operating them in the event of a fire. If the valve is safely accessible, this person goes to the valve that controls the sprinklers protecting the fire area, makes sure the valve is open. **Salvage Team** • Personnel who are entrusted with getting the facility back in operation as soon as possible after an emergency, who know how to salvage and clean equipment and stock immediately		

2023-006	On Site Fire Emergency Plan Augmentation
	during and after an emergency. Concentrating on valuable stock and equipment and mopping up to remove dampness and drying out areas wetted by firefighting are typical tasks to handle. **Electrician** • Electrician for isolating affected electrical network and setting up emergency power and lighting as required. **Note:** The draft of the updated Fire Emergency Response Plan can be made available for the Marsh's Review before being formalized at site. This can be taken up as a separate consulting assignment.
Observation	• Emergency response plan is available at the site however certain roles needs to be defined. Roles recommended above can be integrated into the existing plan.
Effort of Implementation	Minor Procedural

2023-007	Weekly Fire Pump Tests		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	The following improvements are recommended for the weekly, quarterly and annually inspection & maintenance of fire pumps: **Weekly** • Start the electric motor driven pump in "Auto" mode with a drop in system pressure (by opening the drain valve in the pressure sensing line). Record the pump starting pressure. Repeat the above procedure for the diesel engine driven pump. • Check for excessive vibration, unusual noise, or other signs of malfunction. Make corrections as needed. Discontinue the test if destructive failure appears imminent. Make repairs as soon as possible. If all appears normal continue with the test. • Operate the pump continuously for the appropriate time period; a minimum of 10 minutes for electric motor driven pumps and a minimum of 30 minutes for the diesel engine driven pump in churn condition (no water demand condition at any hydrant point). The electric motor driven pumps should be run as recommended above after providing the circulation relief valve.		

2023-007	Weekly Fire Pump Tests
	Monthly • Inspect and clean the intake strainer or filter to prevent clogging. • Ensure the sea water intake valves are functioning correctly and opening fully. • Verify the proper functioning of control switches, alarms, and indicators. • Conduct a monthly flow test to ensure the pump is delivering the required water flow. • Adjust the pump speed or impeller settings if necessary to achieve desired performance. **Quarterly** • Perform a comprehensive inspection of the entire pump system, including bearings, shafts, impellers, and seals. • Clean and flush the pump internals, including impellers and volute casings, to remove any accumulated debris or sediment. **Annually** • Perform a complete pump overhaul, including disassembly, cleaning, and inspection of all components. • Perform annual pump performance test
Observation	• The fire pumps are kept in manual mode and above augmentation are suggested.
Effort of Implementation	Minor Procedural

2023-008	Hot Work Controls		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable

Description	Following improvements are suggested:
	• Include a continuous post hot work fire watch period for one hour when irregular hot work is carried out in the following areas:
	  • Combustible storage area
	  • Flammable storage area
	  • Conveyor belts
	  • Hydraulic oil storage and handling area		

Observation	• The site has documented hot work permit system with Job safety analysis and pre-inspection of the work area.		

2023-008	Hot Work Controls
Effort of Implementation	Minor Procedural

2023-009	Wind Emergency Response Plan Drill		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following improvement are suggested • Conduct a drill for a wind emergency response plan involves careful planning and coordination to ensure the safety of all participants. • Prepare a comprehensive drill plan outlining the objectives, scenario details, timeline, roles and responsibilities of participants, and any specific protocols to be followed during the drill. Share this plan with all relevant stakeholders to ensure everyone is aware of their roles. • Assess the effectiveness of the response plan, identify strengths and weaknesses, and suggest improvements.		
Observation	• The site has documented flood emergency response plan which is under approval stage.		
Effort of Implementation	Minor Procedural		

2023-010	Fire Protection and Detection Impairment Program		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 2	**Type**	Management Program
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Formalize an impairment management program to manage all types of impairments (planned/emergency) to the fire protection and fire detection system at site by drafting a documented policy framework/standard operating procedure. Include the following line items in the policy/ standard operating procedure (as a minimum): • Systems to be managed (e.g. hydrant system, fire pumps and fire pump room auxiliaries)		

2023-010	Fire Protection and Detection Impairment Program
	• What constitutes impairment (e.g. closure of an isolation valve in the fire water network including the fire pump room, breakdown of fire pumps, weekly testing of fire pumps, etc.)? • Internal communication of impairment and escalation matrix (e.g. Reminders to be send concerned department that impairment exists and immediate action needs to be taken to fix the impairment. After the planned date of fixing, the impairment is lapsed) • Protection measures required till the impairment is fixed based on severity of the impairment, area affected and fire hazard exposure (e.g. additional security watch for the area affected by impairment, disallowing hot work at site till impairment is normalized).
Observation	• The site is not having documented fire protection and detection impairment program.
Effort of Implementation	Minor Procedural

Physical Protection

2023-011	Fire Protection and Detection for Crane		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Protection
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following recommendations are suggested: • Provide total gas flooding system for the control panel cabinet room of the waft cranes. Suggested to refer NFPA 2001 as the guiding document in terms design and installation guidelines (e.g. extinguishing concentration, discharge time, etc.,) for the total gas flooding system. • Explore the possibility of providing total gas flooding system for the control panel cabinet room of the HMC Cranes as per NFPA 2001 as termed above. Till such time the above recommendation for total gaseous flooding system is taken up for completion, implement the following measures: • Provide spot type smoke detection for the control panel cabinet rooms and the crane motor-gear and electric distribution room of the ship to shore cranes and shore cranes. The design and installation of the detectors shall conform to the guidelines in NFPA 72/FM Global datasheet 5-48 & 5-40.		

2023-011	Fire Protection and Detection for Crane					
	• Raise an alarm at the operator cabin and at bottom of the crane / manned area location when the initiating devices are triggered.					
Observation	• The machine room and electrical drive panel rooms of Waft cranes and HMC cranes are not equipped with auto fire suppression system and installed smoke detectors at the areas were observed non-operational.					
Client Response	Port Management will explore the recommendations further for possible completion.					
Marsh Advisory Comment	None					
Loss Expectancy (Current – in INR)	**PDLE**	₹799,761,524	**BILE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI
Loss Expectancy (After Completion)	**PDLE**	₹80,000,000	**BILE**	2 Weeks BI	**TOTAL**	₹80,000,000 + 2 Weeks BI
Effort of Implementation	Moderate Capital					
Loss Scenario	Fire in crane machine room/electrical drive panel room.					

2023-012	Wind Velocity Monitoring and Interlocking of Cranes		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Mechanical Integrity
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following recommendations are suggested for each crane • Install a wind velocity-indicating device mounted at or near the top of the crane. • Install the velocity read-out of the indicating device in the operator's cab. • Provide visible and audible alarms to the cab and to remote control stations when the maximum in-service wind velocity is exceeded. • Establish a program to check the calibration and accuracy of all wind velocity-indicating devices.		
Observation	• Anemometer was installed only at 120 Ton waft crane however was observed not working and other cranes are provided with anemometer and alarming system.		

2023-012	Wind Velocity Monitoring and Interlocking of Cranes					
Client Response	Port Management will explore the recommendations further for possible completion.					
Marsh Advisory Comment	None					
Loss Expectancy (Current – in INR)	**PDLE**	₹5,219,232,885	**BILE**	15 Months BI	**TOTAL**	₹5,219,232,885+ 15 Month BI
Loss Expectancy (After Completion)	**PDLE**	₹0	**BILE**	0	**TOTAL**	₹0
Effort of Implementation	Moderate Capital					
Loss Scenario	Damage of unsecured cranes during heavy wind event					

2023-013	High wind damage Design		
Status	New	**Issue Date**	04-07-2023
Priority	Priority 1	**Type**	Exposure
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following improvement is suggested for the revamping of damaged sheds from recent cyclone. • For the reinstatement of the metal roof sheets/metal wall cladding and glass windows ensure that the securement (consider 3 second wind gust of 55 m/s wind damage) of these to secondary structural elements are as per Global Best Industry Practices Like FM Global Datasheet 1-28 or ASCE 7 or equivalent international standards. • Consider a safety factor of 2.0 for the corner, perimeter, and field basis Global Best Industry Practices. • Establish a routine maintenance plan to inspect and maintain the buildings regularly. This includes checking for any damage, loose components, or deteriorating materials that could compromise their ability to withstand wind forces.		
Observation	• It is verbally reported that the structures were designed basis the 40m/s wind load. The major of the storage sheds and wind screens were found damaged due to latest cyclone biperjoy with maximum sustained wind speed of 35-38 m/s gusting to 41 m/s.		
Client Response	The site team indicated that this recommendation will be studied for possible completion.		
Marsh Advisory Comment	Marsh can help with the plan review to verify the adequacy of securement for the building envelope as a separate consulting assignment.		

2023-013	High wind damage Design					
Loss Expectancy (Current – in INR)	**PD LE**	₹5,219,232,885	**BI LE**	15 Months BI	**TOTAL**	₹5,219,232,885+ 15 Month BI
Loss Expectancy (After Completion)	**PD LE**	₹0	**BI LE**	0	**TOTAL**	₹0
Effort of Implementation	Major Capital					
Loss Scenario	High wind damage of the structures.					

2023-014	Fire Hydrant Improvement					
Status	New		**Issue Date**	04-07-2023		
Priority	Priority 1		**Type**	Protection		
OFI Issued By	Marsh		**Insurer Rec No.**	Not Applicable		
Description	Following improvements are suggested: • Ensure routine maintenance of filtration system to remove impurities, sediment, and debris from the sea water before it reaches the fire hydrant system. • Implement regular maintenance and inspection programs to detect and address any corrosion issues promptly. • Verify whether the fire hydrant system can meet the intent of IS 13039 (2019 version) and OISD guidance as applicable. Where there is non-conformance modify the system to meet the above intent.					
Observation	• The fire hydrant system was observed to be corroded at dry cargo storage yard and chocking issues were reported at the oil jetty area.					
Client Response	None					
Marsh Advisory Comment	Consulting solution marsh advisory India can help in reviewing the existing fire hydrant system conformance to IS 13039 along with providing the hydraulic calculations as a separate consulting assignment if the as built hydrant system drawing in auto cad format (Scale drawing) is made available.					
Normal Loss Expectancy (Current – in INR)	**PD LE**	₹799,761,524	**BI LE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI

Normal Loss Expectancy (After Completion)	**PD LE**	₹80,000,000	**BI LE**	2 Weeks BI	**TOTAL**	₹80,000,000 + 2 Weeks BI
Effort of Implementation	Minor Capital					
Loss Scenario	None					

2023-015	**Hydraulic Spray Fire**		
Status	New	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Mechanical Integrity
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following improvement are suggested: • Attend to the hydraulic oil release observed from the 120 Ton HMC 3 crane at and rectify the source of the release at the earliest. • Explore with the original equipment manufacturer of the cranes for the usage of FM Approved industrial fluids for the hydraulic controls. Carryout the following for the smaller hydraulic power packs used in the crane motor-gear and electric distribution room of the ship to shore cranes (e.g. for emergency braking): ○ Install a heavy gauge metal of 2 mm spray hood or barrier over the small power packs till the end use points. Support the barrier on the unexposed side. Provide Heat Actuated Detectors (HAD's) under the spray hood. Wire the detectors to shut off the pumping mechanism of the hydraulic power pack with the activation of the HAD's. Select heat detector settings to avoid spurious alarms in the upper range of expected operating temperatures in the respective areas. Select the detector temperature ratings as specified in FM Global Data Sheet 5-48, Automatic Fire Detection. Provide electronic supervision for fire detection system detection and trouble conditions and annunciate detection/trouble alarms in the crane operator cabin.		

2023-015	Hydraulic Spray Fire
	Table 1. Selection of Detector Temperature Rating Temperature Rating Range of Detector / Maximum Expected Ceiling Temperature °F / °C / °F / °C 135 to 174 / 57 to 79 / 100 / 38 175 to 249 / 79 to 121 / 150 / 66 250 to 324 / 121 to 162 / 225 / 107 325 to 399 / 163 to 204 / 300 / 149 400 to 499 / 204 to 260 / 375 / 191 500 to 575 / 260 to 302 / 475 / 246 **Excerpt from FM Global datasheet 5-48 for selection of heat detectors**
Observation	• Hydraulic oil release was observed from the HMC 3 – 120 Ton crane break arrangement.
Client Response	The site team indicated that this recommendation will be studied for possible completion.
Marsh Advisory Comment	None
Loss Expectancy (Current – in INR)	**PD LE** ₹799,761,524 **BI LE** 9 Months BI **TOTAL** ₹799,761,524 + 9 Month BI
Loss Expectancy (After Completion)	**PD LE** ₹0 **BI LE** 0 **TOTAL** ₹0
Effort of Implementation	Minor Capital
Loss Scenario	Hydraulic Spray fires

2023-016	66 KV substation Room		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 1	**Type**	Protection
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following recommendations are provided in regards to the 66 KV substation room:		

2023-016	66 KV substation Room					
	• Provide automatic gaseous fire protection system for the electrical panels installed in the 66 KV substation room as per FM/NFPA standards. • Seal all the cable openings present in the electrical panel room with FM approved/UL listed fire rated material of two hours fire rating. • Provide drainage system at substation room underground cable trench.					
Observation	• 66KV substation panel room is not equipped with any fire detection and protection system.					
Client Response	Port Management will explore the recommendations further for possible completion.					
Marsh Advisory Comment	None					
Loss Expectancy (Current – in INR)	**PDLE**	₹799,761,524	**BILE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI
Loss Expectancy (After Completion)	**PDLE**	₹80,000,000	**BILE**	2 Weeks BI	**TOTAL**	₹80,000,000 + 2 Weeks BI
Effort of Implementation	Moderate Capital					
Loss Scenario	Fire in 66KV substation panel room.					

2023-017	Server Room Protection		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 1	**Type**	Protection
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following improvements are recommended • Provide double interlock pre-action sprinkler system for the Vessel Traffic Control Server Room. The design and installation of the system should be as per FM DS 5-32 and FM DS 2-0. Individual parts of the pre-action sprinkler system shall be of FM Approved/UL Listed make to increase the reliability of the system. • Alternatively provide total gas flooding system for the Vessel Traffic Control Server Room. Ensure that NFPA 2001 is used as the guiding document in terms design and installation guidelines (e.g. extinguishing concentration, discharge time, etc.,) for the total gas flooding system.		

2023-017	Server Room Protection					
	Individual parts of the flooding system shall be of FM Approved/UL Listed make to increase the reliability of the system.					
Observation	• The vessel traffic control server room is not equipped with any auto protection system.					
Client Response	Port Management will explore the recommendations further for possible completion.					
Marsh Advisory Comment	If the above recommendations are taken up for completion, Marsh Risk Consulting can be contacted for support during the design and installation phases of the above systems.					
Loss Expectancy (Current – in INR)	**PD LE**	₹799,761,524	**BI LE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI
Loss Expectancy (After Completion)	**PD LE**	₹80,000,000	**BI LE**	2 Weeks BI	**TOTAL**	₹80,000,000 + 2 Weeks BI
Effort of Implementation	Moderate Capital					
Loss Scenario	Fire in vessel traffic control room server					

2023-018	Secondary Containment for Flammable liquid		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 1	**Type**	Construction
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following suggestions are made in regards to uncontained flammable liquids: • Provide non-combustible secondary containment for the diesel day tanks of the emergency generators, to hold 100% of the contents of the day tank plus 50 mm of freeboard. • Pipe the vent/breather on the day tank to outside the electrical switch room/distribution building. • Provide a non-combustible curb of minimum 76 mm height around the on-site lube oil drums at the Auto Garage Building, such that it is able to hold the highest expected spill from a single lube oil drum.		

2023-018	Secondary Containment for Flammable liquid					
	• Provide anchorage and bracing for support structure of diesel day tanks and engine oil tanks. Provide positive attachment from tank to support structure.					
Observation	• The curbing provided for diesel day tank at the emergency generator area and diesel drums and lube oils are not provided with curbing.					
Client Response	Port Management will explore the recommendations further for possible completion.					
Marsh Advisory Comment	None					
Loss Expectancy (Current – in INR)	**PD LE**	₹799,761,524	**BI LE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI
Loss Expectancy (After Completion)	**PD LE**	₹10,000,000	**BI LE**	0	**TOTAL**	₹10,000,000
Effort of Implementation	Minor Capital					
Loss Scenario	Pool fire in the emergency generator for diesel day tank.					

2023-019	Seismic Protection to Non-structural Element		
Status	Open	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Exposure
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following improvement are suggested: • Install Earthquake seismic safety shutoff valve for the natural gas pipelines and flammable liquid pipelines. • Provide earthquake protection for the flammable liquid and natural gas pipelines in the jetty area as per FMDS 1-11. • Anchor all the electrical panels in buildings, battery racks and sever racks to the ground for expected ground movement during an earthquake in the port area.		
Observation	• The electrical panel at 66KV substation are observed welded to the baseplate however electrical panel installed at the other buildings are not anchored properly.		

2023-019	Seismic Protection to Non-structural Element					
	• The battery banks and server are not observed anchored to the floor.					
Client Response	The site team indicated that this recommendation will be studied for possible completion.					
Marsh Advisory Comment	Marsh can help with the plan review to verify the adequacy of securement for the building envelope as a separate consulting assignment.					
Loss Expectancy (Current – in INR)	**PD LE**	₹799,761,524	**BI LE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI
Loss Expectancy (After Completion)	**PD LE**	₹0	**BI LE**	0	**TOTAL**	₹0
Effort of Implementation	Minor Capital					
Loss Scenario	High wind damage of the structures.					

2023-020	Sealing of opening due to Cables Penetration		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 2	**Type**	Construction
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Following improvements are suggested: • Provide cement plaster / Masonry / Rockwool or Glass wool Insulation Sandwich between Gypsum plaster or POP / FM approved / UL listed fire stopping rated for 2-hours to seal all the cable penetration and utility pipelines penetration through fire rated wall partition and concrete floors. • Replace all PUF sealant used for the fire stopping with above mentioned fire stopping options. • Ensure that there should no opening or void with fire stopping and also ensure fire stopping should be flush with the wall and/or concrete floor on both the sides. • Where FM approved / UL listed fire stops being used ensure that the work is being done by the authorized personal of the supplier and workmanship is adequate as per the guidelines issued by the supplier.		
Observation	• Cable partition pentation through fire rated partition and concrete floor were observed at various buildings such as between 66 KV substation, emergency generator room, Electrical Room etc.		

Client Response	Client has informed that the recommendation will be explored further for possible completion.					
Marsh Advisory Comment	We await the response from site management and plant officials for this suggested improvements.					
Normal Loss Expectancy (Current – in INR)	**PD LE**	₹799,761,524	**BI LE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI
Normal Loss Expectancy (After Completion)	**PD LE**	₹80,000,000	**BI LE**	2 Weeks BI	**TOTAL**	₹80,000,000 + 2 Weeks BI
Effort of Implementation	Minor Capital					
Loss Scenario	Fire at the electrical rooms					

2023-021	**Automatic Sprinkler protection**		
Status	Open	**Issue Date**	04-07-2023
Priority	Priority 1	**Type**	Protection
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable

Description	Following improvements are suggested:
	• Provide sprinkler protection for the following areas/buildings with combustible loading designed and installed as per NFPA/FM Global standards:
	  ○ Port operations/Signaling building (as per FM Global Data sheets 3-26 and 2-0/ NFPA 13)
	  ○ Administrative Buildings at Port (as per FM Global Data sheets 3-26 and 2-0/ NFPA 13)
	  ○ Nirman Building (as per FM Global Data sheets 3-26 and 2-0/ NFPA 13).
	  ○ Main spares storage building (as per FM Global Data sheets 8-9 and 2-0/ NFPA 13).
	  ○ Fire stations and Fire Pump rooms at the Oil Jetty (as per FM Global Data sheets 3-26 and 2-0/ NFPA 13).
	• Provide bracing and flexibility for the sprinkler system piping in line with guidelines provided FM datasheet 2-8.		

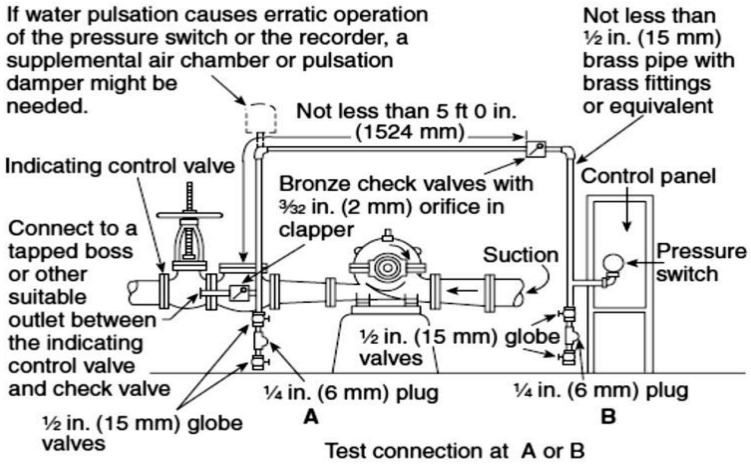
Observation	• The site is not equipped with auto protection system.		
Client Response	None		

Marsh Advisory Comment	None					
Normal Loss Expectancy (Current – in INR)	**PD LE**	₹799,761,524	**BI LE**	9 Months BI	**TOT AL**	₹799,761,524 + 9 Month BI
Normal Loss Expectancy (After Completion)	**PD LE**	₹80,000,000	**BI LE**	2 Weeks BI	**TOT AL**	₹80,000,000 + 2 Weeks BI
Effort of Implementation	Moderate Capital					
Loss Scenario	None					

2023-022	**Fire Water Supply**		
Status	Open	**Issue Date**	05-07-2023
Priority	Priority 1	**Type**	Protection
OFI Issued By	Marsh	**Insurer Rec No.**	Not Applicable
Description	Implement the following for the fire water supply at site: • Provide a FM/UL approved/listed diesel engine driven fire pump for the largest sprinkler demand designed as per NFPA/FM Global standards for the site. • Provide a separate yard main designed for the largest demand of sprinkler system and interconnect the sprinkler main and the existing hydrant mains at two locations with isolation valves. • Design and Install fire water tank in accordance with FM datasheet 3-2 for the largest demand of the sprinkler system designed as per NFPA/FM Global standards at site. • Provide an NFPA 20 controller for the FM/UL approved/listed diesel engine driven fire pump and repeat the impairment signal and common fault signal at a constantly manned location. • Follow the guidelines provided in NFPA 20/FM datasheet 3-7 for the fire pump installation. • Provide earthquake protection for the fire pump installation in accordance FM datasheet 2-8. Till such time the above fire water supply recommendations are taken up for completion, improve the reliability of the existing fire pumping system by carrying out the following: • Ensure that all the fire pumps are always run on “Auto” Mode.		

2023-022	Fire Water Supply

	• Provide dual set of batteries for the diesel engine, connected such that the panel is able to crank the engine from either of the batteries as per the guidance provided in NFPA 20. Crank the diesel engine driven pump by disconnecting one set of batteries and repeat the same for the other set of batteries.
	• Provide pressure relief valve rated for 12 bar and of size 150 mm (inlet) x 200 mm (outlet) located between the discharge flange of the diesel engine driven pump and the check valve. The discharge should be gently slopped outside the pump room. Provide the above pressure relief valve for the electrical driven motor pump if the churn pressure of the pump exceeds 12 bar (unable to test as pump was taken out for repair).
	• Provide NFPA 20 controller for the electrical driven pump and diesel engine driven pump. Repeat the following signals from the controllers at a constantly manned location:
	  ○ Repeat as Impairment Signals for all the pumps
	  ▪ Fire Pumps in Switched Off/Manual Mode of operation
	  ▪ Fire Pumps failed to Start
	  ○ Repeat as common faults for diesel engine driven pump
	  ▪ Battery Charger fault
	  ▪ Battery fault
	  ▪ Engine jacket temperature high
	  ▪ Lube oil pressure low
	  ▪ Engine Over Speed
	• Provide individual pressure sensing line for the fire pumps in line with NFPA 20/FM datasheet 3-7 (an excerpt from NFPA 20 is given below).

2023-022	Fire Water Supply					
	 Notes: (1) Solenoid drain valve used for engine-driven fire pumps can be at A, B, or inside controller enclosure. (2) If water is clean, ground-face unions with noncorrosive diaphragms drilled for 3⁄32 in. orifices can be used in place of the check valves. **FIGURE A.4.30(a) Piping Connection for Each Automatic Pressure Switch (for Electric-Driven and Diesel Fire Pump and Jockey Pumps).** **Individual Pressure Sensing lines – Excerpt from NFPA 20 – for illustration purpose only**					
Observation	Hydraulic oil release was observed from the HMC 3 – 120 Ton crane break arrangement.					
Client Response	The site team indicated that this recommendation will be studied for possible completion.					
Marsh Advisory Comment	None					
Loss Expectancy (Current – in INR)	**PD LE**	₹799,761,524	**BI LE**	9 Months BI	**TOTAL**	₹799,761,524 + 9 Month BI
Loss Expectancy (After Completion)	**PD LE**	₹80,000,000	**BI LE**	2 Weeks BI	**TOTAL**	₹80,000,000 + 2 Weeks BI
Effort of Implementation	Major Capital					
Loss Scenario	None					

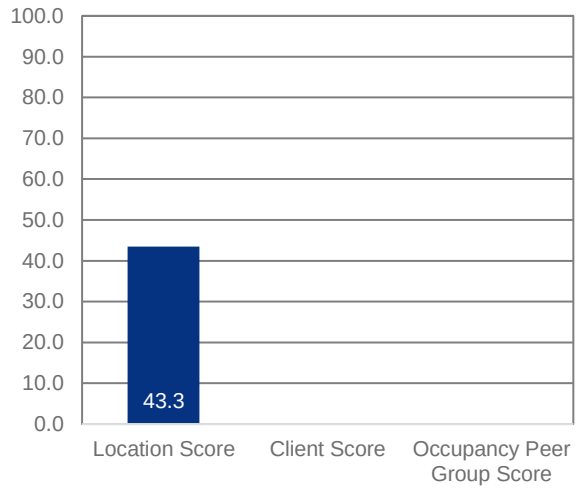
Section 4

Risk Quality Ratings and Comments

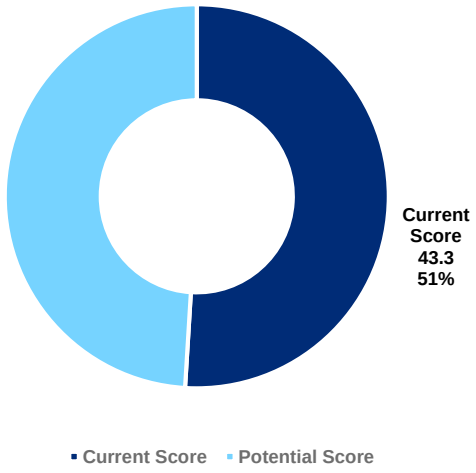
Main Category	Current Score	Potential Score
External Exposure	5	7
Fire Protection	5	9
Occupancy Hazards	6	9
Construction	5	6
Water Supply	6	6
Surveillance	3	8
Management Programs	3	10
Location Risk Quality Score	43.3	85.0
Location Risk Quality Rating	D	A

Rating Legend
A: 85 to 100
B: 70 to 84
C: 51 to 69
D: 36 to 50
E: 0 to 35

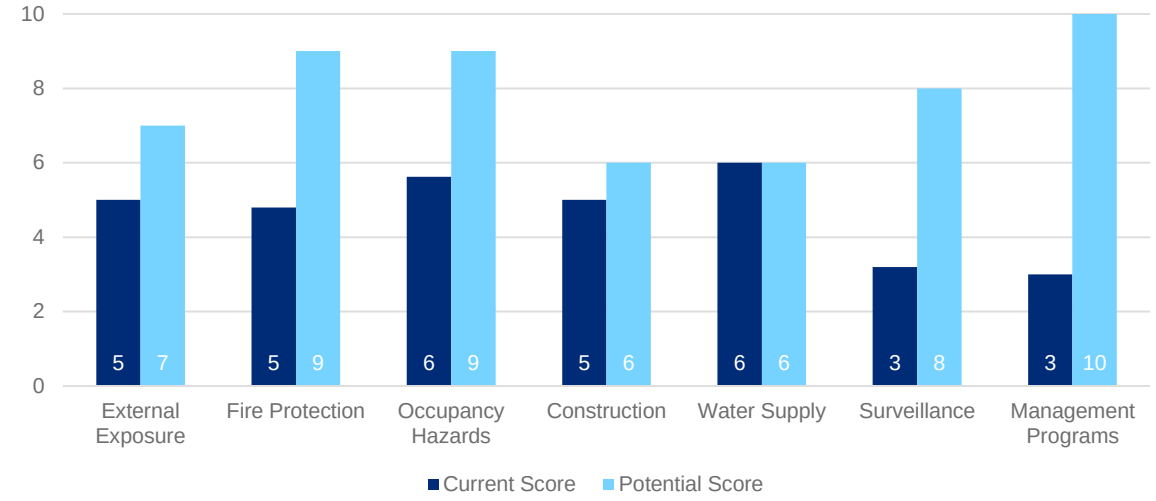
RQR SCORE BENCHMARKING



CURRENT RISK QUALITY SCORE VERSUS % POTENTIAL



RISK QUALITY RATING CATEGORY SUMMARY



Risk Quality Rating Comments

External Exposure: The site has both high wind and seismic exposure and completing the recommendations under this category will help increase the scoring for this category.

Fire protection: The site is equipped with manual firefighting system such as fire hydrant and extinguishers throughout the facility. The Sprinkler protection conformance to Global Best Industry Practices and revamping of fire hydrant system will improve the scoring for this category.

Occupancy Hazard: The overall occupancy hazard is moderate considering the operations and material handling at the site.

Construction: The site has non-combustible construction.

Water supply: The primary source of fire water supply is sea water and domestic purpose water is supplied by tanker.

Surveillance: The site has good surveillance arrangements in terms of round the clock security team & CCTV cameras. There is no auto detection system installed at the site.

Management Programs: Majority of the management programs are formalized at the site. Further improvements are needed to strengthen the emergency plan & testing of the fire protection system & emergency response plan drills for the natural hazard exposure.

Section 5

Loss Estimates

The Loss Estimates presented here are believed to be reasonable, based on industry experience, events postulated, and information provided by the client. The calculation of Loss Expectancies is based on the review of building construction, operations, fire protection systems, and fire protection features at the time of our assessment. The estimates are further based on conditions observed at the time of the visit. By their nature, these estimates contain some element of subjectivity. Accordingly, the estimates cannot be taken as absolutes and could be exceeded due to changes in physical conditions on site, or the initiating event or escalation being more severe than anticipated within the boundaries of the estimate.

All damage and loss potential figures presented pertain exclusively to primary property damage, associated contents damage, and associated business interruption recovery time loss, caused directly by (fire or explosion) as defined in our Loss Estimate.

Values

Date of Values: 07-JUL-23			**Currency: INR**
Property Damage (PD) Values		**Time Element (TE) Values** ***Indemnity Period (Not Provided)***	
Building, Shades & Other Structures	7,382,596,386	Business Interruption {Gross Revenue or Gross Profit}	Values Not Available
Wharves, Roads & Boundaries	17,285,717,019	Loss of Rents	None
Railway & Rolling Stock	2,542,721,153		
Docks, Sea Walls, Navigational Aids	20,326,231,605		
Installations of Water, Electricity, Telecom & Fire Fighting	3,629,677,801		
Oil Installation	391,725,616		
Cranes & Vehicles	3,352,080,645		
Plant & Machinery	933,158,493		
Total Reported Site PD	55,843,908,718	**Total Reported Site TE**	Not Provided
Total Insurable Values (TIV) / Total Sums Insured (TSI)			**55,843,908,718**

The above values for property damage and business interruption has been taken from the draft tender shared by client. Unless stated differently the PD values are assumed to be Replacement Cost Values (RCV), and the financial numbers are deemed to be for a fiscal year.

Loss Estimate Definitions

Level	Definition
Level I	Primary Protection Systems are functioning and manual firefighting available A loss event in which damage is based on the nature of hazards and construction factors, and where: • All fire protection systems are in service and functioning as designed. • Full facility Industrial Fire Brigade (Or Plant Emergency Organization) and Municipal Fire Department response expected. • Credit is given to all properly maintained fire barriers up to their design duration rating • Construction features function as designed.
Level II	Primary Protection System is not functioning and manual firefighting available A level II Loss Event is one which occurs when: • The fire protection system protection the area with the largest PD / BI potential is impaired or is rendered inoperative or ineffective due to the nature of the event. Adjacent fire protection systems are presumed operational unless rendered inoperative or ineffective due to structural failure. Same applies for the use of special extinguishing systems. • Credit can be given for adequate manual emergency response, defined as: — A responding organization that is trained to address the hazards of the facility being evaluated. — Can arrive on site within a reasonable time of being notified to be effective in reducing or limiting impact. — Has up to date preplans or emergency response plans for the facility. • Credit given to minimum adequately maintained (including fire doors and fire penetrations) 3 hour rated walls where the combustible loading is light to ordinary, structural failure is not expected, and roof assembly is a listed or approved noncombustible. • Combustible roof construction (including combustible or unknown metal deck assemblies) results in a contiguous structure loss. Damage may be limited to the area where the impaired protection system is located and the nearby surroundings or may extend to the nearest adequate separation or properly designed and approved construction cutoffs, depending on site conditions.
Level III	Fire Protection Systems are not functioning and no manual firefighting response A level III Loss Event is one which occurs when: • All fire protection systems throughout the entire site or facility are impaired. • No credit is given for manual emergency response.

Level	Definition
	• Damage is limited only by adequate separation and/or free-standing 4-hours rated firewalls or equivalent. (Equivalencies must be well defined and proven.) • Combustible roof construction (including combustible or unknown metal deck assemblies) results in a contiguous structure loss. The size of this loss can approach the value of the buildings of origin or an entire facility, depending on site layout.
Level IV	Catastrophic A catastrophic Loss Event has the potential to effect multiple plant areas or the entire facility. "Catastrophic" as used in this category refers to the initiating event, not the consequences due that event. Typical events falling into this category would be (including, but not limited to the following): • Massive Releases of Hazardous Materials. • Massive Detonation of Explosives. • Natural Hazards (floods, tidal waves, hurricanes, seismic disturbances, tornadoes, etc.) • Falling Aircraft. • Terrorism, War Driven Events.

Assumptions for Loss Estimates:

As informed at site, the above property damage values do not include the assets of the private container terminals, private liquid cargo terminal (including the underground pipelines from the Shallow Water Berth and External Pipelines to the tank farms) and the private external tank farms (DPT only leases land to the external tank farms). Also as informed at site the above property damage values include non-operational assets not limited to township, captive general hospital, guest house, port user building, external container storage building for de-stuffing, etc. As the property risk evaluation survey is an operational study, the non-operational assets of the client were not evaluated for property damage exposures.

The private container terminals and liquid cargo terminal operate on a Build, Operate and Transfer (BOT) basis. The BOT contracts generate operating income for the Port Trust vis-à-vis royalty agreements and revenue sharing basis. As per the informed shared at site, there is a minimum cargo handling throughput mandated from the private container terminals and liquid cargo terminal and loss of operating income via reduction in throughput below the mandated level is secured by contractual agreements.

Property – Level I & II Loss Estimate

A Level 1 estimate will tend to a Level 2 loss estimate due to absence of primary automatic fire protection system in the 66 KV substation building.

Probable Maximum Loss

Definition	Definition: Primary Protection System is not functioning, Manual firefighting available
Scenario	The fire is assumed at the 66 KV substation, electrical panels and battery banks, fire involving any of these equipment will lead to complete damage of these equipment at the block. Since this is a bottle neck for the electrical supply at the site, power distribution will be interrupted at the port area. Emergency power supply from some of the diesel generators are also fed through the 66 KV substation electrical panels and will lead to site operation interruption. 80% damage is being assumed at the substation to the panels and its equipment in the 66 KV substation. The above scenario is expected to result in 9 months of downtime for port operations as it will take at least 6 months to procure and 3 months to install, test and commission the new electrical equipment at the site.
Assumptions	• Smoke generated from the fire will impede manual firefighting at the site. • Fire only in the below mentioned area: • 
Limitations	None

Property Damage	Value (INR)	% Damage	Property Damage (INR)
Building, Shades & Other Structures	7,382,596,386	1%	73,825,964
Wharves, Roads & Boundaries	17,285,717,019	0%	0
Railway & Rolling Stock	2,542,721,153	0%	0
Docks, Sea Walls, Navigational Aids	20,326,231,605	0%	0
Installations of Water, Electricity, Telecom & Fire Fighting	3,629,677,801	20%	725,935,560
Oil Installation	391,725,616	0%	0
Cranes & Vehicles	3,352,080,645	0%	0
Plant & Machinery	933,158,493	0%	0
Total Property Damage Loss 1.4% of Total Site (PD)			**799,761,524**

Business Interruption	Duration	Duration Units	% Impacted	BI Loss (INR)
Recovery time	The captioned fire loss cause site inoperative for 9 months	Months	100%	9 months of BI
Total Business Interruption Loss				**9 months of BI**

Total Level III Property Loss Estimate	**799,761,524 + 9 Months of BI**

Note: No damage is expected to the container handling equipment and other blocks of the site.

Property – Level III Loss Estimate

Maximum Foreseeable Loss

Definition	Definition: Fire Protection Systems are not functioning and no manual firefighting response
Scenario	The level II loss estimate will tend to level III loss estimates because of following reasons: • 66 KV substation building is considered as HC-2 occupancy as per FM Global Datasheet (FMDS) 3-26. • Basis the guidelines in FMDS 1-42 the minimum spacing between 66 KV block and other areas should be 15 m. • The emergency generator building is about 16 m separated from the 66 KV substation building. • 10 MVA transformer and some switchyard equipment will fall under the clear distance of 15 m from the 66 KV Substation building. • The MFL fire loss scenario in the 66 KV substation building will damage the entire substation building and some equipment of switchyard.
Assumptions	None
Limitations	None

Property Damage	Value (INR)	% Damage	Property Damage (INR)
Building, Shades & Other Structures	7,382,596,386	1%	73,825,964
Wharves, Roads & Boundaries	17,285,717,019	0%	0
Railway & Rolling Stock	2,542,721,153	0%	0
Docks, Sea Walls, Navigational Aids	20,326,231,605	0%	0
Installations of Water, Electricity, Telecom & Fire Fighting	3,629,677,801	20%	725,935,560
Oil Installation	391,725,616	0%	0
Cranes & Vehicles	3,352,080,645	0%	0
Plant & Machinery	933,158,493	0%	0
Total Property Damage Loss 1.4% of Total Site (PD)			**799,761,524**

Business Interruption	Duration	Duration Units	% Impacted	BI Loss (INR)
Recovery time	The captioned fire loss cause site inoperative for 9 months	Months	100%	9 months of BI
Total Business Interruption Loss				**9 months of BI**

Total Level III Property Loss Estimate	**799,761,524 + 9 Months of BI**

Property – Level IV Loss Estimate

Catastrophic Loss

Definition	Definition: Property damage at DPT and Shallow Water Berth including the workshops and storage building due to a 55 m/s wind event.
Scenario	A 55 m/s high wind event is expected to lead to collapse/slide damage for all the ship-to-shore cranes (Waft cranes). Damage to the shore cranes (HMC) is also assumed. The damage is also expected to navigational aids equipment such as buoyage and other such equipment. Building envelop of majority of the buildings (GI sheet roof, Asbestos Sheet Roof, Glass windows, Skylights etc.) at the site will damage followed by wind borne debris and rainwater due to the 55 m/s wind event.
Assumptions	None
Limitations	None

Property Damage	Value (INR)	% Damage	Property Damage (INR)
Building, Shades & Other Structures	7,382,596,386	5%	369,129,819
Wharves, Roads & Boundaries	17,285,717,019	0%	0
Railway & Rolling Stock	2,542,721,153	1%	25,427,212
Docks, Sea Walls, Navigational Aids	20,326,231,605	5%	1,016,311,580
Installations of Water, Electricity, Telecom & Fire Fighting	3,629,677,801	10%	362,967,780
Oil Installation	391,725,616	0%	0
Cranes & Vehicles	3,352,080,645	100%	3,352,080,645
Plant & Machinery	933,158,493	10%	93,315,849
Total Property Damage Loss of 9.3 % of Total Site (PD)			5,219,232,885

Business Interruption	Duration	Duration Units	% Impacted	BI Loss (INR)
Recovery time	The captioned loss will cause site inoperative for 15 months	Months	100%	15 months of BI
Total Business Interruption Loss				**15 months of BI**

Total Level III Property Loss Estimate	**5,219,232,885 + 15 Months of BI**

Note: The above scenario is expected to result in 15 months of down time for DPT container handling throughput and the Shallow Water Berth's solid bulk cargo handling throughput. Cleaning, repair/replacement of damaged equipment, installation of new equipment & utility, testing & commissioning and building/structure re-construction/renovation would lead to considerable delay.

Property – Level 0 Loss Estimate

Controlled Fire Loss Estimate

Definition	Definition: All the physical protection recommendation presented by Marsh are completed and the management programs are optimized.
Scenario	Fire started in the 66KV substation panel building manufacturing area which is controlled by adequate fire protection. The site business interruption is estimated for two weeks considering investigation, removal of debris, reinstating and commissioning period.
Assumptions	None
Limitations	None

Property Damage	Value (INR)	% Damage	Property Damage (INR)
Total Property Damage Loss	**55,843,908,718**	**0.14%**	**80,000,000**

Business Interruption	Duration	Duration Units	% Impacted	BI Loss (INR)
Recovery time	Two weeks for cleaning, investigation and revalidation.	Weeks	100%	2 weeks of BI
Total Business Interruption Loss				**2 weeks of BI**

Total Level III Property Loss Estimate	**80,000,000 + 2 weeks of BI**

Section 6

Management Programs

Our site visit, interviews and review of information provided leads us to the following maturity assessment of Management Programs in place to manage the risks at the location.

Program Category	Maturity	Comments
Building Maintenance	**Formalized**	The site has various blocks including pre-fabricated structure storage sheds and RCC constructed buildings. The major of the storage sheds were damaged due to recent western port cyclone (Biporjoy) and various cracks and seepage were also observed on civil structures. As reported the buildings older than 30 years are identified for demolished and restructure.
Electrical Maintenance	**Formalized**	Electrical Maintenance for Transformer includes Oil dehydration, Breakdown Voltage Test conducted for the transformers annually. • Dissolved gas analysis is not formalized. • No such Furan Analysis and Corrosive Sulphur test conducted for the main power transformers. The inspection, testing and maintenance program for the circuit breaker and protection relay conducted as per the schedule. • VCB is installed at the switchyard and current injection testing for relays are conducted on annual basis. • Infrared thermography scans were not conducted till now. • Battery bank maintenance was not formalized The captive diesel generators are inspected and tested as per OEM recommendations. The generators are kick started on weekly basis with 10 minutes loading.
Equipment Maintenance	**Formalized**	The inspection, testing and maintenance for the cargo handling equipment is formalized

		with check lists derived from original equipment manufacturer's recommendation as well as years of experience accumulated by client in handling port operations.
Fire Protection Impairment Management	**Undeveloped**	An impairment management program in accordance with NFPA 25 is not formalized and hence recommended.
Fire Protection System Maintenance & Testing	**Undeveloped**	The routine Inspection, testing and maintenance procedures for the fire pumps and manual firefighting aids are not formalized at site.
Hazardous Materials Handling	**Formalized**	Marsh has not reviewed the storage of flammable and hazardous material at the site. Lube oil, Hydraulic oil and diesel are kept within their dedicated areas such as Lube oil tanks, hydraulic power packs and diesel day tanks respectively. The release was observed for the hydraulic oil at the HMC 3 crane.
Housekeeping	**Established**	Housekeeping at port site from a property loss prevention perspective is established. Housekeeping at the crane machine room and maintenance area needs improvement.
Hot Work Permit System	**Formalized**	Hot work control is formalized in accordance with Good Engineering Practices. Fire watch roles and responsibility are not identified
Emergency Response Planning	**Formalized**	Emergency response plan for the port site for various exigencies including fire, natural hazards and external threats are established followed up with periodical fire mock up drills. The mock drills with respect to natural hazards perils are not conducted. Augmentations to the wind emergency response plan as per FM datasheet 10-3 and augmentations to Crane Securement Procedures have been recommended.
Self-Inspections	**Formalized**	Self-inspection from a property loss prevention perspective is formalized by department wise checklists. No major deviations were observed during the survey.
Smoking Controls	**Optimized**	The facility has a "No Smoking" Policy. No smoking signage provided at specific areas.
Contractor Management	**Not Evaluated**	Not Evaluated
Business Continuity Planning	**Undeveloped**	The site is not having documented Business Continuity Plan.

Environmental, Social & Governance (ESG)	**Not Evaluated**	Not Evaluated

In assessing the maturity of the Management Programs the following maturity scale was applied:

Maturity Rank	Definition
Undeveloped	Informal actions with little or no systematic procedures.
Formalized	Programs and procedures are established. Full familiarity is uncertain.
Established	Programs and procedures are communicated throughout the organization. Orientation is ongoing.
Embedded	Ownership is established at most or all organizational levels. Training and some exercises is conducted.
Optimized	Full ownership with active program maintenance, testing, exercising and continuous improvement.

Section 7

Construction

Construction Narrative

Most of the blocks at port site are of non-combustible construction and except office building and vessel monitoring system room as wooden tiles were fixed on wall.

The site has 37 numbers of storage sheds some of them having GI sheet and some of the sheds having Asbestos cement sheet. Out of 37 storage sheds two sheds have dome shape structure having GI sheet shed and Brick walls.

The maximum height of the storage blocks is about 9 metres. There are no majority basement occupancies at the port site except for sprinkler pump room at coal piled storage yard.

Diesel day tanks for the emergency generator and diesel engine fire pump are not provided with any secondary containment which is not satisfactory.

Compartmentalization and Fire Divisions

Cable penetrations were observed through concrete floors at the electrical distribution building which is not satisfactory.

6.3 MVA power transformers are segregated from the main electrical distribution building by 10 m and separated from each other by 15m distance which is considered satisfactory.

There are no MFL walls/or effective partitions within buildings. The plastered brick panel wall external walls/internal partitions for the buildings can offer two hours of fire rating.

Construction Table

Building Name	Year Built	# Stories	Area (sq.m.)	Roof Const.	Exterior Walls	Structural Frame	Floor Const.	Comb. / Non Comb.	% Sprinkled	% Sprinklers Needed
Administrative Buildings (Nirman, Signaling station, Traffic Control room, Maintenance office etc.)	>30 years	Ground first and second floor	NA	RCC Slab	Brick Wall	RCC Frame	Cemented & Marbled	Non-Combustible	0	100%
Storage Sheds (37 numbers of separate sheds)	>20 years except dome shape sheds	Ground Floor	NA	GI Sheet / Asbestos Sheet	Metallic & Brick wall	Pre-Engineering Building	Cemented	Non-Combustible	0%	0%
Maintenance Blocks (Various blocks)	>15 years	Ground Floor	NA	GI Sheet	Metallic with Wooden cladding	Metal Frame	Metal and Wooden	Light Non-Combustible	0%	100%
Totals			**NA**							**70%**

- NA – Details Not Available

Section 8

Occupancy, Hazards, and Utilities

Occupancy

Ownership: Deendayal Port Trust

Overview

The Deendayal Port Trust, Kandla Port is operates a sea port with the following port terminals:

- Dry Cargo Port Terminal – 14 Berths with Quay Length of 3,187.92 m. for multiple cargos

Cargo Jetty	Berth Length (m)	Draft (m)	Deadweight tonnage (MT)
Cargo Jetty 1	182.93	10	45,000
Cargo Jetty 2	182.93	9.8	45,000
Cargo Jetty 3	182.93	9.8	45,000
Cargo Jetty 4	182.93	9.8	45,000
Cargo Jetty 5	205.79	10	35,000
Cargo Jetty 6	205.79	12	35,000
Cargo Jetty 7	238.64	12	55,000
Cargo Jetty 8	213.64	12	55,000
Cargo Jetty 9	182.93	12	55,000
Cargo Jetty 10	209.41	12	55,000
Cargo Jetty 13	300	14	75,000
Cargo Jetty 14	300	13.5	75,000
Cargo Jetty 15	300	13.5	75,000
Cargo Jetty 16	300	13.5	75,000

- Container Port Terminal – 2 Berth with Quay Length of 546 m. (Cargo loading/unlading and storage activity operated by Private Operator – M/s Kandla International Container Terminal)

Container Jetty	Berth Length (m)	Draft (m)	Deadweight tonnage (MT)
Container Jetty 1	281	13.5	65,000
Container Jetty 2	264	13.5	65,000

- Oil Jetty Port Terminal – 7 Jetty with Quay Length of 1,445.4 m. Berthing facility and pipelines for material transfer (The handling of cargo material – loading / unlading and storage in tack farm are operated by various private and public operators)

Oil Jetty	Berth Length (m)	Draft (m)	Deadweight tonnage (MT)	Material Handled
Nehru Jetty (Oil Jetty 1)	213.4	10	40,000	Edible oils, clean petroleum products and LPG
Shastri Jett (Oil Jetty 2)	183	10	52,000	Chemicals, edible oils and clean petroleum products.
Indira Jetty (Oil Jetty 3)	213.4	9.8	40,000	Chemicals, acids, edible oils and clean petroleum products.
Rajiv Jetty (Oil Jetty 4)	216	10.7	56,000	Chemicals, edible oils and clean petroleum products.
IFFCO Jetty (Oil Jetty 5)	216	9.5	45,000	Chemicals, acids, ammonia and edible oils.
IOCL Jetty (Oil Jetty 6)	216	10.1	45,000	LPG and clean petroleum products
Oil Jetty 7	216	13	45,000	Edible oils

Note:

(a) The Maximum Permissible draft in the channel is 13.50 MTRS. However, Maximum Permissible draft at berth, anchorage, mooring apply individual

(b) The Maximum Permissible LOA for the port is 240.00 MTRS. The Vessel upto 260.00 MTRS LOA can be brought to kandla creak under special condition & port permission.

Key Processes

The DPT, kandla ports is the import and export port at western region of India that include operation of vessels, cargo handling equipment, locomotives, rails, trucks, vehicles, and storage and warehousing facilities related to the transportation of cargo.

Import Facility:

The principal commodities being imported through Kandla Port are:

- Petroleum, Oil, and Lubricants (POL) and acids
- Crude oil
- Edible oil
- Fertilizers
- Scrap, steel coils, containers
- Wooden logs
- Coking coal
- LPG

Export Facility:

The principal commodities being exported from Kandla Port are:

- Food-grains
- Salt
- Extractions
- Coated/Steel Pipes
- POL
- Edible Oil
- Bentonite
- Containers

Storage Facilities

The Port facility handles various Dry cargo, Container cargo, and Liquid cargo

- Dry Cargo: The dry cargo port handles Thermal/coking coal, Rock Phosphate, Sulphur, Various Ores, Salt, Wood logs, food grains, steel and scraps and silica sand/china clay, etc.
    - The Port has developed storage capacity for dry cargo inside the custom bounded area for storage of import and export cargo.
    - 37 storage warehouse sheds for dry cargo storage.
    - 45 Open Stockyard for dry cargo storage.
    - Out of 37 storage sheds Shed no. 34 has mechanized bagging and wagon loading facility for fertilizer with 20 nos. bagging machines. The bagging capacity for entire facility is 1.4 MMTPA fertilizer cargo.
- Liquid Cargo: Oil jetties berth 1 to 4 are common for Petroleum, chemicals, and edible oil. Oil jetty berth 5 is operated by IFFCO, oil jetty berth 6 is operated by IOCL and newly built 7th oil Jetty is for the edible oil.
- Container Cargo: Container stack yard of 138,265 sq. m. with a separate hazardous cargo area of 490 sq. m.

Steel Floating Dry Dock

The existing steel floating dry dock caters to the need of the Port Crafts as well as outside organizations and has the capacity to accommodate vessels of the following parameters:

- LOA maximum up to 95 m.
- Breadth maximum up to 20 m.
- Draft maximum up to 4, 5 m.
- Lift displacement maximum up to 2500 tones.

Railway

- Broad gauge (BG) tracks directly connect the Port at Kandla with the principal cities of Mumbai, Ahmadabad, Surat, Baroda, etc.,
- Kandla Port Trust has its own railway system. The port has a total track length of 15.05 Km.
- The port has railway connectivity inside the cargo jetty area up to Cargo Jetty 16.
- The rail line has the capacity of 18 rakes/day/line

Pilotage and Towage Facilities

- 10 numbers of Harbor Tug boats with 2 nos. of DPT (50 Ton and 35 Ton bollard pull) and remaining 8 nos. are private.
- 3 high speed pilot launches
- One Dry Dock
- 20 Buoy with solar lights
- 1 heave up barge for maintenance of navigational aids
- One Pilot & Oil-cum-debris recovery vessel

Material Handling and Logistics

At the heart of the cargo handling activities at the port site are the ship-to-shore cranes, shore cranes and other handling equipment. The details of material handling equipment are provided in Key Machinery section of the report.

Key Machinery

Material Handling and Logistics	**Ship to Shore Cranes**
	• 8 Nos. of Waft Cranes (Rail Mounted level-luffing crane)
	  ○ 5 Nos. are Mcnally Bharat make cranes of 3x 25 Ton and 2 x 16 ton
	  ○ 3 Nos. are Tractors India Limited make cranes of 25 ton each.
	  ○ The rated capacity of 16 tons cap. Crane is 400 MT/hour while that of 25 Tons cap. Crane is 600 MT/hour.
	• 6 Nos. of Harbor Mobile Cranes (Tire mounted)
	  ○ 2 Nos. are Liebherr make cranes of 120 ton each
	  ○ 4 Nos. are ITALGRU make cranes of 2 x 120 ton and 2 x 63 ton.
	
	Weighbridges
	Nine weighbridges inside the port, which includes:
	• Two Weighbridges of 40 MT capacities
	• One Weighbridge of 50MTcapacity.
	• One Weighbridge of 60MTcapacities.
	• Two Weighbridges of SOMT capacity.
	• Three Weighbridges 100 MT capacity.
	Other Support Equipment at port

	• Various support loading equipment such as Forklifts, Tractor, Trailors, and Pay-loaders of various capacities. • Private handling, equipment like Mobile Cranes, Top litters, pay-loaders, Forklifts, Heavy-duty Trailers etc. available on hire. **Barge handling facilities** • Bunder Area and Tuna Port (5.11 MMTPA) • 7 Floating Cranes capacity of 1 MMT each for stream handling of cargo to overcome draft restrictions. **Data Processing and Control Systems** • Operations data storage and processing server • Physical backup in hard drive plus remote back up in VTC. • Server is connected to cloud for the online data storage.
Equipment Hazards	**Cranes at Captive Terminal and Shallow Water Berth:** The ship-to-shore cranes and shore cranes have been provided with the following safety interlocks and equipment protection devices in accordance with FM Global datasheet 1-62 (as a minimum): • Anti-Collision devices on the boom to prevent collision with container cargo during handling (for waft cranes). • Load indicators with excess limit interlock. • Travel limit switches for the hoist, trolley and rail (forward, backward, upward and down ward movements with rate of acceleration and deceleration interlocks). • Friction clutches on the slewing gears to prevent weathervane. • Proximity sensor based interlock for cranes in same rail. • Skew switch interlock for the bridge. • Fail safe motorized braking system and electro-hydraulic emergency brakes. • Positive-locking device to prevent unintentional lowering of the boom. • Fail safe electrical motors with “Reset” option. • Provision of locking mechanism for power supplies to cranes during idle condition /unattended condition. • Wheel wedges for idle cranes. The mechanical and electrical checks for the cranes are in accordance with the OEM’s recommendation and International Loss Prevention Standards. All the cranes are periodically (Monthly, Quarterly, Half yearly and Annually) maintained by OEM and breakdown maintenance is also conducted by OEM except for Mcnally Bharat cranes which are maintained by AMC under open tender. All mandatory spares for the cranes are kept at site for routine usage and critical spares inventory maintained by OEM as per the AMC contract (e.g. motor with shaft and gear box – complete spare). The safety interlocks and relays are not calibrated regularly which

	is being recommended. Reportedly there are no outdated control system at the site. Statutory tests like comprehensive visual inspections are carried out an annual basis. Structural Stability test is carried out once in five years (load testing and calibration). As informed at site there are no abnormalities from the above tests. **Life Extension and Non-Destructive Examination:** Port Management has decided to carry out the life extension studies along with non-destructive examination of some cranes in 2025 as recommended by OEM. **Hydraulic Spray Fire Hazard for Cranes:** The ship-to-shore cranes and shore cranes are provided with on-board hydraulic power packs supplying to various hydraulic controls. Capacity of individual oil tank was informed to be minimum of 400 L. The hydraulic controls expose the cranes to a hydraulic spray fire hazard. No automatic fire protection and containment is being provided for the hydraulic oil mechanism and storage. Recommendations have been presented to provide automatic shut off mechanism for the hydraulic fluid transfer pumps in accordance with FM datasheet 7-98. **Control Systems:** The control system for the cranes is of Programmable Logic Controllers (PLC) and drive motor control is through variable frequency drives (VFD). Remote monitoring is provided for the RMQC's from the individual control cabinets.

Combustible & Hazardous Materials

Combustible materials:

The site has storage of various combustible materials such as Coal, Wood logs, sulphur in open plots and storage of solid fertilizers and other materials were found under the shed storage. Total 37 storage sheds and 45 open stock yard provided at the site.

Majorly coal and Sulphur stored at 34 hector and 40 Hector storage yard which is provided with fire hydrant system and dust suppression sprinkler system with individual dust suppression sprinkler (DSS) system pump rooms having two electrical and one diesel operated pumps. The DSS System operated for one hour in morning and one hour in evening shift on non-rainy season. The system is also provided with 3 x 500 KL sweet water storage tanks.

Location	Method of Storage	Commodity/ Class	Array	Form	Storage Height (units)
Open Storage	Solid Piled	Other	Open	Free-flowing	8m
Shed Storage	Solid Piled	Other	Closed	Free-flowing	8m

Flammable Material

At oil jetty liquids are transferred form tankships is handed by pipelines to the liquid terminal tank yard facility. The pipelines laid from jetty head to Y junction are of varied diameters and around 23 lakh KL storage capacity of liquid material are being owned by different private/ PSU companies. Since the handling and storage of liquid and Gaseous cargoes are operated by other companies these area are out of the scope for the survey and Marsh's has not evaluated the flammable liquid and gases handling & storage activities at oil jetties.

The DPT is handling following hazardous materials for their operations which are evaluated and described below:

Flammable Material	Application	Type	Quantity/Volume	Containment
Lube Oil/Hydraulic Oil Drums	Crane and Other Hydraulic Equipment	Class IIIB liquid	On side 230 liters metal drums.	Not provided and hence recommended
Engine Oil	Crane operation	Class IIIB liquid	Above Ground Metal tanks less than 1 cu. m.	Not provided and hence recommended
Diesel	Emergency Generator	Class II liquid	Above Ground Metal tanks less than 1 cu. m.	Not provided and hence recommended

Utilities and Infrastructure

Power

Particulars	Details
Primary Supply to Site	Two independent feeders supply • Ajnar substation about 30 Km from port • Free Trade Zone (FTZ) substation about 10 Km from port
Site Feed	Double feeder supply at 66KV substation
Incoming Voltage	66KV / 11KV
Distribution on Site	Radial/Loop
Details	Sanction load from Ajnar Substation is 7 MW and from FTZ substation is 4 MW.
Back-up Power	Emergency power is supplied by diesel generators located at generator block near to 66KV substation. Two diesel generators of 1,000 KVA capacity each are installed for the emergency lightning purpose only. One diesel generator of 63 KV is installed for emergency supply at 66KV switchyard.

Transformer details

Name	Location	Purpose	Manufacturer	Type	Rating (MVA)	Primary Voltage (KV)	Phase
Power Transformer	66 KV Substation	Step Down	Siemens	Oil Cooled	10	66	3-Phase
Power Transformer	66 KV Substation	Step Down	Voltamp	Oil Cooled	6.3	66	3-Phase
Distribution Transformer	40 Ha. Substation	Step Down	Voltamp	Oil Cooled	1	11	3-Phase
Distribution Transformer	40 Ha. Substation	Step Down	Voltamp	Oil Cooled	1	11	3-Phase
Distribution Transformer	7th Berth Substation	Step Down	Power Volt	Oil Cooled	0.5	11	3-Phase

Name	Location	Purpose	Manufacturer	Type	Rating (MVA)	Primary Voltage (KV)	Phase
Distribution Transformer	7th Berth Substation	Step Down	Power Volt	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Old NDA Substation	Step Down	Voltamp	Oil Cooled	1.5	11	3-Phase
Distribution Transformer	Old NDA Substation	Step Down	Petson	Oil Cooled	1	11	3-Phase
Distribution Transformer	New NDA Substation	Step Down	Danke	Oil Cooled	1	11	3-Phase
Distribution Transformer	New NDA Substation	Step Down	Danke	Oil Cooled	1	11	3-Phase
Distribution Transformer	6th Berth Substation	Step Down	Petson	Oil Cooled	1	11	3-Phase
Distribution Transformer	6th Berth Substation	Step Down	Siemens	Oil Cooled	0.75	11	3-Phase
Distribution Transformer	TS 4 Substation	Step Down	Voltamp	Oil Cooled	1.5	11	3-Phase
Distribution Transformer	TS 4 Substation	Step Down	Voltamp	Oil Cooled	1.5	11	3-Phase
Distribution Transformer	TS 4 Substation	Step Down	Danke	Oil Cooled	1	11	3-Phase
Distribution Transformer	Cargo Jetty Substation	Step Down	Voltamp	Oil Cooled	1.5	11	3-Phase
Distribution Transformer	Cargo Jetty Substation	Step Down	Voltamp	Oil Cooled	1.5	11	3-Phase
Distribution Transformer	15th Berth Substation	Step Down	Voltamp	Oil Cooled	0.63	11	3-Phase
Distribution Transformer	13th Berth Substation	Step Down	Voltamp	Oil Cooled	1.5	11	3-Phase
Distribution Transformer	Marine unloader Substation	Step Down	Rajasthan Switchgear	Oil Cooled	0.25	11	3-Phase
Distribution Transformer	Power House Substation	Step Down	Voltamp	Oil Cooled	1	11	3-Phase

Name	Location	Purpose	Manufacturer	Type	Rating (MVA)	Primary Voltage (KV)	Phase
Distribution Transformer	Power House Substation	Step Down	Voltamp	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Dry Dock Substation	Step Down	Kirloskar	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Dry Dock Substation	Step Down	Crompton	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Estate Office Substation	Step Down	Voltamp	Oil Cooled	0.75	11	3-Phase
Distribution Transformer	Estate Office Substation	Step Down	Bharat Bijli	Oil Cooled	0.75	11	3-Phase
Distribution Transformer	Estate Office Substation	Step Down	Kirloskar	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Water Tower 1 Substation	Step Down	Crompton	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Water Tower 2 Substation	Step Down	Power Volt	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Water Tower 3Substation	Step Down	Kirloskar	Oil Cooled	0.25	11	3-Phase
Distribution Transformer	Oil Jetty 1 Substation	Step Down	Voltamp	Oil Cooled	1	11	3-Phase
Distribution Transformer	Oil Jetty 1 Substation	Step Down	Voltamp	Oil Cooled	1	11	3-Phase
Distribution Transformer	Oil Jetty 2 Substation	Step Down	Jayshree	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Oil Jetty 2 Substation	Step Down	Jayshree	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	VTMS Substation	Step Down	Patson	Oil Cooled	0.125	11	3-Phase
Distribution Transformer	Gopalpuri Substation	Step Down	Voltamp	Oil Cooled	0.5	11	3-Phase

Name	Location	Purpose	Manufacturer	Type	Rating (MVA)	Primary Voltage (KV)	Phase
Distribution Transformer	Gopalpuri Substation	Step Down	Crompton	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	Gopalpuri Substation	Step Down	Power Volt	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	AO building Substation	Step Down	Merlin Gerin	Oil Cooled	0.5	11	3-Phase
Distribution Transformer	AO building Substation	Step Down	Merlin Gerin	Oil Cooled	0.5	11	3-Phase

Boilers

None

Refrigeration / Chillers / Cooling towers

Cooling towers for emergency generator – Details not available

Fuels and energy supplies

Fuel Type	Source	Purpose	Reliability	Capacity (units)	Back-up Capabilities
Diesel	Multiple	Power generation – Back Up Emergency Generator	High	990 Liters - multiple units	Complete

Compressed air

Name	Purpose	Manufacturer	Type	Units	Capacity
Air Compressor	Compressed air	Details Not Available	Details Not Available	Multiple Units	Details Not Available

Waste and effluent treatment

None

Other site services

None

Section 9

Fire Protection

Automatic Sprinkler Protection

The site is not equipped with automatic sprinkler protection.

Special Extinguishing Systems

None

Water Supply Details

The site has three pump rooms, at oil jetty pump room no. 1, 2 & 4 are catering yard main for oil Jetty no.1 to 4. The yard main installed at the dry cargo terminal is catered by pump room no. 1 installed near the dry cargo jetty berth no. 1. These pumps and yard main are maintained by DPT. Oil Jetty no. 5 & 6 belongs to IFFCO and IOCL respectively and their yard main is laid and maintained by respective owners. For the oil jetty no. 7 the yard main was under installation.

The source of water for the yard main is supplied from intake from the sea water through vertical turbine pumps (fire pumps).

The supply header is sized at 300 mm. The supply header is equipped with strainer and mesh arrangement to avoid debris intake from the sea water.

DPT has appointed consultant (MECON) for upgrading the system to meet the latest OISD-156 (October 2017) guidelines and PESO requirements.

Water Supply Test Results

Supply Tested	Static Pressure (psi)	Residual Pressure (psi)	Flow (lpm)	Flow / Residual Location	Date Tested	Tested By
Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Comments

Since the fire water supply source is captive and pumped water supply tests for public water supply network is not applicable in this case.

Fire / Booster Pump Details

Pump Name	Manufacturer	Engine Type	Pump Type	Supply Source	Flow (m3/h)	Pressure (bar)	Speed (rpm)	Rated Head (m)	Performance Test Rating
Pump Room No. 1 at Oil Jetty									
Fire Pump	NA	Electrical Driven Pump	Vertical Turbine Pump	Sea Water	500	NA	NA	NA	Not performed
Fire Pump	NA	Electrical Driven Pump	Vertical Turbine Pump	Sea Water	500	NA	NA	NA	Not performed
Fire Pump	NA	Diesel Engine Driven Pump	Vertical Turbine Pump	Sea Water	500	NA	NA	NA	Not performed
Pump Room No. 2 at Oil Jetty									
Fire Pump	NA	Diesel Engine Driven Pump	Vertical Turbine Pump	Sea Water	820	NA	NA	NA	Not performed
Fire Pump	NA	Diesel Engine Driven Pump	Vertical Turbine Pump	Sea Water	820	NA	NA	NA	Not performed
Pump Room No. 4 at Oil Jetty									
Fire Pump	NA	Electrical Driven Pump	Vertical Turbine Pump	Sea Water	500	NA	NA	NA	Not performed
Fire Pump	NA	Electrical Driven Pump	Vertical Turbine Pump	Sea Water	500	NA	NA	NA	Not performed

Pump Name	Manufacturer	Engine Type	Pump Type	Supply Source	Flow (m3/h)	Pressure (bar)	Speed (rpm)	Rated Head (m)	Performance Test Rating
Fire Pump	NA	Diesel Engine Driven Pump	Vertical Turbine Pump	Sea Water	500	NA	NA	NA	Not performed
Pump Room no. 1 at Cargo Jetty									
Fire Pump	NA	Electrical Driven Pump	Vertical Turbine Pump	Sea Water	360	NA	NA	NA	Not performed
Fire Pump	NA	Diesel Engine Driven Pump	Vertical Turbine Pump	Sea Water	360	NA	NA	NA	Not performed
Fire Pump	NA	Diesel Engine Driven Pump	Vertical Turbine Pump	Sea Water	360	NA	NA	NA	Not performed

Comments

The pump room no. 4 at Oil Jetty area is under the revamping stage and revamping of other pump rooms are proposed to revamp as per OISD recommendation.

Pump Flow Test Data

Pump Name	Date Tested	Tested By	Test Data (Corrected Net Pressure and Flow)					Assessment
			Flow Rate (gpm)	Speed (rpm)	Suction Pressure (psi)	Discharge Pressure (psi)	Net Pressure (psi)	
Not Applicable								

Comments

Annual pump performance test is not formalized at the site.

Manual Firefighting Features

Distance to Fire Department	12 KM's (Gandhidham)
Fire Department Type	Public
Response Time (minutes)	30 Minutes
Hydrant Coverage	Entire Oil Jetty and Liquid Storage area is covered with fire hydrant system and Coal & other combustibles storage sections have hydrant system for the dry cargo storage area. Hydrant Layout and details of fire hydrant system was not available for Marsh's Review.
Fire Hydrant Type	Double headed hydrant
Industrial Fire Brigade	Own 11 Fire Tenders 1 no. Multipurpose fire tender having 5000 L water, 1000 L foam, 600 Kg DCP and 22.5 Kg CO2. 6 no. water fire tenders having 6000 L capacity each 3 no. Foam type fire tenders having 5000 L water and 1000 L foam capacity each. 1 no. DCP type fire tender having 2 x 1000 Kg capacity.
Portable Extinguishers	The site is equipped with ABC and CO2 type fire extinguishers around the facility.
Hose Stations / Reels	No details available

Other Manual Firefighting Comments

Inspection and maintenance of fire extinguishers are done by an AMC contractor.
Inspection and maintenance details of fire hydrant were not available for the Marsh's Review.

Fire Alarm Monitoring

Alarm Signaling Services	Local, Fire panel is provided in maintenance office.			
Fire Panel Model / Manufacturer	Not Available			
Alarm Signals Monitored	☐ Waterflow	☐ Valve Tamper	☐ Building Temp	☐ DPV Supervisory
	☒ Smoke Detection	☐ Heat Detection	☐ Pull Stations	☐ Special Ext. Sys.
	☐ Pump Running	☐ Pump Trouble	☐ Tank Level	☐ Tank Temperature
	☐ Intrusion	☐ Other		

Comments

Smoke detectors are installed at the crane drive room however the smoke detectors are not operational.

Main fire panel is installed at the maintenance office which is reportedly manned round the clock.

Smoke and heat alarms are tested on monthly basis. Fire panel battery voltage tested on monthly basis.

Section 10

External Exposures

Location Details

Latitude	23°00'28.3"N
Longitude	70°13'20.0"E
Point where geo coding was taken	Cargo Jetty Berth No. 1
Ground Elevation (above mean sea level)	8 m
Ground Elevation Datum	Digital elevation model (DEM)
Ground Elevation Source	Google Earth
Building Finished Floor Elevation (above mean sea level)	8.6 m The main buildings are observed to be above 600mm from ground elevation
Building FFE Datum	Digital elevation model (DEM)
Building FFE Source	Visual Assessment

Boundary Exposures

Direction	Exposure Rating	Distance	Comments
North	Light	NA	Access Roads and Vacant Land > 100 m
East	Light	NA	Kandla Creek
South	Light	NA	Kandla Creek
West	Light	NA	Vacant Land

Natural Catastrophe Exposures

Peril	Source	Exposure Rating	Comments
Pluvial Flood (Heavy Rain / Flash Flood)	MunichRe NATHAN	High	Zone 5: Basis the evaluation at site, The finished flood elevations is above the level of the internal site terrain about 600. As per IMD report, 480mm surface water accumulation is observed for 100 year 24 rainfall. Hence ponding is not expected at site.

Peril	Source	Exposure Rating	Comments
Hail	MunichRe NATHAN	Low	Zone 1: Low exposure from Hailstorm.
Tornado	MunichRe NATHAN	Low	Zone 1: Moderate Exposure.
Tropical Cyclone	MunichRe NATHAN	High	Zone 1: 142 - 184km/h The site is in 55 m/s wind speed as per FM Global Data Sheet 1-28. The recent cyclone Biperjoy with maximum sustained wind speed of 35-38 m/s gusting to 41 m/s causes damage at the site.
Extra-Tropical Storm	MunichRe NATHAN	Low	No Hazard
River (Inland) Flood	MunichRe NATHAN	Low	Zone 0: Low riverine flood exposure.
Storm Surge / Coastal Flooding	MunichRe NATHAN	High	Zone 100 year return period. The estimated Storm surge for Biparjoy cyclone was estimated 2-3m above the astronomical tide.
Tsunami	MunichRe NATHAN	High	Zone 100 year return period. As the facility is a sea port and on the west coast of India, exposure to Tsunami cannot be rules out.
Lightning	MunichRe NATHAN	Low	Zone 2: 1-4 The facility is provided with lightning and surge protection as per local standard / guidelines requirement. The adequacy of the lighting and surge protection was not evaluated by Marsh.
Earthquake	MunichRe NATHAN	High	Zone 3: MM VIII, The site lies in the 250 year return period earthquake zone as per FMDS 1-2. Past history of damage at the site to buildings and jetties have been informed during 2001 Kutch earthquake.
Volcanic	MunichRe NATHAN	Low	No Exposure
Wild Fire	MunichRe NATHAN	Low	Zone 1; Moderate Exposure however forest land is about 10m separated from site at North and 33m from south

Section 11

Security

Site Perimeter	
Vehicle Access	Yes
Perimeter Fencing	Yes, 2m metallic fencing around the facility
Entry Provisions Posted	Yes
No Trespassing Signage	Yes, provided
Fencing Height	2m
Exterior Lighting	Yes, Provided

Building Physical Features	
Ground Level Windows Secure	Yes
Lock and Key Control	Yes

Security Staff / Guards	
On-Site Guards	Yes, Security is managed by CISF
Visiting Patrols	Yes
Police Surveillance	Yes
Recorded Rounds	Not Evaluated
Rounds Frequency	Not Evaluated
CCTV	Yes

Intruder Detection	
Motion Sensors	No
Beams	Yes
Door Contacts	No
Access Monitored	Yes

Intruder Detection	
ID Cards / Badges	Yes
Visitors Monitored	Yes

Other Security Programs / Controls	
Emergency Response	Yes
Employee Screening	Yes
Safe / Vaults	Not Evaluated
Mobile Equipment Storage	Not Evaluated
Bomb Threat	Yes
Cash / Check Management	Not Evaluated
Parking	Yes

Section 12

Business Interruption

Site	
Business Features	Handling Cargo and Storage Facility is the primary source of revenue generation.
Rebuilding Time	Basis the Engineering Judgement the rebuilding time for cranes and cargo handling system equipment is about 12 months.
Available Alternatives	None
Denial of Access	North Gate for Man movement and West gate for material movement.

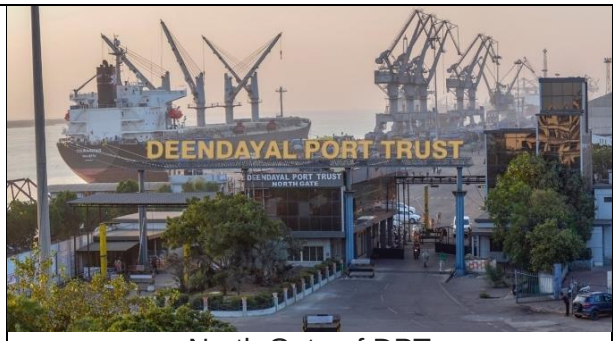
Operations, Plant & Processes	
Operational Features	The site has • 14 numbers Dry cargo jetty berth • 2 Container cargo and operated by Kandla International Container Terminal. • 7 oil jetty terminals and storage facilities are operated under private and public sector ownership. 
Seasonality of Operations	As reported the port is all season operated port.
Bottlenecks	The Power supply from 66KV switchyard is the single source for the Kandla Port power distribution and any physical damage to the substation may cause interruption for the port operations.
Available Alternatives	The site has two independent feeders with two separate power transformers and entire power system. The 66KV substation is

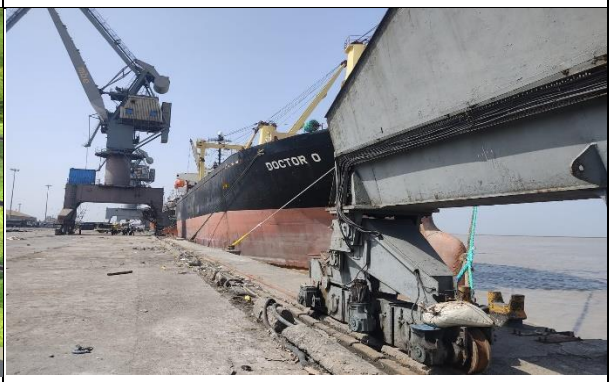
Operations, Plant & Processes	
	supplying power to distribution transformer substation with an Line in Line out (LILO) arrangement.
Critical Spares	Identified critical spare inventory for power equipment and cranes are maintained at the site and managed by OEM.
Subcontracting Options	The port storage activities for Liquid cargo is managed by private and public operators. Shore to storage yard / shed movement of dry cargo are conducting by private operators. The Cargo terminal loading/unloading and storage is operated by private operator.
Special Licensing Issues	None
Research & Development	None
Utilities, Infrastructure & Services	Power: Two independent feeders supply [one from Ajnar substation and another from Free Trade Zone (FTZ) substation] Water: Multiple water tankers and storage available Air: No Major application
IT / Communications Systems	Data backup for the DCS process control system is taken for a year in hard drive and trade data is uploaded to cloud.
Critical Suppliers	None
Key Customers	Multiple
Contractual Penalties	Details are not available

Business Continuity / Disaster Recovery Planning	
Emergency Response Procedures	No such documented/written Business Recovery Plan as reported by site management team.
Business Continuity Plans available?	Not Evaluated
Scope / Strategy / Scenarios Covered	Not Evaluated
Last Reviewed / Updated	Not Evaluated
Last Tested / Exercised	Not Evaluated

Appendix A
Site Photos

<table>
<tr><td> 

Kandla Creek</td><td> 

North Gate of DPT</td></tr>
<tr><td> 
Container Port Terminal</td><td> 

Cargo Berth</td></tr>
<tr><td> 
Custom jetty</td><td> 
Salvage and Nevigation Aid Jetty</td></tr>
</table>

66 KV switchyard

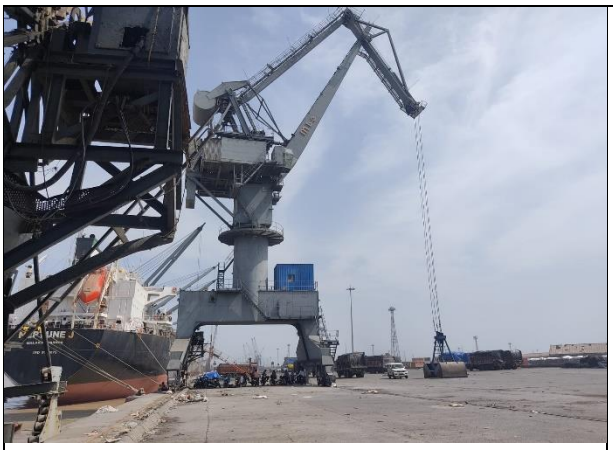
10 MVA transformer with NIFPS

Cable Passage Opening

Inadequate curbing for diesel day tank

Water accumulation in Cable cellar

Battery Bank – Not Anchored to floor



Waft Crane

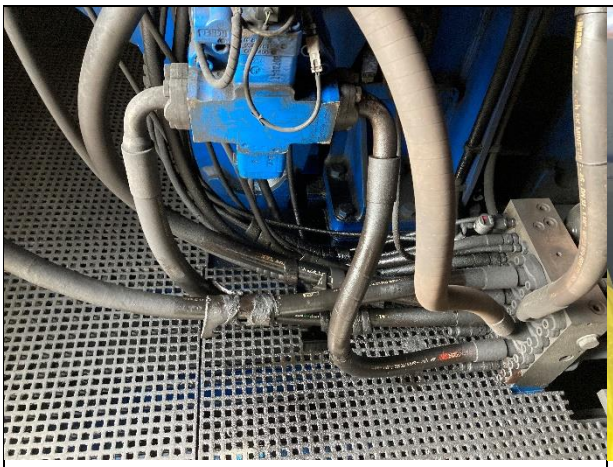
Stowage Pin at waft crane

Wheel Wedge for waft cranes

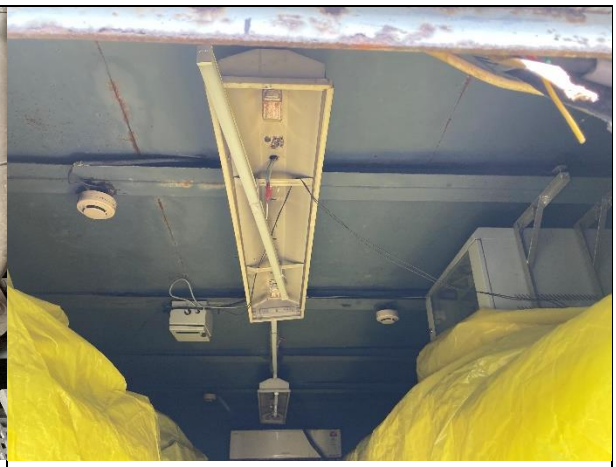
Hydraulic Break for MHC cranes

Lower Boom of MHC – Parked

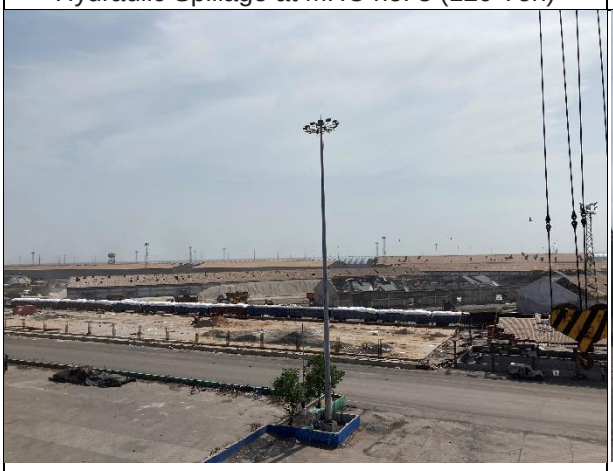
MHC Crane Panel at Operator Panel Room



Hydraulic Spillage at MHC no. 3 (120 Ton)



Smoke detectos at waft crane no. 5- not working



Storage Sheds

Dome Shape Storage Shed

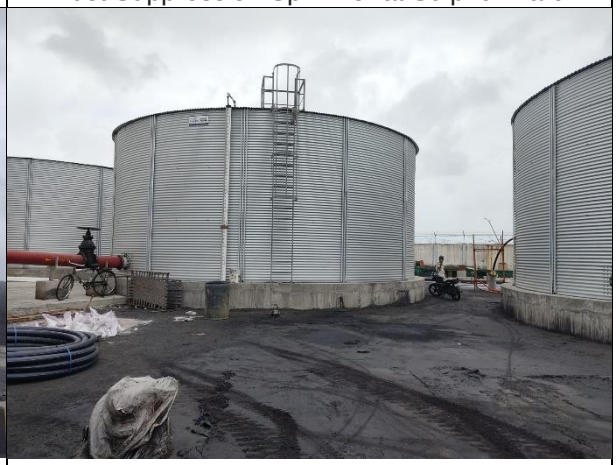
Sulphur Storage Plot

Coal Storage Pile

Dust Suppression System Pump Room 34 Ha

Dust Suppression Sprinkler at Sulphur Yard

Dust Suppresion Sprinkler at Coal Yard



Dust Suppression System Water Tanks

Bagging Plant at Shed No. 34

Conveyor belt for Bagging Machine

Wagon Loading from Storage shed – 40 Ha plot

Oil Jetty Entry Gate

LPG Pipeline from Oil Jetty to IOCL

No curbing for diesel tank Oil Jetty pump room 2

Nirman Building

	
UPS and Battery Bank at Vehicle Traffic Managemement Building	Fire Tender at the Oil Jetty Fire Station

Appendix B

Loss History

Year	Cause of Loss	Quantum of Loss
1st June 2023	Damage incidents of Mechanical Engineering Dept. due to cyclone Biparjoy	INR 1.4 Cr.
20th June 2023	Damage incident of Civil and Mechanical Engineering Dept. due to cyclone - Biparjoy	INR 9.2 Cr.
	Total	INR 10.6 Cr.

Marsh

Consulting Solutions, Marsh Advisory

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REPORT ON

COMPUTATION OF

FAIR MARKET VALUE & DEPRECIATED VALUE OF ASSETS

OF

DEENDAYAL PORT TRUST

As on 31st March, 2021

Conducted By

LSI Engineering & Consultants Ltd

(Lifetime Corporate Members with Indian Inst. of Valuers)

Membership no: LCM-5036

Registered Office: 227, A.J.C. Bose Road, Kolkata-700 020. Tel: 033 2280 2558

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CIN No: U7412OWB2O10PLC150300 **Email**: valuation@lsimails.com; URL:

www.lsifinance.com.

30th June, 2021

CHAPTERS

Mandate & Purpose:

In terms of the email dated 21st June, 2021, received from Ms. Vartika Goel, RM – Marine Practice, Marsh India Insurance Brokers Pvt. Ltd., pertaining to updation of the report for Deendayal Port Trust, issued on 24th February, 2020.

LSI Engineering & Consultants Limited (LSIECL) has been appointed to ascertain the Estimated Current Market Value & Depreciated Value of the assets of Deendayal Port Trust as on 31st March, 2019.

We have been informed that KPT is planning to take insurance coverage against all kinds of perils/hazards/risks to safeguard the assets of the company. We have indicated the current market value of each tangible asset sot that on case of any damage the asset can be reinstated. We have also indicated the depreciated value of each assets depending on the number of years the assets have been put into use.

We have also included the assets in the updated valuation report as per the list of assets provided to us through email dated 21st June, 2021.

Also, we have been informed that there are some assets that need to be deleted. We would like to clarify that the assets which had been mentioned in the list for deletion purposes had already been deleted in our earlier report dated 24th February, 2020., as per the instructions received from the Deendayal Port Trust Authority.

Based on the information received, we are issuing the Updated Valuation Report as on 30th June, 2021 which are as follows:

Group Wise Consolidated Valuation Summary as on 31st March, 2021

(INR)

Particulars	As per the Report dated 24th February, 2020					As per the Report dated 30th June, 2021				
	Gross Block as per F.A. R as on 31.03.2019	Net Block as per F.A. R as on 31.03.2019	Current Replacement Cost	Depreciation	Fair Value of Assets	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Land	-	-	-	-	-	2,58,93,29,135	2,58,93,29,135	-	-	-
Capital Dredging	4,73,32,42,947	4,70,84,02,757	2,46,48,48,000	-	2,46,48,48,000	4,73,32,42,947	1,97,76,67,955	4,73,32,42,947	-	4,73,32,42,947
Building, Shades & Other Structures	2,53,13,88,712	2,35,51,06,429	5,76,11,24,000	2,10,18,04,188	3,65,93,19,812	2,73,20,99,051	1,77,57,01,236	7,42,37,09,986	3,13,38,81,048	4,28,98,28,938
Wharves, Roads & Boundaries	4,86,76,33,134	4,75,27,42,169	10,50,11,86,000	4,01,87,01,201	6,48,24,84,799	7,02,60,12,621	4,83,56,06,185	16,22,48,90,112	6,38,91,55,375	9,83,57,34,737
Floating Craft	1,81,33,78,370	-	2,92,63,00,000	2,08,28,60,750	1,02,71,39,250	1,97,73,16,610	1,31,19,50,990	4,09,74,22,013	1,95,51,14,459	2,14,23,07,554
Railway & Rolling Stock	1,33,76,97,204	1,16,67,73,564	1,89,60,48,000	29,20,83,849	1,60,39,64,151	1,33,85,75,517	88,96,74,132	2,54,27,21,154	52,95,29,488	2,01,31,91,666
Docks, Sea Walls, Navigational Aids	6,07,35,06,245	5,52,80,98,018	14,98,23,48,000	4,31,16,03,986	10,67,07,44,014	6,38,61,20,886	5,04,12,91,545	18,55,77,10,484	9,45,41,33,438	9,10,35,77,046
Cranes & Vehicles	4,32,07,22,418	-	6,12,44,00,000	2,19,78,31,175	3,92,66,98,825	2,28,25,69,663	1,37,54,38,794	3,37,00,79,339	91,14,52,152	2,45,86,27,187
Plant & Machinery	1,82,67,11,513	1,68,13,55,399	1,97,95,37,000	22,10,90,905	1,75,84,46,095	62,23,54,496	35,86,40,778	95,00,87,990	37,80,12,328	57,20,75,663
Installations of Water, Electricity, Telecom & Fire Fighting	69,25,63,325	66,47,69,972	1,17,52,92,612	83,76,17,671	33,76,74,941	1,50,27,44,242	49,07,19,456	3,98,79,05,097	2,25,71,29,525	1,73,07,75,572
Oil Installation	15,28,08,990	8,29,18,945	43,58,96,000	37,16,07,178	6,42,88,823	13,19,96,271	2,53,03,985	46,25,36,124	38,10,13,502	8,15,22,621
TOTAL:	**28,34,96,52,858**	**20,94,01,67,253**	**48,24,69,79,612**	**16,43,52,00,903**	**31,99,56,08,710**	**31,32,23,61,439**	**20,67,13,24,190**	**62,35,03,05,246**	**25,38,94,21,315**	**36,96,08,83,931**

Note:

A. The Land is not a depreciable asset and more particularly DTP itself is only the administrator of the land which is vested on it by the Central Government, hence insurance of Land is not felt necessary / required. Therefore, we have not considered the same while ascertaining the Fair Value of the Assets.

B. We have considered the figures as reflected in the F.A.R for the purpose of this valuation, as the F.A.R have the segregated figures for individual assets (except the Capital Dredging).

C. Moreover, this is a Trust, for which Companies Act, 2013 may not be solely applicable. Deendayal Port Trust had complied with the notifications of the Tariff Authority for Major Ports, instead of Schedule – II of the Companies Act, 2013, for the purpose of ascertaining the useful lives of different assets and depreciation for the same.

D. Therefore, we have considered the Useful Lives of the different assets, as suggested by the Tariff Authority for Major Ports for the purpose of depreciation.

E. The Valuation updation exercise as above has been carried out by us on Desktop Valuation basis.

F. It is important to note, that we have carried out the desktop valuation exercise based upon the addition and deletion data provided by the client.

G. The detailed item wise Valuation Summary is as follows:

Detailed Consolidated Valuation Summary as on 31st March, 2021

(INR)

Particulars	Gross Block as per F.A. R as on 31.03.2021As per the Report dated 30th June, 2021				
	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Land	2,58,93,29,135	2,58,93,29,135	-	-	-
Sub - Total: A	**2,58,93,29,135**	**2,58,93,29,135**	**-**	**-**	**-**
Capital Dredging	4,73,32,42,947	1,97,76,67,955	4,73,32,42,947	-	4,73,32,42,947
Sub - Total: B	**4,73,32,42,947**	**1,97,76,67,955**	**4,73,32,42,947**	**-**	**4,73,32,42,947**
Transit Sheds	3,10,91,863	1,15,89,807	16,37,95,970	12,90,87,141	3,47,08,828
Ware Houses	1,11,97,48,868	71,66,93,174	2,57,76,20,178	83,64,02,179	1,74,12,17,999
Non-Residential Building	66,41,33,783	43,72,58,648	2,23,66,23,210	1,13,58,28,401	1,10,07,94,808
Residential Building	41,10,97,127	25,57,94,670	1,50,57,72,163	76,74,73,636	73,82,98,527
Other Structure	31,37,34,102	23,54,75,757	52,70,46,050	11,29,60,947	41,40,85,103
Minor Structures	19,22,93,308	11,88,89,180	41,28,52,416	15,21,28,743	26,07,23,673
Sub - Total: C	**2,73,20,99,051**	**1,77,57,01,236**	**7,42,37,09,986**	**3,13,38,81,048**	**4,28,98,28,938**
Wharves,Quays,Pays	4,16,35,33,968	3,15,93,98,398	9,25,22,01,702	3,51,47,06,087	5,73,74,95,615
Boundry Wall & Fences	22,29,04,292	11,15,96,499	78,41,29,760	36,30,68,552	42,10,61,208
Roads	2,23,58,27,661	1,35,88,69,614	5,02,50,05,731	1,95,55,51,306	3,06,94,54,425
Drains Culverts	37,46,26,798	19,00,73,968	1,08,54,91,554	52,92,64,859	55,62,26,695
Bridges	2,91,19,902	1,56,67,706	7,80,61,365	2,65,64,571	5,14,96,793
Sub - Total: D	**7,02,60,12,621**	**4,83,56,06,185**	**16,22,48,90,112**	**6,38,91,55,375**	**9,83,57,34,737**

Particulars	Gross Block as per F.A. R as on 31.03.2021As per the Report dated 30th June, 2021				
	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Floating Craft	1,97,73,16,610	1,31,19,50,990	4,09,74,22,013	1,95,51,14,459	2,14,23,07,554
Sub - Total: E	**1,97,73,16,610**	**1,31,19,50,990**	**4,09,74,22,013**	**1,95,51,14,459**	**2,14,23,07,554**
Locomotives	-	-	-	-	-
Wagons	1,600	1,600	-	-	-
Rly.Permanent Way	1,33,85,62,513	88,96,72,532	2,54,25,74,954	52,93,90,598	2,01,31,84,356
Signling Interlocking	11,404	-	1,46,199	1,38,889	7,310
Sub - Total: F	**1,33,85,75,517**	**88,96,74,132**	**2,54,27,21,154**	**52,95,29,488**	**2,01,31,91,666**
Dock,Wall,Pier,Jetty	6,08,10,60,353	4,97,22,58,691	17,05,16,27,090	8,35,31,30,525	8,69,84,96,565
Dry Dock	5,79,69,899	29,25,714	74,31,74,105	70,60,15,400	3,71,58,705
Fender Duoy Moooring	13,90,19,091	2,98,37,885	38,19,27,760	13,08,24,579	25,11,03,181
Nav.Aids & Structure	2,19,92,267	54,80,143	10,53,22,386	8,37,50,829	2,15,71,556
Nav.Aid Equipment	8,60,79,276	3,07,89,112	27,56,59,143	18,04,12,104	9,52,47,039
Sub - Total: G	**6,38,61,20,886**	**5,04,12,91,545**	**18,55,77,10,484**	**9,45,41,33,438**	**9,10,35,77,046**
Mobile Cranes	1,00,29,19,082	52,47,05,322	1,32,91,37,328	25,21,31,792	1,07,70,05,536
Wharf Cranes	1,20,70,01,400	84,13,45,267	1,83,20,58,361	48,73,85,851	1,34,46,72,510
Vehicles/Mobile Section	7,26,49,181	93,88,205	20,88,83,650	17,19,34,509	3,69,49,141
Sub - Total: H	**2,28,25,69,663**	**1,37,54,38,794**	**3,37,00,79,339**	**91,14,52,152**	**2,45,86,27,187**
Workshop Machine Tools	55,54,739	4,63,589	6,19,63,892	5,88,27,819	31,36,074

Particulars	Gross Block as per F.A. R as on 31.03.2021As per the Report dated 30th June, 2021				
	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Winches Captans	2,49,196	15,194	30,98,037	29,00,093	1,97,944
Other Machinery	56,08,09,336	33,25,50,445	77,75,86,035	26,52,91,958	51,22,94,077
Water Coolers	36,38,836	18,83,168	45,92,114	11,64,361	34,27,753
Weigh Bridges	5,21,02,389	2,37,28,382	10,28,47,912	4,98,28,097	5,30,19,815
Sub - Total: I	**62,23,54,496**	**35,86,40,778**	**95,00,87,990**	**37,80,12,328**	**57,20,75,663**
Electric Supply Etc.	71,23,30,369	25,76,62,857	1,89,62,89,849	79,24,87,837	1,10,38,02,011
Telephone & Telecom	1,59,47,673	23,48,126	4,85,09,805	4,42,94,981	42,14,825
Water Supply	24,74,67,591	10,24,07,772	79,45,82,879	50,81,90,605	28,63,92,274
Fire Fighting	31,67,05,290	10,52,55,354	79,17,25,042	54,80,68,535	24,36,56,507
Mis. Unclassified	11,75,45,951	2,19,60,706	14,66,52,286	6,94,49,593	7,72,02,693
Computers	9,27,47,368	10,84,642	31,01,45,236	29,46,37,975	1,55,07,262
Sub - Total: J	**1,50,27,44,242**	**49,07,19,456**	**3,98,79,05,097**	**2,25,71,29,525**	**1,73,07,75,572**
Oil Installation	13,19,96,271	2,53,03,985	46,25,36,124	38,10,13,502	8,15,22,621
Sub - Total: K	**13,19,96,271**	**2,53,03,985**	**46,25,36,124**	**38,10,13,502**	**8,15,22,621**
Grand Total (A+B+C+D+E+F+G+H+I+J+K)	**31,32,23,61,439**	**20,67,13,24,190**	**62,35,03,05,246**	**25,38,94,21,315**	**36,96,08,83,931**

Detailed Valuation Summary as on 31st March, 2021 – Kandla

(INR)

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
A. Land					
Land	2,58,46,54,366	2,58,46,54,366	-	-	-
Sub - Total: A	**2,58,46,54,366**	**2,58,46,54,366**	**-**	**-**	**-**
B. Capital Dredging					
Capital Dredging	4,73,32,42,947	1,97,76,67,955	4,73,32,42,947	-	4,73,32,42,947
Sub - Total: B	**4,73,32,42,947**	**1,97,76,67,955**	**4,73,32,42,947**	**-**	**4,73,32,42,947**
C. Building, Shades & Other Structures					
Transit Sheds	3,10,91,863	1,15,89,807	16,37,95,970	12,90,87,141	3,47,08,828
Ware Houses	1,11,97,48,868	71,66,93,174	2,57,76,20,178	83,64,02,179	1,74,12,17,999
Non-Residential Building	59,95,94,946	40,23,37,462	1,95,99,29,154	98,84,54,103	97,14,75,051
Residential Building	35,31,11,617	22,60,33,452	1,19,68,45,672	59,10,37,127	60,58,08,545
Other Structure	31,37,34,102	23,54,75,757	52,70,46,050	11,29,60,947	41,40,85,103
Minor Structures	19,14,08,408	11,84,86,641	40,69,95,805	14,73,97,524	25,95,98,281
Sub - Total: C	**2,60,86,89,804**	**1,71,06,16,295**	**6,83,22,32,829**	**2,80,53,39,021**	**4,02,68,93,808**
D. Wharves, Roads & Boundaries					
Wharves,Quays,Pays	4,16,35,33,968	3,15,93,98,398	9,25,22,01,702	3,51,47,06,087	5,73,74,95,615
Boundry Wall & Fences	21,34,35,646	10,57,92,962	75,00,17,804	34,21,08,390	40,79,09,415

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Roads	2,20,03,62,394	1,34,07,87,722	4,91,11,57,801	1,88,87,68,683	3,02,23,89,117
Drains Culverts	37,38,03,966	18,98,32,108	1,07,96,17,116	52,43,56,907	55,52,60,209
Bridges	2,91,19,902	1,56,67,706	7,80,61,365	2,65,64,571	5,14,96,793
Sub - Total: D	**6,98,02,55,876**	**4,81,14,78,896**	**16,07,10,55,788**	**6,29,65,04,638**	**9,77,45,51,150**
E. Floating Craft					
Floating Craft	1,77,38,07,530	1,24,51,76,495	3,57,75,63,111	1,70,70,08,949	1,87,05,54,162
Sub - Total: E	**1,77,38,07,530**	**1,24,51,76,495**	**3,57,75,63,111**	**1,70,70,08,949**	**1,87,05,54,162**
F. Railway & Rolling Stock					
Locomotives					
Wagons	1,600	1,600	-	-	-
Rly.Permanent Way	1,33,85,62,513	88,96,72,532	2,54,25,74,954	52,93,90,598	2,01,31,84,356
Signling Interlocking	11,404	-	1,46,199	1,38,889	7,310
Sub - Total: F	**1,33,85,75,517**	**88,96,74,132**	**2,54,27,21,154**	**52,95,29,488**	**2,01,31,91,666**
G. Docks, Sea Walls, Navigational Aids					
Dock,Wall,Pier,Jetty	6,04,59,96,488	4,95,80,29,937	16,70,23,80,511	8,17,96,45,435	8,52,27,35,076
Dry Dock	5,79,69,899	29,25,714	74,31,74,105	70,60,15,400	3,71,58,705
Fender Duoy Moooring	12,57,40,701	3,24,93,563	36,52,74,446	12,95,58,928	23,57,15,518
Nav.Aids & Structure	2,16,78,426	54,48,759	10,12,98,947	7,99,28,563	2,13,70,384
Nav.Aid Equipment	6,47,28,922	1,47,36,074	24,77,96,792	17,39,08,019	7,38,88,774
Sub - Total: G	**6,31,61,14,436**	**5,01,36,34,047**	**18,15,99,24,802**	**9,26,90,56,344**	**8,89,08,68,458**

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
H. Cranes & Vehicles					
Mobile Cranes	1,00,29,19,082	52,47,05,322	1,32,91,37,328	25,21,31,792	1,07,70,05,536
Wharf Cranes	1,20,70,01,400	84,13,45,267	1,83,20,58,361	48,73,85,851	1,34,46,72,510
Vehicles/Mobile Section	6,19,47,031	86,08,442	19,14,40,491	16,19,48,078	2,94,92,413
Sub - Total: H	**2,27,18,67,513**	**1,37,46,59,031**	**3,35,26,36,180**	**90,14,65,720**	**2,45,11,70,460**
I. Plant & Machinery					
Workshop Machine Tools	48,40,382	3,92,152	5,62,23,413	5,33,74,364	28,49,050
Winches Captans	1,94,535	9,727	24,93,939	23,69,242	1,24,697
Other Machinery	55,04,91,082	32,65,06,779	76,08,20,396	25,75,24,066	50,32,96,330
Water Coolers	27,26,356	12,01,850	35,51,749	9,66,692	25,85,057
Weigh Bridges	5,21,02,389	2,37,28,382	10,28,47,912	4,98,28,097	5,30,19,815
Sub - Total: I	**61,03,54,744**	**35,18,38,890**	**92,59,37,408**	**36,40,62,460**	**56,18,74,949**
J. Installations of Water, Electricity, Telecom & Fire Fighting					
Electric Supply Etc.	69,26,35,536	25,47,79,947	1,83,54,70,814	76,13,28,706	1,07,41,42,108
Telephone & Telecom	1,22,06,598	9,56,626	3,81,59,905	3,57,82,840	23,77,064
Water Supply	21,24,97,266	8,44,29,603	64,82,62,687	39,59,75,895	25,22,86,792
Fire Fighting	31,67,05,290	10,52,55,354	79,17,25,042	54,80,68,535	24,36,56,507
Mis. Unclassified	11,75,45,951	2,19,60,706	14,66,52,286	6,94,49,593	7,72,02,693
Computers	9,27,47,368	10,84,642	31,01,45,236	29,46,37,975	1,55,07,262
Sub - Total: J	**1,44,43,38,009**	**46,84,66,877**	**3,77,04,15,970**	**2,10,52,43,543**	**1,66,51,72,426**
K. Oil Installation					

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Oil Installation	6,98,90,045	59,53,650	39,17,25,616	36,75,59,506	2,41,66,110
Sub - Total: K	**6,98,90,045**	**59,53,650**	**39,17,25,616**	**36,75,59,506**	**2,41,66,110**
Grand Total (A+B+C+D+E+F+G+H+I+J+K)	**30,73,17,90,787**	**20,43,38,20,634**	**60,35,74,55,804**	**24,34,57,69,669**	**36,01,16,86,135**

Capital Dredging:

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
1	Deepening & widening of sogal channel	1712	22,80,001	04-01-2002	-	22,80,001	-	22,80,001
2	Deepening of approaches to sogal channel	1712	13,60,000	04-01-2002	-	13,60,000	-	13,60,000
3	Dumping ground for deepening of sogal channel	1712	8,55,000	1/3/02	-	8,55,000	-	8,55,000
4	Deepening & widening of sogal channel & its approaches	1712	12,75,66,388	1/1/03	-	12,75,66,388	-	12,75,66,388
5	Deepening & widening of sogal channel & its approaches	1712	1,96,19,843	1/3/03	-	1,96,19,843	-	1,96,19,843
6	Deepening & widening of sogal channel & its approaches	1712	67,97,502	1/3/02	-	67,97,502	-	67,97,502
7	Deepening of sogal channel on north portion	1712	19,05,819	1/3/02	-	19,05,819	-	19,05,819
8	Upgradation of hydrographic survey	1712	17,60,000	1/10/02	-	17,60,000	-	17,60,000
9	Deepening of sogal channel	1712	33,40,00,000	1/2/02	-	33,40,00,000	-	33,40,00,000
10	Deepening & widening of approaches to Sogal Channel	1712	18,80,00,000	1/4/01	-	18,80,00,000	-	18,80,00,000
11	Deepening of sogal channel (11503)	1712	10,24,60,509	15/2/04	-	10,24,60,509	-	10,24,60,509
12	Deepening & widening of approaches to Sogal Channel (11504)	1712	2,63,42,497	15/2/04	-	2,63,42,497	-	2,63,42,497
13	Deepening & widening of Navigational Channel in the approaches to Kandla creek	1712	13,75,39,669	15/3/05	-	13,75,39,669	-	13,75,39,669
14	Deepening & widening of Navigational Channel in the approaches to Kandla creek	1712	6,19,50,924	28/3/06	-	6,19,50,924	-	6,19,50,924
15	Deepening & widening of Navigational Channel in the approaches to Kandla creek	1712	19,45,43,325	23/3/07	1,29,69,555	19,45,43,325	-	19,45,43,325
16	Dredging at Tuna Port	1712	55,66,736	15/11/07	5,56,674	55,66,736	-	55,66,736
17	Dreding of channel at Kandla	1712	9,18,03,665	13/03/08	1,22,40,489	9,18,03,665	-	9,18,03,665
18	Deepening of sogal channel from 12.8mt to 13.5mt	1712	22,67,11,107		4,53,42,221	22,67,11,107	-	22,67,11,107
19	Capital dredging alongside C.B no 7 to 10 (22036)	1712	2,60,57,416	26/10/08	43,42,903	2,60,57,416	-	2,60,57,416
20	Capital dredging alongside C.B no 11 to 12 (22037)	1712	3,93,65,441	26/10/08	65,60,907	3,93,65,441	-	3,93,65,441
21	Deepening of sogal channel from 12.8mt to 13.5mt	1712	6,60,00,000	06-03-2009	1,32,00,000	6,60,00,000	-	6,60,00,000

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
22	Deepening of sogal channel from 12.8mt to 13.5mt	1712	1,24,51,200	09-03-2009	24,90,240	1,24,51,200	-	1,24,51,200
23	Deepening of sogal channel from 12.8mt to 13.5mt	1712	4,00,00,000	12-03-2009	93,33,333	4,00,00,000	-	4,00,00,000
24	Deepening of sogal channel from 12.8mt to 13.5mt	1712	4,25,48,800	03-03-2010	1,13,46,347	4,25,48,800	-	4,25,48,800
25	Deepening of sogal channel from 12.8mt to 13.5mt	1712	89,20,082	03-03-2010	23,78,689	89,20,082	-	89,20,082
26	Capital dredging expenditure incurred towards capital dredging during 2010-11	1712	5,17,00,000	22/10/10	1,55,10,000	5,17,00,000	-	5,17,00,000
27	Deepening of sogal channel from 12.8mt to 13.5mt	1712	17,91,349	3/3/11	5,97,116	17,91,349	-	17,91,349
28	Capital dredging at proposed cargo berth no. 13 to 16 at Kandla	1712	24,84,01,897	10/7/13	11,59,20,885	24,84,01,897	-	24,84,01,897
29	Capital dredging at T-Shaped jetty, turning circle & it's approach channel off Tekra near Tuna	1712	1,75,94,80,088	02-09-2014	1,14,36,62,056	1,75,94,80,088	-	1,75,94,80,088
30	Capital dredging between buoys no. 6 to 8 of Sogal Channel (11514)	1712	22,32,41,046	27-12-2016	15,62,68,732	22,32,41,046	-	22,32,41,046
31	Capital dredging between buoys no. 4 to 12 of Sogal Channel (16116)	1712	23,01,29,862	08-05-2017	16,87,61,899	23,01,29,862	-	23,01,29,862
32	Capital dredging between buoys no. 4 to 6 of Sogal Channel (16107)	1712	45,20,92,781	23-03-2015	25,61,85,909	45,20,92,781	-	45,20,92,781
	TOTAL		**4,73,32,42,947**		**1,97,76,67,955**	**4,73,32,42,947**	**-**	**4,73,32,42,947**

Building, Shades & Other Structures:

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
1	First floor on northern panel of the existing Transit shed no.4 for supervision staff	1713	7,56,661	27/9/99	2,57,265	27,63,645	14,44,005	13,19,640
2	Providing RCC ventilators to the ventilations of south wharf of Bunder transit shed and plain glass 1/4" thick (pasted) of the north windows	1713	13,513	1/4/77	676	1,73,237	1,64,575	8,662
3	Modification of doors of transit sheds at cargo jetty	1713	8,47,313	1/3/88	42,366	1,08,62,553	1,03,19,425	5,43,128
4	Const.of 2 godown at Kandla	1713	57,07,469	30/11/84	2,85,373	7,31,69,753	6,95,11,265	36,58,488
5	Dangerous cargo sheds at N.K.	1713	1,35,070	25/7/62	6,754	17,31,597	16,45,018	86,580
6	Const.of cargo jetty including Transit Shed	1713	29,91,705	1/4/1957	1,49,585	3,83,53,658	3,64,35,975	19,17,683
7	Const.of 2 covered godowns at Kandla - Internal electrification	1713	1,45,485	25/10/82	14,549	18,65,118	17,71,862	93,256
8	Prov.curbing wall on raising platform on TS-1, TS-2, TS-3 & TS-4 in CJA	1713	11,97,221	02-08-2010	7,01,572	24,34,889	6,36,115	17,98,774
9	Replacement of AC sheets with ridges of godown no. 8 inside CJA	1713	52,45,132	25/6/2011	33,56,884	94,53,801	22,45,278	72,08,523
10	Replacement of galvansied sheet with AC sheets and flooring of Godown no.26	1713	85,78,934	11-03-2012	59,53,780	1,40,34,017	29,99,771	1,10,34,246
11	Providing CC flooring inside godown no. 6,7 and inside CJA	1713	54,73,360	31/12/2012	8,21,004	89,53,703	19,13,854	70,39,849
	TOTAL		**3,10,91,863**		**1,15,89,807**	**16,37,95,970**	**12,90,87,141**	**3,47,08,828**
					-			
1	Const. Of additional godown no. 7,8 and 9	1714	1,09,99,426	30/8/93	12,46,602	6,32,34,368	3,36,40,684	2,95,93,684
2	Const. Of Godown no. 3 & 4 in repl.	1714	1,70,91,295	02-07-1995	27,48,850	8,45,98,611	4,17,91,714	4,28,06,897
3	Warehouses in cargo jetty area-4nos.	1714	1,42,60,615	1/3/60	7,13,031	18,28,21,084	17,36,80,030	91,41,054
4	Providing smoking booth in transit shed and warehouses at cargo jetty	1714	22,500	03-01-1975	1,125	2,88,450	2,74,028	14,423
5	Const. Of container freight station (ware house) for 6th cargo berth	1714	77,54,000	06-03-1985	3,87,700	7,95,25,024	5,43,95,116	2,51,29,908
6	Modification of warehouse at cargo jetty	1714	2,25,155	31/10/86	22,516	28,86,487	27,42,163	1,44,324
7	Providing chajja to platform to container freight station.	1714	2,41,311	1/3/90	12,066	17,98,609	10,59,381	7,39,228
8	Additional storage godowns inside cargo jetty area of Plot E	1714	1,58,25,171	14/4/00	58,55,313	5,21,53,905	2,08,09,408	3,13,44,497
9	Additional godowns inside cargo jetty area at plot no.24	1714	1,45,84,336	13/10/00	56,14,969	4,80,64,573	1,91,77,764	2,88,86,808
10	New godown in place of godown no.1	1714	43,87,905	01-10-2002	18,20,981	5,62,52,942	2,03,07,312	3,59,45,630
11	Const. Of bins for staking bulk cargo behind marine unloader at New Kandla	1714	5,05,659	31/5/88	-	64,82,548	61,58,421	3,24,127
12	Area of iron ore dump behind ware-house no.1 incl. Railway track	1714	10,67,162	18/7/84	10,67,162	1,36,81,017	1,29,96,966	6,84,051
13	Const. Of 3 new godowns inside cargo jetty	1714	2,97,52,076	15/3/98	92,23,144	11,52,33,116	5,03,56,872	6,48,76,244
14	Transit shed for 4th & 5th cargo berth	1714	50,29,428	01-08-1998	29,01,980	1,94,79,537	85,12,558	1,09,66,979
15	Storage sheds for bulk cargo at cargo jetty area	1714	2,01,43,938	20/1/03	89,64,052	5,77,45,956	1,97,49,117	3,79,96,839
16	Storage sheds for bulk cargo at cargo jetty area - Modification, alteration and addition to Godown no 34 inside Cargo Jetty area	1714	1,17,39,992	04-09-2020	1,07,94,489	1,22,27,466	2,32,322	1,19,95,144

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
17	Const.of 2 nos. of storage godown at Kandla, dumping to the surrounding of godown	1714	2,97,827	1/4/83	14,891	38,18,142	36,27,235	1,90,907
18	Const.of cargo audition yard	1714	6,647	15/4/99	1,773	24,278	10,148	14,130
19	Bulk storage shed inside cargo jetty	1714	3,30,76,891	8/7/03	1,52,15,370	9,48,20,421	3,24,28,584	6,23,91,837
20	Storage sheds near rly. Store for storing bulk cargo	1714	1,37,51,691	6/8/03	63,25,778	3,94,21,514	1,34,82,158	2,59,39,356
21	Const. Of 2 nos. bulk storage sheds - Reconstruciton of warehouse A & B	1714	1,38,20,720	10/03/05	58,59,985	3,68,14,484	1,11,91,603	2,56,22,881
22	Const. Of storage godowns in Main Stores, N.Kandla	1714	54,53,657	10/8/05	38,83,004	1,45,26,998	44,16,207	1,01,10,791
23	Const.of storage sheds in CJA - Stage II	1714	8,24,66,753	30/9/06	6,02,00,730	21,21,58,057	6,04,65,046	15,16,93,011
24	Const.of storage sheds in CJA - Remaining work	1714	2,05,20,666	20/8/07	1,14,23,171	5,06,28,856	1,34,67,276	3,71,61,581
25	Const.of storage sheds in CJA - Stage I	1714	4,66,97,534	13/02/08	3,53,50,033	10,89,60,913	2,69,13,345	8,20,47,567
26	Constr. Of storage shed in place of sulphur bin & in plot A to E in back up area of berth No. 3 to 6 (StageI)	1714	23,20,86,292	17/5/10	7,89,09,339	47,20,13,337	9,86,50,787	37,33,62,550
27	Improving underground drainage system in cargo jetty area	1714	27,11,936	21/4/10	15,78,347	55,15,491	11,52,738	43,62,754
28	Const.of 2 nos. additional storage godowns in place of GEEPEE inside CJA	1714	4,07,07,515	04-05-2013	3,48,45,633	6,12,64,810	93,12,251	5,19,52,559
29	Imp. The Infrastructure Facility Inside C.J.A -Widening Of Roads, Rcc Pavement.(32068)	1714	38,68,24,492	12-06-2013	33,11,21,765	58,21,70,860	8,84,89,971	49,36,80,890
30	Storage godowns/ warehouse (13th Cargo Berth)	1714	5,85,10,230	29-09-2017	5,33,46,044	6,67,10,527	50,70,000	6,16,40,527
31	Storage godowns/ warehouse (15th Cargo Berth)	1714	2,91,86,048	27-09-2018	2,72,43,333	3,22,97,796	18,40,974	3,04,56,821
	TOTAL		**1,11,97,48,868**		**71,66,93,174**	**2,57,76,20,178**	**83,64,02,179**	**1,74,12,17,999**
					-			
1	Const. Of lock fast room at south of transit shed no.4 at cargo jetty	1715	2,41,390	02-10-1992	1,06,091	15,55,085	8,56,852	6,98,233
2	Const. Of office for Shed Masters and Wharf Supervisors.	1715	84,501	31/12/86	29,111	10,83,303	10,29,138	54,165
3	Const.of 2 nos. godowns in stores at cargo jetty	1715	9,12,055	1/3/83	-	1,16,92,545	1,11,07,918	5,84,627
4	Extension of sheds for warf supervisor and shed master offices	1715	2,81,818	1/3/83	14,091	36,12,907	34,32,261	1,80,645
5	Renovation of offices of shed master, wharf supervisors staff in t/shed no.1, 2 & 3	1715	70,136	1/3/99	18,703	2,56,166	1,07,077	1,49,089
6	Time Office cum Stores at Kharirohar	1715	10,897	1/4/59	1,090	1,39,700	1,32,715	6,985
7	Const. Of main building for booster pumping station (including falme proof electrification)	1715	3,88,281	29/1/60	38,828	49,77,762	47,28,874	2,48,888
8	Const. Of lunch room and compound wall, cycle stand at Time Office, Kharirohar	1715	1,31,150	07-07-1988	48,919	11,20,895	7,02,801	4,18,094
9	Electric sub station for 6th cargo berth.	1715	3,66,640	11-12-1983	18,332	43,12,225	31,13,426	11,98,798
10	Const. Of custom check post near railway gate.	1715	15,014	1/11/76	1,501	1,92,479	1,82,856	9,624
11	West gate no.2 at 6th cargo berth barbed wire fencing	1715	21,89,324	15/1/85	-	2,80,67,134	2,66,63,777	14,03,357
12	Segration wall - Const. Of office accomodation & Chowkidar cabin at cargo jetty	1715	3,76,735	31/3/87	18,837	48,29,743	45,88,256	2,41,487
13	Segration wall - Const. Of office accomodation & Chowkidar cabin at cargo jetty	1715	3,87,356	1/3/93	25,824	22,26,863	11,84,691	10,42,172

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
14	Const. Of RCC elevated water tower near west gate no.2 at New Kandla Superstructure.	1715	16,88,760	02-08-1991	7,61,631	1,18,95,551	67,80,464	51,15,087
15	Const. Of electric sub station for 7th cargo berth at Kandla.	1715	12,19,939	20/2/93	1,76,891	70,13,282	37,31,066	32,82,216
16	Providing separate toilet for use by workers at booking hall	1715	1,57,510	31/1/92	69,226	10,14,713	5,59,107	4,55,606
17	Fire brigade building for 8th cargo berth.	1715	21,19,143	18/4/2000	13,18,107	69,83,911	27,86,580	41,97,330
18	Extension of jetty office at cargo jetty	1715	69,587	18/9/2000	40,360	2,29,333	91,504	1,37,829
19	Civil structure for weigh bridge in Port area	1715	1,83,724	20/3/02	79,001	23,55,342	8,50,278	15,05,063
20	Const.of CFS at 6th berth	1715	1,15,07,886	13/3/92	51,67,041	7,41,36,230	4,08,49,063	3,32,87,167
21	Const.of CFS at 6th berth	1715	79,04,011	1/3/93	36,99,077	4,54,39,202	2,41,73,656	2,12,65,547
22	Const.of gate office at W.G. NO.2 and S.O.B. at New Kandla	1715	4,13,200	1/3/88	1,40,488	52,97,224	50,32,363	2,64,861
23	Const.of building & closing of creach in 6th cargo berth	1715	39,91,481	1/4/60	-	5,11,70,786	4,86,12,247	25,58,539
24	Improvement of surrounding at New Kandla	1715	1,08,370	1/7/90	1,08,370	8,07,735	4,75,756	3,31,979
25	Extension of cargo jetty sub station at New Kandla	1715	62,255	1/3/99	16,601	2,27,382	95,045	1,32,336
26	Office building	1715	1,10,289	30/6/84	28,675	14,13,905	13,43,210	70,695
27	Store godown (2nos.) store keeping office POL godown with fencing	1715	2,13,000	16/4/58	-	27,30,660	25,94,127	1,36,533
28	Providing store room in spare of floating dry dock in CME's deptt.	1715	5,18,305	1/3/91	-	36,50,918	20,81,023	15,69,895
29	Fire brigade station , New Kandla	1715	40,700	29/6/50	-	5,21,774	4,95,685	26,089
30	Extension of fire brigade station at Old Kandla	1715	4,57,715	01-06-1988	1,66,379	39,11,938	24,52,785	14,59,153
31	Extension of garrage for fire brigade at Old Kandla	1715	14,38,993	15/8/00	8,95,054	47,42,388	18,92,213	28,50,175
32	Godown in Tuna Port	1715	19,200	04-01-1959	-	2,46,144	2,33,837	12,307
33	Tekra Light house at Tuna	1715	20,000	1/3/60	-	2,56,400	2,43,580	12,820
34	Const. Of type I & II and conversion of type III into IV at Gopalpuri 150 (20)	1715	14,52,799	04-01-1957	2,36,918	1,86,24,883	1,76,93,639	9,31,244
35	Addition & alteration to Guest House at Gopalpuri	1715	39,663	1/2/70	5,949	5,08,480	4,83,056	25,424
36	Addition & alteration to Guest House at Gopalpuri	1715	25	1/3/88	11	321	304	16
37	Const. Of Guest House at Gopalpuri	1715	1,30,110	27/8/62	6,506	16,68,010	15,84,610	83,401
38	Const. Of out house within the compound at Guest House at G'puri	1715	37,293	1/3/70	5,594	4,78,096	4,54,191	23,905
39	Const. Of telex Hall in the compound of A.O. building	1715	41,945	01-02-1976	7,592	5,37,735	5,10,848	26,887
40	Building for clearing agents at N.P site	1715	1,29,501	28/6/62	6,475	16,60,203	15,77,193	83,010
41	Addl. Office accomodation at workshop for CME's staff.	1715	4,00,428	16/4/86	1,48,158	51,33,487	48,76,813	2,56,674
42	Prov. Langer over model of Kandla Estuary at CWPRs-Pune	1715	23,39,999	12-10-1992	3,39,300	1,50,74,767	83,06,197	67,68,571
43	Const. Of 1st floor of CDC bldg.	1715	7,83,531	12-08-1992	3,36,918	50,47,672	27,81,267	22,66,405
44	Const. Of additional storey in existing Seva Sadan - II at Kandla.	1715	29,30,122	11-08-1993	14,79,712	1,68,44,917	89,61,496	78,83,421
45	Prov. Chain link fencing around oval and Gopalpuri	1715	1,99,653	1/3/88	9,983	25,59,551	24,31,574	1,27,978
46	Renovation of Post Office Building near workshop	1715	1,94,508	30/6/99	59,001	7,10,425	2,96,958	4,13,467

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
47	Repl.of deteriorated wiring in residential building at G'puri	1715	5,05,593	20/7/00	-	16,66,247	6,64,833	10,01,415
48	Signallers quarters at Tekara	1715	25,356	1/4/61	2,536	3,25,064	3,08,811	16,253
49	Guest house at Burry's Banglow	1715	3,605	04-01-1957	361	46,216	43,905	2,311
50	Const.of open stage at NPC	1715	5,90,102	05-05-1987	29,505	54,03,648	34,90,757	19,12,892
51	Prov.store room, attendant room & plinth protection to building compound of guest house at Gopalpuri	1715	77,920	1/4/85	21,818	9,98,934	9,48,988	49,947
52	Addition & alteration to Guest House at Gopalpuri	1715	96,213	1/3/88	32,712	12,33,451	11,71,778	61,673
53	Pile foundation	1715	5,93,891	1/3/88	2,01,923	76,13,683	72,32,998	3,80,684
54	Const.of cycle shop at Gopalpuri	1715	2,294	1/4/66	-	29,409	27,939	1,470
55	Const.of cement godown at Gopalpuri and garage shed near cement godown	1715	18,613	1/4/63	-	2,38,619	2,26,688	11,931
56	Wash basin, W/C at NPC at Kandla	1715	5,28,994	24/1/03	-	15,16,449	5,18,626	9,97,824
57	80 latrines at NPC, Kandla	1715	3,93,028	22/1/03	1,02,187	11,26,680	3,85,325	7,41,356
58	Const. Of shop at Old Kandla Port 'B' super structure works	1715	53,610	1/4/72	3,699	6,87,280	6,52,916	34,364
59	Officers club at Gopalpuri	1715	33,426	01-01-1954	1,671	4,28,521	4,07,095	21,426
60	Extension of officers club at G'puri	1715	19,064	01-01-1954	953	2,44,400	2,32,180	12,220
61	Estate Office at Gopalpuri	1715	9,236	01-01-1955	924	1,18,406	1,12,485	5,920
62	Shopping Centre at Gopalpuri	1715	63,901	01-01-1954	-	8,19,211	7,78,250	40,961
63	Club building at Kandla	1715	63,856	10-10-1957	6,386	8,18,634	7,77,702	40,932
64	Market building at New Kandla	1715	1,26,653	16/10/57	12,665	16,23,691	15,42,507	81,185
65	Additional shop at Kandla	1715	42,448	03-01-1960	2,122	5,44,183	5,16,974	27,209
66	Labour amenity & Centre at Cargo Jetty	1715	2,09,289	30/4/62	10,464	26,83,085	25,48,931	1,34,154
67	Labour amenity centre at bunder area	1715	44,621	1/4/60	2,231	5,72,041	5,43,439	28,602
68	New cantgeen building at Old Kandla	1715	37,772	1/4/63	1,889	4,84,237	4,60,025	24,212
69	Const. Of Institute wall at N.Kandla	1715	53,692	1/12/69	5,369	6,88,331	6,53,915	34,417
70	a)Const. Of staff club at NPC,	1715	7,29,289	04-07-1985	2,56,710	74,79,588	51,16,038	23,63,550
71	b)RCC work, AC sheet roofing,etc.	1715	7,45,003	04-07-1987	74,500	68,22,099	44,07,076	24,15,023
72	Prov. Additional Office Accommodation in Nirman Bld.	1715	13,26,861	04-06-1987	5,14,822	1,21,50,256	78,49,065	43,01,191
73	Modification of Annexure of P&C bldg.	1715	1,55,999	30/6/86	15,600	19,99,907	18,99,912	99,995
74	Const.of shopping centre in NU-10B	1715	7,05,760	24/1/86	2,54,779	90,47,843	85,95,451	4,52,392
75	Addl. & Alt. To Elec. Sub Station at New Kandla	1715	3,18,283	27/9/95	1,69,327	15,75,439	7,78,267	7,97,172
76	Const. Of New Labour Amenity Centre	1715	62,45,777	07-04-1994	30,41,693	3,28,15,927	1,68,34,570	1,59,81,356
77	Shifting of elec. Sub station at NPC (A-14 of 7/98)	1715	2,37,878	23/6/89	1,00,860	30,49,596	28,97,116	1,52,480
78	Electric sub station at Gopalpuri	1715	2,97,412	28/7/95	1,42,758	14,72,132	7,27,233	7,44,899
79	Addition & alteration of booking office of Shore workers	1715	5,65,817	29/7/99	1,71,631	20,66,602	8,63,840	12,02,763
80	Providing scooter/cycle stand opposite SS-I & II at Kandla	1715	1,79,712	18/4/99	54,513	6,56,384	2,74,369	3,82,015

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
81	Multipurpose hall	1715	-	00-01-1900	-	-	-	-
82	a) Civil work	1715	1,27,46,497	04-10-1999	76,98,884	4,65,55,582	1,94,60,233	2,70,95,349
83	b) Accoustic arrangement	1715	35,20,651	25/3/99	3,52,065	1,28,58,902	53,75,021	74,83,881
84	c) Wooden flooring & false ceiling	1715	25,08,242	31/5/1999	2,50,824	91,61,157	38,29,364	53,31,794
85	d) Providing chairs & furniture	1715	25,87,193	31/5/99	1,29,360	94,49,520	39,49,899	54,99,620
86	e) Providing sound system	1715	2,61,480	24/3/99	13,074	9,55,035	3,99,205	5,55,830
87	f) Fire fighting arrangment	1715	5,48,487	31/1/99	1,57,690	20,03,306	8,37,382	11,65,924
88	g) Site development & gardening	1715	14,67,424	21/2/99	8,73,117	53,59,651	22,40,334	31,19,317
89	h) Prov. Electrification & power supply system	1715	20,08,939	26/4/99	3,29,466	73,37,492	30,67,072	42,70,421
90	I) Prov. Curtain & stage accessories	1715	3,53,860	31/5/99	17,693	12,92,446	5,40,242	7,52,204
91	Toilet block & supervising, shedmaster's Office in C.J. area	1715	31,72,406	30/9/00	11,73,790	1,04,55,076	41,71,575	62,83,501
92	Improving children's park at G'puri	1715	24,97,933	22/8/00	3,99,669	82,32,262	32,84,673	49,47,590
93	Const. Of sports complex	1715	10,47,834	31/3/98	83,827	40,58,378	17,73,511	22,84,867
94	Lunch room in the first floor of ATM's office.	1715	14,96,792	1/4/01	4,98,931	45,04,430	17,11,684	27,92,747
95	Sports complex	1715	10,62,670	22/1/99	1,06,267	38,81,319	16,22,391	22,58,928
96	Addl. Room for exercise facilities at Officers club	1715	4,10,588	15/4/00	1,23,176	13,53,146	5,39,905	8,13,241
97	Amenity building near north gate	1715	64,87,899	30/12/00	39,60,862	2,13,81,713	85,31,304	1,28,50,410
98	Garrange building for keeping machinery at Time Office	1715	5,24,061	14/1/00	1,86,042	17,27,111	6,89,117	10,37,994
99	Processing room & hydrographic survey room in Nirman Bldg.	1715	2,75,332	1/3/99	1,54,186	10,05,629	4,20,353	5,85,276
100	2 n os. Toilet block at north gate at Kandla	1715	19,68,060	31/1/02	6,88,821	2,52,30,529	91,08,221	1,61,22,308
101	Addition to staff club, N.Kandla	1715	4,24,952	20/12/01	2,59,221	12,78,846	4,85,962	7,92,885
102	Rennovation of LAC bldg.	1715	11,02,212	05-12-1999	6,65,736	40,25,743	16,82,761	23,42,982
103	Stal play ground equipment at New Kandla	1715	717	02-04-1986	-	6,911	4,596	2,315
104	Providing false ceiling in community hall at New Kandla	1715	72,148	1/3/84	-	9,24,937	8,78,690	46,247
105	Extension of estate office at G'puri	1715	4,48,169	1/3/88	-	57,45,527	54,58,250	2,87,276
106	Const.of E.O. at New Kandla	1715	7,80,512	1/3/88	2,65,374	1,00,06,164	95,05,856	5,00,308
107	Improving of shoping centre at G'puri	1715	2,22,600	1/3/88	75,684	28,53,732	27,11,045	1,42,687
108	Const.of lunch hall at Kandla	1715	5,72,451	1/3/88	-	73,38,822	69,71,881	3,66,941
109	A/A to new launch hall at C.J. and renovation of toilet block in P&C bldg.	1715	3,54,217	1/3/90	-	26,40,152	15,55,050	10,85,103
110	Health Centre at New Kandla	1715	5,30,724	02-04-1956	-	68,03,882	64,63,688	3,40,194
111	10 Laterines in Sirva Labour Camp at Kandla	1715	8,814	30/12/72	-	1,12,995	1,07,346	5,650
112	Const.of residential room & office room	1715	10,106	02-11-1970	-	1,29,559	1,23,081	6,478
113	Const.of new estate building at Old Kandla.	1715	9,37,456	09-10-1999	3,18,735	34,23,985	14,31,226	19,92,759
114	Const.of new estate building at Old Kandla- electrical work	1715	5,743	31/5/99	1,953	20,976	8,768	12,208

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
115	Ext.of electric sub station	1715	4,078	25/2/89	1,692	52,280	49,666	2,614
116	Hospital bldg. At Gopalpuri (including addition & alteration extenstion, etc.)	1715	2,51,095	04-01-1957	12,555	32,19,038	30,58,086	1,60,952
117	Isolation ward at Gopalpuri	1715	20,876	1/1/59	1,044	2,67,630	2,54,249	13,382
118	Extension of Hospital Building at NP Site Port A pile foundation	1715	1,26,845	1/7/71	12,685	16,26,153	15,44,845	81,308
119	Dispensary block No.77	1715	23,294	04-01-1957	2,329	2,98,629	2,83,698	14,931
120	Extension of hospital bldg. At NP site (Port 'C' Super structure work)	1715	3,34,650	1/7/71	33,465	42,90,213	40,75,702	2,14,511
121	Extension of hospital bldg. At NP site (Port 'E' Const. Of compound wall & gate)	1715	14,486	1/7/72	1,000	1,85,711	1,76,425	9,286
122	Const. Of S.Room in the compound of Hospital building at Gopalpuri	1715	40,310	02-02-1977	13,403	5,16,774	4,90,935	25,839
123	Extension of hospital building at Gopalpuri	1715	20,24,179	12-07-1983	6,57,858	2,38,07,316	1,71,88,882	66,18,434
124	Const. Of physicotheraphy wing in Gopalpuri	1715	6,08,475	22/4/90	2,68,946	45,35,261	26,71,269	18,63,992
125	Const. Of porch & confrence hall in Hospital, Gopalpuri	1715	9,19,075	15/11/89	3,97,959	1,17,82,542	1,11,93,414	5,89,127
126	A/A to Hospital building at NPC	1715	5,00,426	29/9/87	1,94,165	64,15,461	60,94,688	3,20,773
127	Const. Of two sp. Rooms & Kitchen in Gopalpuri Hospital	1715	9,68,867	1/5/96	5,32,877	44,20,240	20,99,614	23,20,626
128	Const. Of port dispensary at Adipur	1715	3,91,002	23/11/90	1,76,342	29,14,329	17,16,540	11,97,789
129	Const. Of dispensary of Old Kandla	1715	7,49,050	15/7/94	3,85,012	39,35,582	20,18,954	19,16,629
130	Extension of hospital building at New Kandla -Purchase of electric stablizers & instruments	1715	12,537	1/4/76	1,818	1,60,724	1,52,688	8,036
131	Const.of isolation ward in hospital at New Kandla	1715	1,06,145	1/3/85	29,721	13,60,779	12,92,740	68,039
132	Const.of cycle stand at Gopalpuri Hospital	1715	70,527	1/3/88	-	9,04,156	8,58,948	45,208
133	Providing furniture for Kandla Hospital	1715	1,41,500	1/3/88	-	18,14,030	17,23,329	90,702
134	Extension of hospital building at N.K.	1715	4,13,617	1/3/88	1,40,630	53,02,570	50,37,441	2,65,128
135	Addition to hospital bldg at Kandla	1715	14,78,801	18/1/03	9,31,645	42,39,230	14,49,817	27,89,413
136	Primary school at Gopalpuri	1715	31,819	1/4/54	6,237	4,07,920	3,87,524	20,396
137	Additional wing for Primary school at Gopalpuri	1715	13,028	1/4/57	3,022	1,67,019	1,58,668	8,351
138	Extension of school at Gopalpuri	1715	39,978	1/4/57	9,275	5,12,518	4,86,892	25,626
139	School building at New Kandla	1715	79,794	16/10/57	7,979	10,22,959	9,71,811	51,148
140	Const.of boundry wall to school building at N.P. site	1715	18,795	1/4/76	1,880	2,40,952	2,28,904	12,048
141	Extension of school building at New Kandla	1715	44,347	1/10/70	4,435	5,68,529	5,40,102	28,426
142	Extension of school building at N.P. colony Port 'C' super structure work, Laboratory, Kandla	1715	1,11,278	1/10/70	11,128	14,26,584	13,55,255	71,329
143	Const. Of library & reading room over laboratory for school at NPC	1715	4,36,782	07-07-1990	1,93,058	32,55,550	19,17,519	13,38,031
144	Extension of school building at Gopalpuri	1715	6,43,324	2/3/90	2,84,349	47,95,008	28,24,260	19,70,748
145	Const. Of cycle stand in school	1715	1,54,309	13/12/98	44,364	5,97,656	2,61,176	3,36,480
146	Toilet block for Gopalpuri school	1715	5,63,670	06-10-2001	3,38,202	16,96,303	6,44,595	10,51,708

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
147	Grills in open varanda of Kandla school	1715	2,54,327	31/3/99	1,42,423	9,28,909	3,88,284	5,40,625
148	Extension of school building at N.P. colony Part'B'	1715	10,315	1/4/76	1,960	1,32,238	1,25,626	6,612
149	Const.of addl. Room for school bldg. At NPC	1715	2,34,060	1/3/82	51,493	30,00,649	28,50,617	1,50,032
150	Extension of school building at Kandla	1715	9,40,080	1/3/82	2,06,818	1,20,51,826	1,14,49,234	6,02,591
151	Providing furniture in school building at New Kandla	1715	2,15,532	1/3/88	-	27,63,120	26,24,964	1,38,156
152	Const.of primary school at G'puri	1715	88,605	1/4/54	-	11,35,916	10,79,120	56,796
153	Const.of additional room in school building at New Kandla.	1715	2,33,031	1/4/1979	37,285	29,87,457	28,38,085	1,49,373
154	Shifting of storage godown room Old Kandla to New Kandla & extension of Store Keepers Office at New Kandla (Superstructure)	1715	4,86,690	24/8/80	1,07,558	62,39,366	59,27,398	3,11,968
155	Addition & alteration of existing auto garage	1715	19,522	1/5/69	1,952	2,50,272	2,37,758	12,514
156	a)Const.of garage & repair workshop for mobile cargo handling equipment, Main Building.	1715	33,75,146	30/5/87	13,09,557	4,32,69,372	4,11,05,903	21,63,469
157	b)Asphalted surrounding	1715	2,18,310	30/5/87	2,18,310	27,98,734	26,58,797	1,39,937
158	Office building for main store at Kandla	1715	14,09,881	24/9/00	8,76,946	46,46,446	18,53,932	27,92,514
159	Garage & repair shop for mobile cargo handling equipment	1715	11,49,736	1/3/93	5,05,884	66,09,693	35,16,357	30,93,336
160	Administrative office building at Gandhidham	1715	8,25,952	1/4/52	82,595	1,05,88,705	1,00,59,269	5,29,435
161	Extension of AO building for providing Board room	1715	35,311	04-01-1966	8,420	4,52,687	4,30,053	22,634
162	Compound wall to AO building	1715	8,983	04-01-1955	898	1,15,162	1,09,404	5,758
163	Canteen Building at AO Building	1715	32,877	02-04-1958	3,288	4,21,483	4,00,409	21,074
164	Const.of receiptionsist room near north gate of AO building	1715	15,937	1/4/67	1,594	2,04,312	1,94,097	10,216
165	Const.of tiffin room within compound wall of AO building	1715	21,951	11-12-1973	3,183	2,81,412	2,67,341	14,071
166	Const.of P&C building at Kandla	1715	6,08,131	16/10/57	60,813	77,96,239	74,06,427	3,89,812
167	Const. Of record rooms & office accommodation of Port Office, N.K.	1715	84,018	1/12/70	8,402	10,77,111	10,23,255	53,856
168	Additional office accommodation at Kandla	1715	17,27,915	30/10/81	4,99,367	2,21,51,870	2,10,44,277	11,07,594
169	Additional office accommodation at Gandhidham	1715	13,00,000	1/4/83	4,10,800	1,66,66,000	1,58,32,700	8,33,300
170	Addition to existing Port Office bldg. At Kandla	1715	2,14,686	27/11/82	65,909	27,52,275	26,14,661	1,37,614
171	Const.of addl.office accommodation at Kandla - providing compound wall improving the surrounding works	1715	1,33,905	31/3/83	13,391	17,16,662	16,30,829	85,833
172	Const.of extension building of ATM office	1715	65,990	31/3/81	18,477	8,45,992	8,03,692	42,300
173	Office accommodation for Wharf Sup. Working at Berth No.IV & V of C.J.	1715	5,22,256	15/9/86	1,93,235	66,95,322	63,60,556	3,34,766
174	Const.of CDC at New Kandla	1715	8,95,242	19/5/87	3,47,354	1,14,77,002	1,09,03,152	5,73,850
175	Prov.of compound wall to Clearing Agent's Building	1715	62,686	30/3/85	6,269	8,03,635	7,63,453	40,182
176	Augmentation of computer based system (Phase-I) Prov. False ceiling PVC flooring and alluminium partition wall & furniture for 1st floor at CDC Building -Civil Work 'A'	1715	4,84,273	1/3/94	70,220	25,44,418	13,05,286	12,39,132

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
177	Const.of New Board Room	1715	3,89,132	03-10-1995	1,96,901	19,26,128	9,51,507	9,74,621
178	Const.of garage, board room, Chairman's chamber and Information Centre	1715	58,36,621	15/12/94	28,97,882	3,06,66,181	1,57,31,751	1,49,34,430
179	Const.of addl. Accommodation in AO Building	1715	9,95,881	05-03-1989	3,90,385	79,29,934	48,21,400	31,08,534
180	Prov. AC room for computer hall- const.of accommodation in AO Bldg.	1715	1,29,960	1/2/98	71,933	5,03,350	2,19,964	2,83,386
181	Const.of addl.6 rooms in 1st floor of AO building	1715	5,57,469	15/6/99	3,24,447	20,36,112	8,51,095	11,85,017
182	Gate office at w. gate no.1 including RCC fencing wall	1715	31,69,624	25/5/00	19,71,506	1,04,45,907	41,67,917	62,77,990
183	Extension of Office(jetty) in C.J.	1715	8,69,843	1/4/01	2,89,948	26,17,697	9,94,725	16,22,972
184	Gate office at Bunder area	1715	12,18,491	20/1/01	7,68,868	36,66,914	13,93,427	22,73,487
185	Control & Record room on 2nd floor of ATM's Office	1715	17,50,538	05-12-2001	11,20,344	52,68,051	20,01,859	32,66,192
186	Amenities to Information Centre at AO Building	1715	13,07,586	04-09-2000	3,92,276	43,09,319	17,19,418	25,89,901
187	RCC elevator tower near west gate no.2	1715	17,62,590	1/4/02	10,92,806	2,25,96,404	81,57,302	1,44,39,102
188	Addl. Storey in Nirman Building - Providing lift extension	1715	1,14,868	10-04-1999	67,944	4,19,546	1,75,370	2,44,176
189	Const.of addl.storey at Nirman Bldg.New Kandla	1715	16,67,047	1/9/97	9,06,874	70,07,063	31,95,221	38,11,842
190	Furniture for control room and record room in 2nd floor of ATM office	1715	2,15,971	20/8/02	21,597	27,68,748	9,99,518	17,69,230
191	Office building for staff at Tuna Port	1715	13,53,538	31/7/02	8,90,628	1,73,52,357	62,64,201	1,10,88,156
192	Modification of club into library and laboratory for school at New Kandla	1715	2,622	30/9/87	-	33,614	31,933	1,681
193	Conference room at Room No.201	1715	3,31,648	05-12-1999	2,00,315	12,11,318	5,06,331	7,04,987
194	C.I.S.F. complex - Armoury guard room	1715	18,27,061	12-08-2002	4,75,036	2,34,22,922	84,55,675	1,49,67,247
195	Const.of multi storey office building for port users at New Kandla	1715	46,28,097	31/12/87	18,37,355	5,93,32,204	5,63,65,593	29,66,610
196	Const.of multi storey office building for port users at New Kandla-superstructure	1715	98,006	1/3/93	43,123	5,63,425	2,99,742	2,63,683
197	Site office at New Kandla	1715	75,254	08-05-1961	7,525	9,64,756	9,16,518	48,238
198	Const.of ATM's office between warehouse B & C	1715	14,173	1/4/68	1,417	1,81,698	1,72,613	9,085
199	A/A to canteen bldg. Within compound wall at AO bldg.	1715	25,831	1/3/82	5,683	3,31,153	3,14,596	16,558
200	Extension of A.O. building at G'dham	1715	4,89,824	1/3/84	1,27,354	62,79,544	59,65,566	3,13,977
201	Const.of super structure of addl. Office accomodation at Kandla	1715	1,28,050	1/12/83	32,013	16,41,601	15,59,521	82,080
202	Const.of office & store in supervisory staff of Harbour Division	1715	7,50,562	1/6/88	2,55,191	96,22,205	91,41,095	4,81,110
203	Const.of scooter garage in compound of AO Building	1715	2,32,900	1/4/88	-	29,85,778	28,36,489	1,49,289
204	Canteen building at AO Building	1715	15,937	1/4/67	-	2,04,312	1,94,097	10,216
205	Const.of office & stores building in Marine, Mechanical and Engg. Deptt.	1715	53,065	1/7/90	23,455	3,95,519	2,32,961	1,62,558
206	A/A of office building behind workshop for marine deptt.	1715	4,70,877	30/6/01	3,01,361	14,17,052	5,38,480	8,78,572
207	Const.of cashier counter at AO bldg.	1715	1,45,702	25/10/02	97,183	18,67,900	6,74,312	11,93,588
208	A/A to Main store, workshop building at Kandla	1715	6,80,201	7/4/03	4,35,329	19,49,910	6,66,869	12,83,040
209	Foundation for workshop machineries	1715	18,297	03-01-1960	915	2,34,568	2,22,839	11,728

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
210	Workshop Main Building	1715	6,77,010	29/1/60	1,01,552	86,79,268	82,45,305	4,33,963
211	Time Keeper Office at N.Kandla	1715	18,913	04-01-1968	1,891	2,42,465	2,30,341	12,123
212	Const.of additional garage at G'puri	1715	41,87,692	15/6/96	21,98,538	1,91,05,413	90,75,071	1,00,30,342
213	Elect. Sub Station near W.G. No.2	1715	27,17,196	13/6/97	15,43,367	1,14,21,132	52,08,036	62,13,096
214	Elect. Sub Station for 66/11 KV	1715	29,33,080	15/2/99	17,45,183	1,07,12,845	44,77,969	62,34,876
215	Elect. Sub Station for U/G feeder	1715	20,03,162	15/2/99	11,91,881	73,16,392	30,58,252	42,58,140
216	Power House for DG Set	1715	41,47,325	30/8/99	25,04,984	1,51,47,780	63,31,772	88,16,008
217	Const.of additional accomodation at workshop for CME's deptt.	1715	30,315	1/12/88	10,610	3,88,638	3,69,206	19,432
218	Providing chain link fencing to garage and repair workshop for mobile equipment	1715	1,05,512	1/12/87	5,276	13,52,664	12,85,031	67,633
219	Renovation of Model room for hanger at Kandla	1715	49,179	1/3/88	16,721	6,30,475	5,98,951	31,524
220	Time office near workshop, cycle stand, garage ,etc.	1715	54,000	29/1/60	-	6,92,280	6,57,666	34,614
221	Temp. power house building at N.K. including oil tank, oil pump house with elevated steel tank and cooling panel	1715	2,65,500	16/10/57	-	34,03,710	32,33,525	1,70,186
222	Semi permanent site office at N.K.	1715	75,300	1/4/53	-	9,65,346	9,17,079	48,267
223	Time office near workshop	1715	17,400	1/3/62	-	2,23,068	2,11,915	11,153
224	Laboratory building at new port site with store building'	1715	75,300	1/3/60	-	9,65,346	9,17,079	48,267
225	Const.of pucca store room for water supply tower no.1 at N.Kandla	1715	78,818	14/8/87	27,902	10,10,447	9,59,924	50,522
226	Sewage disposal system for Kandla - Const.of lab building, chlorination room, diesel generator room and power room	1715	6,44,946	05-07-1992	3,08,284	41,54,878	22,89,338	18,65,540
227	Lunch room at 1st floor of ATM Office	1715	10,34,211	20/8/02	3,79,211	1,32,58,585	47,86,349	84,72,236
228	A.T.G. room	1715	6,06,962	20/9/03	2,42,785	17,39,958	5,95,066	11,44,892
229	Extension of Community Hall at Kandla	1715	16,07,019	3/7/03	10,28,492	46,06,788	15,75,521	30,31,266
230	Garage for CISF bachelor accomodation	1715	6,22,873	31/7/03	3,98,639	17,85,569	6,10,665	11,74,905
231	Improvement in Guest House at Gopalpuri	1715	7,92,248	31/7/03	5,07,039	22,71,111	7,76,720	14,94,391
232	Extension of A.O. building at G'dham	1715	3,82,432	30/6/03	2,44,756	10,96,305	3,74,936	7,21,369
233	Office for secrurity staff at Gopalpuri	1715	4,31,436	15/11/03	2,80,433	12,36,783	4,22,980	8,13,803
234	Seva Sadan -III Superstructure at New Kandla	1715	2,38,74,591	29/1/04	1,55,18,484	6,59,28,916	2,12,95,040	4,46,33,876
235	Upgrading Old building inside oil jetty	1715	7,66,789	01-08-2003	4,83,077	21,98,128	7,51,760	14,46,369
236	Const.of CDC	1715	8,95,242	12-08-1992	3,84,954	57,67,338	31,77,803	25,89,535
237	Const. Of office accomodation	1715	55,45,258	30/4/04	25,60,061	1,53,13,052	49,46,116	1,03,66,936
238	Const. Of electric sub station inside outside cargo jetty	1715	57,70,978	31/3/05	41,08,936	1,53,72,251	46,73,164	1,06,99,087
239	Const. Of Bus pick up stand behind Nirman Building.	1715	6,52,831	06-03-2004	65,283	18,02,772	5,82,295	12,20,477
240	Const. Of watch tower for CISF at Kandla	1715	11,11,671	10-08-2004	2,77,918	30,69,844	9,91,560	20,78,284
241	Const.of bachelor accomodation - Const.of dog Kennel	1715	17,70,737	30/11/04	-	48,89,833	15,79,416	33,10,417

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
242	Improving Hospital building at NPC, New Kandla	1715	22,25,679	30/4/05	8,72,466	59,28,579	18,02,288	41,26,291
243	Providing computer room & furniture in School Building, New Kandla	1715	8,07,654	15/6/05	3,16,600	21,51,362	6,54,014	14,97,348
244	Const. Of toilet block at Bapat Bazar & Vegetable Market	1715	14,63,070	5/7/05	9,07,103	38,97,204	11,84,750	27,12,454
245	Providing chest in strong room and sheds in back of Cash Section,G'dham	1715	6,71,925	17/8/05	4,78,411	17,89,818	5,44,105	12,45,713
246	Const. Of new gate office, North Gate	1715	48,66,924	15/4/05	34,65,250	1,29,64,107	39,41,089	90,23,019
247	Providing rest room/shelters and secuirty cabin in C.J. for Dock workers	1715	34,94,648	31/12/05	24,65,474	93,08,753	28,29,861	64,78,892
248	Const. Of fire section office at W.T No.1 in cargo jetty area	1715	20,27,756	15/06/05	14,11,318	54,01,368	16,42,016	37,59,352
249	Const.of addl. Garage for keeping fire and safety vehicle and pumps for fire brigade section at O.K.	1715	20,03,120	15/08/05	14,26,221	53,35,744	16,22,066	37,13,678
250	Const. Of bunker building for Indian Army at Kharirohar	1715	20,12,743	23/09/04	13,62,627	55,58,125	17,95,274	37,62,851
251	Const. Of Gate Office and improving surroundings at O.K.	1715	23,14,462	17/11/04	15,88,878	63,91,312	20,64,394	43,26,919
252	Const. Of ammenity centre and impoving the surrounding of Gate Office at Old Kandla	1715	10,09,432	5/8/05	7,02,565	26,88,841	8,17,408	18,71,433
253	Development of CISF comples	1715	8,63,246	26/4/06	3,71,196	22,20,829	6,32,936	15,87,893
254	Extension of electrical sub station building at Warehouse D - Civil Work	1715	40,24,106	30/4/06	28,77,236	1,03,52,615	29,50,495	74,02,119
255	Prov.isolator room and cable trench for elect. Cranes inside CJA	1715	2,97,807	30/12/06	2,15,761	7,66,153	2,18,354	5,47,799
256	Improvement of Hospital Building at Gopalpuri	1715	2,04,307	03-06-2004	72,325	5,64,187	1,82,232	3,81,955
257	Providing store room for E.O. ,Gopalpuri	1715	5,67,683	11-03-2005	2,33,318	15,12,147	4,59,693	10,52,454
258	Extension of Hospital Building at Gopalpuri	1715	32,18,118	28/8/06	13,83,789	82,79,090	23,59,541	59,19,549
259	Const.of pump room at berthing jetty	1715	4,44,485	30/5/06	3,24,474	11,43,504	3,25,899	8,17,605
260	Const. Of berting jetty for port crafts	1715	88,504	15/7/2001	56,643	2,66,343	1,01,210	1,65,133
261	Providing water proofing treatment inside CJA	1715	6,90,893	June-05	-	18,40,343	5,59,464	12,80,879
262	Extension of A.O. building at G'dham	1715	1,31,44,453	23/11/05	90,69,673	3,50,13,100	1,06,43,983	2,43,69,118
263	Extension of Control Room & Sub Station in southern side of CJA	1715	15,99,898	23/10/07	11,67,926	39,47,289	10,49,979	28,97,310
264	Extension of electric sub station in newly developed area inside CJA	1715	50,80,333	16/9/09	39,22,017	1,11,61,900	25,44,913	86,16,986
265	Construction of bus stop (4 nos) in N U 10, DC-6 at sapnanagar	1715	3,17,775	25/2/08	2,31,976	7,41,475	1,83,144	5,58,331
266	Providing port model in KPT at A.O. bldg	1715	9,89,388	31/7/09	7,63,808	21,73,765	4,95,618	16,78,146
267	Extension of fire pump station at 8th berth inside CJA	1715	8,05,321	25/2/2010	6,38,620	16,37,849	3,42,310	12,95,538
268	Additions/ alteration of chairman's annex building at gandhidham	1715	26,59,371	30/7/2011	21,80,684	47,93,238	9,10,715	38,82,522
269	Additions/ alteration of chairman's annex building at gandhidham	1715	18,08,967	30/7/2011	14,65,263	32,60,473	6,19,490	26,40,983
270	Improving surrounding area near sewage treatment plant at gopalpuri-elect. Part	1715	10,39,901	27/1/2012	8,52,199	17,01,142	2,90,895	14,10,247
271	Dev/Imp of area in and surrounding of p&c building outside CJA	1715	47,44,044	11-10-2011	38,87,744	85,50,642	16,24,622	69,26,020
272	Improving surroundiing of newly constructed A type bunglow at gopalpuri	1715	28,14,473	27-06-2011	22,79,723	50,72,793	9,63,831	41,08,962

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
273	Extensiion of guest house at Gopalpuri	1715	1,21,11,851	30/7/2011	98,10,599	2,18,30,342	41,47,765	1,76,82,577
274	Development of land inside west of the existing custom fencing wall in the rear of 7th to 10th berth - electric sub-station	1715	95,42,112	25/4/2011	78,24,532	1,71,98,657	32,67,745	1,39,30,912
275	SECURITY CABIN & IBARRICA	1715	25,64,395	03/07/10	20,84,853	52,15,425	10,90,024	41,25,401
276	Construction of Store Room for B&R Sub Division at AO Bldg., Gandhidham	1715	10,91,857	27/02/12	8,94,777	17,86,136	3,05,429	14,80,706
277	Arrangement of Office Accommodation for CVO, KPT and their staff.	1715	37,65,892	21/08/12	31,21,924	61,60,508	10,53,447	51,07,061
278	Const/shifting of Gate office of WG-2 at Kandla	1715	2,43,90,578	06-04-2012	2,04,39,304	3,98,99,804	68,22,867	3,30,76,938
279	Extension of electric sub station at Oil Jetty	1715	7,87,414	25/5/13	6,67,727	11,85,058	1,80,129	10,04,929
280	Const. Of viewers gallery at gate office, cargo jetty	1715	2,22,59,736	21-01-2015	1,95,10,659	2,79,17,419	31,82,586	2,47,34,833
281	Modernisation of training centre at AO bldg.	1715	17,85,034	28-02-2012	7,39,302	29,20,083	4,99,334	24,20,749
282	Prov. Sculpture of Kutch Maharao near port colony at New .K.	1715	11,96,667	15-09-2008	6,05,514	27,92,223	6,89,679	21,02,544
283	Upgrad Of Power Supply To Sub Station At Resi Bldg At G'Puri	1715	74,27,732	31-05-2011	60,16,463	1,33,87,709	25,43,665	1,08,44,044
284	Providing facilities such as toilets, w/s, drainage and audience facilities etc at Shyam Krishna Verma Stadium at G\pupri (14132)	1715	1,25,12,781	31-03-2016	1,06,35,864	1,48,28,138	14,08,673	1,34,19,465
285	Const. Of pump room for sewarge pumping station at C-3, Gandhidham.	1715	5,97,688	13-05-2014	5,18,195	8,17,746	1,08,760	7,08,986
286	Providing long tennis court and misc. works at Officers club at Gopalpuri	1715	45,89,903	10-09-2014	15,37,618	62,79,822	8,35,216	54,44,606
287	Procurement of dome type roof in school bidg.at kandla	1715	8,57,818	15-01-2011	6,86,683	15,46,127	2,93,764	12,52,363
288	Replacement / Modernisation of office and Furniture of Estate Division at Gandhidham.	1715	23,34,077	30/09/11	7,78,026	42,06,929	7,99,317	34,07,613
289	Construction of island on north of W.H.A. inside cargo jetty area (12144)	1715	47,92,547	26/08/16	20,60,795	56,79,357	5,39,539	51,39,818
290	Addition / Alternation of A.O. Building - Refurnishing of offices and record room (14142)	1715	90,27,219	05/02/17	82,55,392	1,02,92,397	7,82,222	95,10,175
291	Modernisation of offices of A.O. Building, Gandhidham (14137)	1715	1,60,17,669	15/09/16	1,10,78,888	1,89,81,568	18,03,249	1,71,78,319
292	Upgradation of Chairman's wing at AO Building, Gandhidham	1715	21,99,091	16/05/17	20,31,960	25,07,297	1,90,555	23,16,742
293	Extension, Addition & Alteration in Shramdeep Building Kandla (12145)	1715	40,87,062	31-07-2017	34,65,829	46,59,870	3,54,150	43,05,720
294	Improving existing entry gates of Cargo Jetty including landscaping works for road from Maharao Circle to North Gate at New Kandla.(12148)	1715	2,14,20,000	18-09-2018	1,93,85,100	2,37,03,750	13,51,114	2,23,52,636
295	Development of plot at east of Main Stores New Kandla (12148&12156)	1715	52,96,624	15-09-2018	46,92,809	58,61,338	3,34,096	55,27,241
296	Beautification of CJA and Modification of Signal Station, SST Building at N.Kandla(12155)	1715	1,90,34,484	09-09-2018	1,71,31,036	2,10,63,896	12,00,642	1,98,63,254
297	Improving the surroundings of A.O Building and Gopalpuri (14150)	1715	87,36,569	15-09-2018	82,38,585	96,68,041	5,51,078	91,16,963
298	Const. Of West Gate III Office Building along with anciliary facilities ie. Road,fencing drain,etc. (12148)	1715	4,72,13,342	23-08-2018	4,27,28,075	5,22,47,117	29,78,086	4,92,69,032
299	Construction of West Gate-II office building along with landscaping work Phase-V	1715	1,29,71,043	30/09/2019	1,21,49,544	1,39,43,871	5,29,867	1,34,14,004

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
300	Construction of Bunder Gate office building along with resurfacing of road, horticulture work, electrification and providing overhead structure at north gate and oil jetty gate Phase-IV	1715	1,41,43,282	29/10/2019	1,34,71,476	1,52,04,028	5,77,753	1,46,26,275
301	Office building (13th Cargo Berth)	1715	10,61,410	29-09-2017	9,67,729	12,10,168	91,973	11,18,195
302	Office building (15th Cargo Berth)	1715	5,29,452	27-09-2018	4,94,210	5,85,901	33,396	5,52,505
303	Uprgradation of TS-IV, 7th berth, Marine Unloader, old NDA Area, - Strengthening of downstream 11 KV Substation at cargo Jetty area	1715	2,27,66,553	13-01-2021	2,23,33,988	2,27,66,553	-	2,27,66,553
	TOTAL		**59,95,94,946**		**40,23,37,462**	**1,95,99,29,154**	**98,84,54,103**	**97,14,75,051**
					-			
1	Type 'I' of 66 quarters at New Kandla	1716	1,12,529	1/4/65	5,626	14,42,622	13,70,491	72,131
2	Type - II 240nos. qters at New Kandla	1716	7,36,965	08-01-1957	73,697	94,47,891	89,75,497	4,72,395
3	Type - III 24 nos. qters at New Kandla	1716	1,18,128	08-01-1957	5,906	15,14,401	14,38,681	75,720
4	Type-IV 6 nos. qters at New Kandla	1716	1,66,267	08-01-1957	16,627	21,31,543	20,24,966	1,06,577
5	Type V quarters at New Kandla	1716	1,35,138	08-01-1957	13,514	17,32,469	16,45,846	86,623
6	Const. Of qtrs for Booster Staff	1716	5,62,550	1/4/70	28,128	72,11,891	68,51,296	3,60,595
7	Additional type I, II & III quarters at New Kandla	1716	15,87,601	03-01-1960	4,25,477	2,03,53,045	1,93,35,393	10,17,652
8	Const. Of type III & IV quarters at Gopalpuri (Type III-46 nos.)	1716	11,54,949	04-01-1957	57,747	1,48,06,446	1,40,66,124	7,40,322
9	Const. Of type V & VI quarters at Gopalpur (Type V - 3nos.)	1716	21,05,837	04-01-1957	1,05,292	2,69,96,830	2,56,46,989	13,49,842
10	Casting & driving RCC piles for additional 3 type (I & II) quarters at New Kandla	1716	32,891	1/4/65	1,645	4,21,663	4,00,579	21,083
11	Const. Of additional 174 quarters at New Kandla Port 'A' reclamation (SFR 107, 708)	1716	1,11,171	1/4/79	17,787	14,25,212	13,53,952	71,261
12	Doctors quarters Block	1716	18,323	1/4/50	1,832	2,34,901	2,23,156	11,745
13	Compounders quarters Block 78	1716	5,225	1/4/50	261	66,985	63,635	3,349
14	Const. Of additional 174 quarters at N.Kandla Port 'A' pile foundation (CR-78-72)	1716	8,29,543	1/4/74	88,761	1,06,34,741	1,01,03,004	5,31,737
15	Const. Of providing one addl. Room to single 'F' type quarters & covering existing both with ACC sheet roofing at Gopalpuri	1716	1,13,389	04-01-1976	16,441	14,53,647	13,80,965	72,682
16	Const. Of 174 quarters at Kandla Super structure.	1716	42,22,220	1/4/74	4,51,778	5,41,28,860	5,14,22,417	27,06,443
17	Const. Of additional qtrs. At New Kandla super structure for IV qtrs.	1716	1,25,214	1/4/74	13,398	16,05,243	15,24,981	80,262
18	Const. Of additional 174 qtrs. At New Kandla - providing of compound wall & Cage type IV & III quarters.	1716	2,75,662	1/4/74	29,496	35,33,987	33,57,287	1,76,699
19	Prov. C.c. pessing in 240 quarters at Old Kandla	1716	17,108	1/4/74	1,831	2,19,325	2,08,358	10,966
20	Const. Of staff quarters at New Kandla - Additional block of type IV quarters (6 units) Port 'A' pile foundation	1716	76,776	1/4/74	8,215	9,84,268	9,35,055	49,213
21	Additions & alteration to 'D' type quarters at Gopalpuri	1716	16,362	1/8/75	2,062	2,09,761	1,99,273	10,488
22	Providing A 1 sheet chhajjas over doors & windows of 'F' type quarters at Gopalpuri.	1716	20,378	1/8/75	2,568	2,61,246	2,48,184	13,062

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
23	Const. Of super structure type IV Block	1716	2,72,396	1/1/78	35,411	34,92,117	33,17,511	1,74,606
24	Const. Of additional 174 qtrs. At New Kandla internal water supply	1716	20,539	1/4/82	5,320	2,63,310	2,50,144	13,165
25	Cons. Of super structure for 120 fire brigade staff qtrs. At New Kandla.	1716	18,813	1/3/93	8,804	1,08,154	57,538	50,616
26	Providing external electrification for 120 quarters for F.B. staff at N.K.	1716	26,352	1/3/93	12,333	1,51,494	80,595	70,899
27	Const.of residential quarters for fire brigade staff pile casting & drilling	1716	25,50,105	1/3/89	9,99,641	3,26,92,346	3,10,57,729	16,34,617
28	Const.of superstructure in fire brigade staff quarters at New Kandla(type-I)	1716	20,16,777	1/3/89	7,90,577	2,58,55,081	2,45,62,327	12,92,754
29	Const.of superstructure in fire brigade staff quarters at New Kandla(type-II)	1716	45,35,575	1/3/89	17,77,945	5,81,46,072	5,52,38,768	29,07,304
30	Const.of superstructure in fire brigade staff quarters at New Kandla(type-III)	1716	4,93,921	1/3/89	1,93,617	63,32,067	60,15,464	3,16,603
31	Const.of superstructure in fire brigade staff quarters at New Kandla(type-IV)	1716	1,50,029	1/3/89	58,811	19,23,372	18,27,203	96,169
32	72 nos. FCI quarters (F-Type)	1716	27,50,139	1/6/93	12,87,065	1,58,10,216	84,11,035	73,99,181
33	Const.of residential qtrs. At Kandla - Providing RCC cast in site piles Bracing	1716	8,69,947	1/3/94	4,23,664	45,70,787	23,44,814	22,25,973
34	Providing compound wall & C.W.C. to G type quarters at Kandla.	1716	6,66,084	05-07-1988	-	56,92,798	35,69,384	21,23,414
35	Providing slab to kitchen & bath room of 'F' type quarters at Gopalpuri	1716	7,14,214	22/10/90	2,78,543	53,23,386	31,35,474	21,87,912
36	Const. Of residential quarters at Kandla in compound wall roads & w/s	1716	7,58,875	11-07-1994	-	39,87,204	20,45,436	19,41,768
37	Const. Of type- I, II, III & IV residential quarters at Gopalpuri	1716	52,93,829	14/4/94	24,35,161	2,78,14,298	1,42,68,735	1,35,45,563
38	Const. Of type V residentail quarters at Gopalpuri	1716	9,66,755	05-07-1994	4,96,912	50,79,426	26,05,745	24,73,680
39	Conersion of 2 nos. 'B' & 'A' type at Gopalpuri	1716	2,64,726	02-10-1991	1,08,538	18,64,718	10,62,889	8,01,829
40	Const. Of 'F' type quarters in FCI, Gopalpuri	1716	98,702	31/8/90	37,507	7,35,674	4,33,312	3,02,362
41	Additional & alteration to Chairman's Bunglow	1716	2,39,373	12-09-1989	93,355	19,06,063	11,58,886	7,47,177
42	Conversion of w/c and bath room of 240 quarters into A.C. & bath at Old Kandla	1716	4,47,159	09-02-1994	2,29,840	23,49,417	12,05,251	11,44,166
43	Providing wash basin with mirror glass in D & E type quarters at Gopalpuri	1716	5,44,037	31/1/00	27,202	17,92,945	7,15,385	10,77,560
44	Const. Of additional "C" type quarters at Gopalpuri	1716	1,12,35,553	15/12/99	66,45,830	4,10,36,977	1,71,53,456	2,38,83,521
45	Repl. Of ceiling fans at residential quarters at Gopalpuri	1716	10,54,038	1/4/00	52,702	34,73,719	13,86,014	20,87,705
46	Repl. Of ceiling fans at residential buildings at Kandla & Old Kandla	1716	9,24,865	1/4/00	46,243	30,48,013	12,16,157	18,31,856
47	Repl. Of deteriorated wiring in residential building at New Kandla	1716	11,28,473	14/10/00	-	37,19,029	14,83,893	22,35,137
48	B' type quarters at Gopalpuri	1716	46,92,107	15/12/99	27,75,381	1,71,37,553	71,63,497	99,74,056
49	Residential quarters at Kandla(type-II)	1716	25,95,209	08-12-1996	14,27,365	1,18,40,064	56,24,030	62,16,034
50	Super structure of Type-I quarters at Kandla	1716	92,62,144	08-12-1996	50,94,179	4,22,56,472	2,00,71,824	2,21,84,648
51	Conversion of bath into bath cum toilet in 'C' type quarters at Gopalpuri	1716	2,28,368	11-09-2000	72,317	7,52,616	3,00,294	4,52,322
52	Providing cubboards in type-II qtrs. At Kandla	1716	12,32,717	01-10-2000	2,25,587	40,62,579	16,20,969	24,41,610

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
53	Providing jafferies for residential qtrs. At NPC, Kandla	1716	14,79,116	16/3/00	2,98,781	48,74,619	19,44,973	29,29,646
54	Prov. Cupboard in 'F' type quarters at N.P.C.	1716	10,23,661	28/2/99	1,48,431	37,38,842	15,62,836	21,76,006
55	Scooter garage in residential bldg. At N.P.C.	1716	5,21,182	15/5/00	1,56,355	17,17,623	6,85,332	10,32,291
56	Mosuito net in 'C' & 'D' quarters at N.P.C	1716	1,75,620	01-04-2001	-	5,28,509	2,00,833	3,27,676
57	Prov. Wash basin with mirror glass in D & E type quarters at N.P.C.	1716	16,40,547	22/1/00	-	54,06,636	21,57,248	32,49,388
58	Cupboard in 'E & F type quarters at N.P.C.	1716	18,88,037	30/4/01	4,53,129	56,81,839	21,59,099	35,22,740
59	Providing cooking platform & OH tanks in existing E & F type quarters at Gopalpuri	1716	2,51,126	1/3/88	-	32,19,435	30,58,464	1,60,972
60	Lavoratory block at 60 quarters	1716	22,493	29/1/60	-	2,88,360	2,73,942	14,418
61	Const.of 1/2 block of 8 units E type quarters & 4 units of F type quarters at New Kandla	1716	7,36,139	1/3/88	2,74,580	94,37,302	89,65,437	4,71,865
62	Providing wooden jafferies in type II(E type) quarters at Gopalpuri	1716	1,53,810	1/3/82	39,837	19,71,844	18,73,252	98,592
63	Providing shower rose in type I to IV quarters at Gopalpuri	1716	30,227	1/3/82	7,829	3,87,510	3,68,135	19,376
64	Providing shower rose in type I to IV quarters at Kandla	1716	25,268	1/3/82	6,544	3,23,936	3,07,739	16,197
65	Plinth protection around 327 quarters at Kandla	1716	72,776	1/3/82	16,011	9,32,988	8,86,339	46,649
66	Const.of 1 block 6 units of B type quarters at New Kandla	1716	14,01,947	1/3/82	3,08,428	1,79,72,961	1,70,74,313	8,98,648
67	Const.of residential quarters at Kandla - Providing & laying RCC drainage line	1716	2,02,772	1/9/97	40,554	8,52,307	3,88,652	4,63,655
68	Const.of residential quarters at Kandla - Providing & laying RCC drainage line	1716	62,445	1/9/97	-	2,62,474	1,19,688	1,42,786
69	Repl.of barbed wire fencing with cc b lock wall in compound of C type quarters at Gopalpuri	1716	3,46,954	5/9/92	-	22,35,151	12,31,568	10,03,583
70	Strengthening of old blocks at NPC	1716	13,22,506	4/9/02	8,19,954	1,69,54,527	61,20,584	1,08,33,943
71	Providing water proof treatment to residential building	1716	25,54,664	15/6/02	6,13,119	3,27,50,792	1,18,23,036	2,09,27,756
72	C.C. tank for storage of water in residential building at Kandla	1716	7,84,358	5/11/02	2,03,933	1,00,55,470	36,30,025	64,25,445
73	Const. Of 40 latrines for hutment dwellers at NPc (A-18 of 7/98)	1716	2,34,281	15/2/89	81,998	30,03,482	28,53,308	1,50,174
74	Providing Jaffries to 'E' type quarters at NPC (A-22 of 7/98)	1716	8,88,507	02-05-1994	3,99,828	46,68,303	23,94,840	22,73,464
75	Prov. Street lighting arrangement & power supply to residential quarters at Gopalpuri (A-23 of 10/98)	1716	1,35,535	05-07-1994	6,777	7,12,114	3,65,315	3,46,800
76	Const.of 100 labour quarters	1716	2,26,630	10-02-1960	11,332	29,05,397	27,60,127	1,45,270
77	Const.of 60 labour hutments at Kandla	1716	56,120	05-01-1959	2,806	7,19,458	6,83,485	35,973
78	Civil Structure for elect. Power to Port Installation	1716	21,58,899	1/4/01	13,38,517	64,96,968	24,68,848	40,28,120
79	Reseneir and pump in Gopalpuri	1716	1,96,497	1/6/89	9,825	25,19,092	23,93,137	1,25,955
80	Const.of ovehead water tank at G'puri	1716	11,76,606	14/2/91	-	82,87,961	47,24,138	35,63,823
81	Batchlor accommodation for CISF complex	1716	2,06,73,616	30/7/01	1,32,31,114	6,22,14,966	2,36,41,687	3,85,73,279
82	Batchlor accommodation for CISF complex - Compound wall	1716	25,58,841	15/2/02	5,62,945	3,28,04,342	1,18,42,367	2,09,61,974
83	Batchlor accommodation for CISF complex - water supply lines	1716	22,78,665	15/2/02	5,01,306	2,92,12,485	1,05,45,707	1,86,66,778

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
84	Providing kota stone in residential building at Kandla	1716	10,39,802	02-10-2004	3,11,941	28,71,380	9,27,456	19,43,924
85	Development of area between two blocks of residential building	1716	17,17,385	27/1/04	5,15,216	47,42,504	15,31,829	32,10,675
86	Batchlor accommodation for CISF complex	1716	8,01,828	12-05-2003	5,49,252	22,98,574	7,86,112	15,12,461
87	Water proofing treatment for residential building at Kandla	1716	7,37,714	6/11/03	2,21,314	21,14,780	7,23,255	13,91,525
88	Flooring & staircase upgradation of qtrs. At Kandla	1716	7,71,421	6/12/03	2,31,426	22,11,407	7,56,301	14,55,106
89	Batchlor accommodation for CISF complex	1716	3,49,391	31/7/03	2,36,188	10,01,588	3,42,543	6,59,045
90	Bath & W.C. for residential building at Kandla	1716	8,76,839	20/6/03	2,45,515	25,13,605	8,59,653	16,53,952
91	Providing kota stone in residential building at Kandla	1716	9,46,316	04-12-2003	2,64,968	27,12,773	9,27,768	17,85,004
92	W/C and glazed tiles fixing in residential building at Kandla	1716	10,25,339	21/2/03	2,66,588	29,39,305	10,05,242	19,34,063
93	Strengthening of stair case in res. Building at Kandla	1716	12,28,959	03-10-2003	7,86,534	35,23,016	12,04,871	23,18,144
94	Batchlor accommodation for CISF complex	1716	1,56,54,750	08-05-2003	1,05,82,611	4,48,76,950	1,53,47,917	2,95,29,033
95	C.C. flooring in court yard in residential building	1716	5,50,932	08-05-2003	3,72,430	15,79,338	5,40,134	10,39,205
96	Repl.of overhead tanks in C & D type quarters (14035)	1716	4,08,916	22/4/04	40,892	11,29,208	3,64,734	7,64,474
97	Providing under ground tanks in D E & F type quarters at G'puri	1716	21,95,266	07-03-2004	-	60,62,157	19,58,077	41,04,080
98	Construction of D,E,F type quarters at Gopalpuri - Providing overhead tank, Underground water tank, water supply lines, SWD, road and culverts etc.	1716	3,38,72,505	25-04-2011	2,03,23,503	6,10,51,641	1,15,99,812	4,94,51,829
99	Repl.of bath,wc,damaged doors, windows & shutters in residential quarters at NPC	1716	19,69,946	10/03/04	6,30,383	54,39,943	17,57,101	36,82,841
100	Prov.of CC tanks for storage of water in residential quarters at NPC	1716	14,42,306	04-06-2004	2,16,346	39,82,882	12,86,471	26,96,411
101	Upgradation of facilities in residential colony in NPC at New Kandla.	1716	11,87,824	19/02/04	3,56,347	32,80,138	10,59,485	22,20,653
102	Renovation of 'C' type quarters at NPC, New Kandla	1716	6,68,354	19/02/04	2,00,506	18,45,638	5,96,141	12,49,497
103	Const.of additional quarters at G'puri - providing external electrification	1716	15,11,713	29/3/04	10,23,430	41,74,547	13,48,379	28,26,168
104	Development of DC 5 - providing external electrification	1716	22,27,373	27/3/04	15,07,932	61,50,819	19,86,715	41,64,104
105	Devl of Dc-5 at G'dham- Const of 168 Quarters at G'puri	1716	3,91,57,008	30.6.09	3,02,29,210	8,60,31,091	1,96,15,089	6,64,16,002
106	Development of DC-5 at Gandhidham - Construction of 168 Quarters at Gopalpuri (14058)	1716	1,24,34,822	25-04-2011	1,00,72,206	2,24,12,464	42,58,368	1,81,54,096
107	Const. of A type bunglow at port colony gopalpuri (14095)	1716	1,78,53,517	28/4/2011	1,44,61,349	3,21,79,094	61,14,028	2,60,65,066
108	Providing PVC O/H water tank for 224 KDLB quarters at Gopalpuri	1716	50,67,135	15/4/2013	42,96,930	76,26,038	11,59,158	64,66,880
109	Const. Of u/g water tank of various capacity at G'puri (14124)	1716	66,27,129	30/11/13	56,82,763	99,73,829	15,16,022	84,57,807
110	Improving facility to E & D type quarters including PVC overhead tanks of newly constructed quarters at Gopalpuri	1716	83,86,029	20/08/13	71,11,353	1,26,20,974	19,18,388	1,07,02,586
111	Providing Truck Parking near Nakti Bridge Kandla(14097&14107)	1716	11,42,639	31-12-2010	9,14,683	23,23,881	4,85,691	18,38,190
112	Addition/Alteration to existing quarters at KDLB colony at Gopalpuri (14134)	1716	49,16,270	20-04-2015	43,55,815	61,65,822	7,02,904	54,62,918

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
113	Providing additional toilets (Europan) in D & E type quarters at Gopalpuri (14139)	1716	1,58,10,094	30/11/16	1,31,06,568	1,87,35,584	17,79,880	1,69,55,703
114	Upgradation of facilities in residential colony in NPC at New Kandla. - Providing allumunium sheets in Jafferiee (30032)	1716	12,08,850	31/01/2003	60,442	34,65,369	11,85,156	22,80,213
115	Const. Of Chairman's New Bunglow at Gopalpuri (14143)	1716	3,28,66,405	20/01/2017	3,00,56,327	3,74,72,681	28,47,924	3,46,24,758
116	Providing sheds in C&D type quarters in court yard at Gopalpuri (14144)	1716	21,24,526	20/08/2017	18,01,598	24,22,282	1,84,093	22,38,188
117	Construction of Garage for C type quarters	1716	35,39,993	19/09/2017	30,01,914	40,36,128	3,06,746	37,29,383
118	Upgradation of Power Supply at Gopalpuri Township	1716	1,43,24,648	04-09-2020	1,29,63,806	1,49,19,443	2,83,469	1,46,35,974
119	Building residential Sheds and other Structure	1716	25,91,781	10-09-2019	24,93,293	27,86,165	1,05,874	26,80,290
	TOTAL		**35,31,11,617**		**22,60,33,452**	**1,19,68,45,672**	**59,10,37,127**	**60,58,08,545**
					-			
1	Smoking both in t/shed and warehouses	1717	19,956	1/10/82	-	2,55,836	2,43,044	12,792
2	Cranage shed at cargo jetty	1717	68,000	1/11/62	-	8,71,760	8,28,172	43,588
3	Const. Of auction yard in Cargo jetty.	1717	5,01,109	15/4/99	25,055	18,30,261	7,65,049	10,65,212
4	Electrical cable trench for 8th berth.	1717	13,95,568	05-05-2000	3,40,519	45,99,276	18,35,111	27,64,165
5	Static water tank in the back up area of 6th berth to 8th berth	1717	23,16,884	31/10/01	5,09,714	69,72,407	26,49,515	43,22,892
6	Static water tank at 8th berth	1717	61,293	31/3/01	12,259	1,84,455	70,093	1,14,362
7	Purchase of vocuators sheet at New Kandla	1717	10,370	03-10-1982	-	1,32,943	98,511	34,432
8	Improvement of park in front of Guest House at Gopalpuri	1717	60,820	1/10/82	-	7,79,712	7,40,727	38,986
9	Prov. Fencing around Nehru Port & Const. Of Chowkidars quarter within compound & providing amenity in Nehru Park	1717	12,051	1/4/85	-	1,54,494	1,46,769	7,725
10	Prov. Car catcher arrangement to all guest in C.J.	1717	7,07,176	26/6/99	1,47,093	25,82,905	10,79,654	15,03,251
11	Const. Of recharging structure at Gopalpuri	1717	24,35,600	31/10/99	4,45,715	88,95,838	37,18,460	51,77,378
12	Toilet block for 1st floor of P&C bldg.	1717	2,67,065	04-12-2000	1,66,114	8,80,147	3,51,179	5,28,969
13	Room for DG Set of 200KVA in AO Bldg.	1717	1,98,703	18/2/92	81,468	12,80,087	7,05,328	5,74,759
14	Strengthenning of approaches - Prov. Welcome arch	1717	1,63,068	15/3/00	-	5,37,412	2,14,427	3,22,984
15	Welcome arch for KFTZ	1717	3,87,939	31/10/98	-	15,02,531	6,56,606	8,45,925
16	Dismantling & prov. Of RCC gantry strucuture at Bunder Area	1717	4,97,527	20/10/00	1,74,549	16,39,665	6,54,226	9,85,439
17	Purchase of equipment for laboratory	1717	72,126	1/11/82	3,606	9,24,655	8,78,423	46,233
18	Connecting bridges 6 nos.	1717	1,87,600	19/2/60	-	24,05,032	22,84,780	1,20,252
19	Open stage badminton cort	1717	73,376	1/3/69	-	9,40,680	8,93,646	47,034
20	Health centre at Kandla	1717	78,933	1/4/54	-	10,11,921	9,61,325	50,596
21	Vegitable market at NPC	1717	2,38,285	18/2/86	69,103	30,54,814	29,02,073	1,52,741
22	Civil structure for ele power station	1717	21,04,605	1/4/01	13,04,855	63,33,577	24,06,759	39,26,817
23	Providing chajja to platform of CFS	1717	14,214	15/4/99	711	51,916	21,701	30,215

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
24	Const.of pump house for DG set for emergency supply to port activity	1717	37,10,725	30/8/99	4,45,287	1,35,53,132	56,65,209	78,87,923
25	Development of electric power to port 66/11 KV lines - elect.sub station for new power house at N.K.	1717	34,40,574	15/2/99	4,98,883	1,25,66,427	52,52,766	73,13,660
26	Providing plantation within the area between 4 lane road leading to W.G.No.2	1717	14,96,916	6/11/04	-	41,33,685	13,35,180	27,98,505
27	Providing RCC cable trench inside outside cargo jetty	1717	3,41,250	31/03/05	1,16,025	9,08,993	2,76,334	6,32,659
28	Resurfacing of container yard - Stage II	1717	2,22,81,007	30/09/05	11,14,050	5,93,50,293	1,80,42,489	4,13,07,804
29	Improving surounding area outside W.G. at Kandla - Development of Traffic island in front of W.G. No.2	1717	19,23,017	12/01/06	19,23,017	49,47,249	14,09,966	35,37,283
30	Const. Of Park at Kandla	1717	2,57,631	31/3/05	92,747	6,86,256	2,08,622	4,77,634
31	SWD & cable trench in NDA (66 hectors)	1717	4,89,84,677	30/11/06	3,61,99,676	12,60,20,408	3,59,15,816	9,01,04,592
32	Const of golden jubilee park at sapnanagar	1717	52,29,387	08-10-2009	28,44,787	1,14,89,383	26,19,579	88,69,804
33	Providing toilet blocks and rest shelter inside CJA	1717	22,42,730	30/6/2009	17,58,300	49,27,458	11,23,460	38,03,997
34	Imp. the Infr. facility along berth no. 7 to 10 its backup area - Prov. Toilet block and rest shelter	1717	18,47,782	03-06-2010	14,81,921	37,57,989	7,85,420	29,72,569
35	Providing mobile dust bins at various places inside CJA (12138)	1717	46,59,209	31/5/2014	17,23,907	63,74,645	8,47,828	55,26,817
36	Improving corridor & toilets of A.O Bldg., at G'dham	1717	8,86,171	24-09-2010	7,10,709	18,02,280	3,76,677	14,25,604
37	CONSTRUCTION OF GOLDEN JUBILEE PARK AT NU10-B, SHAKTINAGAR, AND NU - 4 SAPNANAGAR(PROVIDING FOUNTAINS)	1717	3,67,941	23-06-2010	18,397	7,48,312	1,56,397	5,91,915
38	CONSTRUCTION OF GOLDEN JUBILEE PARK AT H.4 - 4-10-B, SHAKTINAGAR,H.4 - 4 SAPNANAGAR(PROVIDING PLAYING EQUIPMENTS)	1717	14,12,244	03-06-2010	8,21,926	28,72,199	6,00,290	22,71,909
39	Providing pavor block garden etc. at office building, New Kandla (12143)	1717	58,03,914	14-07-2016	47,01,170	68,77,867	6,53,397	62,24,469
40	Providing interlocking paving surrounding AO Building (14147)	1717	68,37,947	25-01-2017	56,68,658	77,96,296	5,92,518	72,03,777
41	Sprinkling system inside cargo jetty area for coal dust suppression in coal yard(12146)	1717	6,50,45,578	16-04-2018	5,88,66,248	7,19,80,584	41,02,893	6,78,77,691
42	Providing infrastructure facility in liquid storage at Kandla - Improving road network, construction parking plot, toilet block, canteen facilities, swd,road lighting plantation compound wall (12157)	1717	12,50,93,134	30-09-2018	11,32,09,286	13,84,30,270	78,90,525	13,05,39,744
	TOTAL		**31,37,34,102**		**23,54,75,757**	**52,70,46,050**	**11,29,60,947**	**41,40,85,103**
					-			
1	Const. of additional bins at south of bin no.17	1718	4,31,077	20/4/92	-	27,77,089	19,12,720	8,64,369
2	Prov. Surface drainage & improvement of surroundings of warehouse of (CFS) for 6th berth.	1718	5,81,500	22/12/85	-	74,54,830	70,82,089	3,72,742
3	Improving the surrounding of two	1718	4,87,753	31/10/85	4,87,753	62,52,993	59,40,344	3,12,650
4	Const. Of bins for staking bulk cargo behind marine unloader at New Kandla	1718	22,393	1/7/93	-	1,28,735	85,609	43,126

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
5	Flame pipe gate cabin	1718	2,000	--	2,000	25,640	24,358	1,282
6	Const. Of toiltet block & drinking facilities at 5th berth.	1718	1,91,680	25/6/86	44,725	24,57,338	23,34,471	1,22,867
7	Providing drinking facilities & toilet block in newly developed area at Kandla	1718	5,26,473	15/2/88	-	67,49,384	64,11,915	3,37,469
8	Replacement of existing toilet block including drinking water facilities on south of T.S. No.4 at N. Kandla	1718	1,69,497	30/12/88	8,475	21,72,952	20,64,304	1,08,648
9	Providing paved bins for storage of rock phospate at south/west of newly developed land at N.Kandla	1718	8,21,940	12-09-1991	8,21,940	57,89,709	41,25,168	16,64,541
10	Paving the triangular plot outside west gate at N. Kandla.	1718	24,771	05-09-1988	24,771	2,11,709	1,65,927	45,782
11	Paving Kutch plot at CWC godowns.	1718	26,930	1/1/02	673	3,45,243	1,55,791	1,89,452
12	Toilet block at 7th cargo berth	1718	5,63,782	27/6/95	99,601	27,90,612	17,23,203	10,67,409
13	Const.of cycle portch along inter periphey of the RCC fencing wall of c.j. at Kandla	1718	20,306	09-01-1975	2,559	2,60,323	2,47,307	13,016
14	First aid post	1718	9,500	18/7/69	-	1,21,790	1,15,701	6,090
15	Const. Of booking sheds & waiting hall outside the north gate of c. jetty	1718	61,451	1/5/78	8,603	7,87,802	7,48,412	39,390
16	Const. Of lavottory blocks at 5th berth inside cargo jetty at Kandla.	1718	35,952	1/8/76	5,213	4,60,905	4,37,859	23,045
17	Const. Of electric sub station for newly floating dry dock	1718	22,068	1/4/97	883	92,758	52,872	39,886
18	Pump house & fire fighting pump at Kandla	1718	7,36,181	30/4/00	2,20,854	24,26,180	12,10,057	12,16,123
19	Chowkidar cabin at Tuna	1718	1,000	1/4/40	-	12,820	12,179	641
20	Compound wall to institute building at Gopalpuri	1718	44,064	1/3/82	-	5,64,900	5,36,655	28,245
21	Improving the surrounding of Labour Amenity Center	1718	1,63,588	15/2/86	1,63,588	20,97,198	19,92,338	1,04,860
22	Const. Of new bus stand near Sirva Station	1718	89,137	26/10/89	38,596	11,42,736	10,85,600	57,137
23	Const.of lavoratory block for primary & middle school	1718	82,485	10-08-1960	4,124	10,57,458	10,04,585	52,873
24	Petrol cabin at Gopalpuri	1718	3,667	10-03-1958	-	47,011	44,660	2,351
25	Const.of room in the compound, A.O. Building	1718	19,485	04-01-1963	-	2,49,798	2,37,308	12,490
26	Improvement of storage facility for plants at Main storage at Kandla	1718	2,03,848	29/9/92	10,192	13,13,232	9,04,488	4,08,743
27	Const.of stores building for necessary at Gopalpuri	1718	11,066	1/5/69	553	1,41,866	1,34,773	7,093
28	Bicycle stand at AO building	1718	3,889	16/5/55	-	49,857	47,364	2,493
29	Toilet block for CISF complex	1718	15,03,785	22/4/02	5,99,008	1,92,78,524	86,99,434	1,05,79,090
30	Site office in Traffic & Engg. Staff between warehouse No.2 & 3.	1718	6,700	1/11/62	-	85,894	81,599	4,295
31	Equipment Plant for approach route for air defence equipments	1718	78,31,283	11-09-2000	78,31,283	2,58,09,010	1,28,72,244	1,29,36,766
32	RCC conduit for electric cable inside & outside bunder area	1718	12,91,708	17/5/01	8,00,859	38,87,253	18,46,445	20,40,808
33	Const. Of RCC tower in Kandla creek	1718	14,99,712	30/7/01	5,49,894	45,13,218	21,43,778	23,69,439
34	Auto work shop including cycle stand POL godown and Time Office for workshop	1718	53,900	1/4/56	-	6,90,998	6,56,448	34,550
35	Washing platform within the compound of Auto garage	1718	24,521	1/4/70	-	3,14,359	2,98,641	15,718

Sr.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
36	Fuel godown at Gopalpuri	1718	1,600	1/4/54	160	20,512	19,486	1,026
37	Sewage disposal system for Kandla Port a) Civil work	1718	33,41,436	27/10/92	16,27,279	2,15,26,236	1,48,26,195	67,00,041
38	Storage facility for plant at main stores	1718	2,03,848	29/9/92	10,192	13,13,232	9,04,488	4,08,743
39	Smrithisthal at crossing in byepass road	1718	6,38,898	12/11/02	1,66,113	81,90,672	36,96,041	44,94,631
40	Truck parking shed between Warehouse A & D	1718	11,25,720	20/11/03	3,37,716	32,27,064	13,79,570	18,47,494
41	Traffic signboards in roads and boundaries	1718	6,87,116	14/12/03	2,06,135	19,69,733	8,42,061	11,27,672
42	Development of plot for garden in front of Estate Office, Kandla	1718	3,01,057	25/2/04	90,317	8,31,359	3,35,661	4,95,698
43	Scooter garage for school at Kandla	1718	2,08,451	02-05-2003	54,197	5,97,560	2,55,457	3,42,103
44	Car parking shed at A.O. Building	1718	6,73,030	31/10/03	2,01,909	19,29,353	8,24,798	11,04,554
45	Const.of RCC dust bin in NPC	1718	18,73,531	31/10/03	5,62,059	53,70,789	22,96,012	30,74,777
46	Const.of sulabh community toilet	1718	22,04,179	15/05/02	5,29,003	2,82,57,575	1,27,51,231	1,55,06,344
47	Prov.shed for Kandla Model at Pune	1718	1,68,503	1/7/01	33,701	5,07,091	2,40,868	2,66,223
48	Providing sewage treatment plant at G'puri -improving the surrounding by cc paving	1718	2,66,529	31/03/04	1,75,909	7,36,011	2,97,165	4,38,847
49	A/A to old electric sub station	1718	2,79,377	18/10/03	1,81,595	8,00,881	3,42,377	4,58,504
50	Providing cash counter at SS-III at Kandla	1718	2,01,676	5/2/05	75,225	5,37,208	2,04,139	3,33,069
51	Providing RCC pedestal and cabin for CT/PT unit for 2 nos. existing meters of 66 KV switch yard	1718	15,77,881	28/02/04	10,53,236	43,57,268	17,59,247	25,98,021
52	Improving surroundings of area within compound of AO building includingd car-scooter parking etc	1718	24,42,951	31/5/08	14,37,270	57,00,219	17,59,943	39,40,276
53	Const of golden jubilee park at Shaktinagar,G'dham	1718	79,16,541	06-07-2009	43,06,598	1,73,93,276	49,57,084	1,24,36,192
54	Devl of land in west of existing custom fencing wall in rear of 7th to 10 th berth (Const of toilet block)	1718	13,95,262	20/10/10	11,19,000	28,37,661	7,41,339	20,96,322
55	SECURITY CABIN & IBARRICA	1718	1,97,494	23/08/11	1,63,920	3,55,962	84,541	2,71,421
56	Providing cement flooring underneath pipeline inside oil jetty at Old Kandla	1718	67,93,253	25/5/13	46,19,412	1,02,23,846	19,42,531	82,81,315
57	Providing pump to KPT model at Pune	1718	7,38,683	31/3/2005	73,868	19,67,642	7,47,704	12,19,938
58	Providing Truck Parking near Nakti Bridge Kandla(14097&14107)	1718	94,79,182	28-02-2011	75,88,085	1,70,85,232	40,57,743	1,30,27,490
59	Const. Of Sports Complex at Gopalpuri (14125, 14129 & 14148)	1718	5,36,47,551	20-09-2014	4,65,12,427	7,33,99,604	1,22,02,684	6,11,96,920
60	Improving of area surrounding W.G.II outside carog jetty area (22048)	1718	1,21,34,355	26-06-2015	87,36,736	1,52,18,504	21,68,637	1,30,49,867
61	Providing welcome arch and approach raod at W.G. II (22048)	1718	86,84,213	26-06-2015	62,52,633	1,08,91,450	15,52,032	93,39,419
62	Providing atheletec track inside play ground at Gopalpuri (14136)	1718	4,78,64,959	18-11-2015	1,43,59,488	6,00,30,636	85,54,366	5,14,76,270
63	Providing portable container offices at berth no. 13 to 16 inside cargo jetty area	1718	87,92,040	23-02-2020	62,86,308	91,57,107	2,17,481	89,39,626
	TOTAL		**19,14,08,408**		**11,84,86,641**	**40,69,95,805**	**14,73,97,524**	**25,95,98,281**
	TOTAL		**2,60,86,89,804**		**1,71,06,16,295**	**6,83,22,32,829**	**2,80,53,39,021**	**4,02,68,93,808**

Wharves, Roads & Boundaries:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Const. Of 7th cargo berth (Civil works)	1721	23,41,38,249	27/12/91	10,29,03,760	1,64,92,59,534	1,17,50,97,418	47,41,62,116
Strengthening of RCC member under neath C. B from panel 1 to 52 (St - II)	1721	4,57,94,395	30/10/00	2,70,18,693	15,09,21,374	7,52,72,035	7,56,49,339
Strengthening of RCC member under neath C. B from panel 1 to 52 (St - III)	1721	44,48,363	30/8/01	26,69,018	1,33,86,858	63,58,757	70,28,100
Improvement of wharf surface between panel no.1 to 52	1721	13,21,282	20/9/02	3,17,108	1,69,38,835	76,43,649	92,95,186
Const. Of bunds for 7th cargo berth	1721	38,05,742	1/10/93	-	2,18,78,750	1,45,49,369	73,29,381
Soil investigation in the area of 7th cargo berth	1721	6,44,203	1/10/93	2,89,891	37,03,445	24,62,791	12,40,654
Providing concrete surface in transit area	1721	29,90,539	31/1/03	7,77,540	85,72,878	36,64,906	49,07,973
Improvement of wharf & surface from panel 1 to 51.	1721	33,68,037	1/4/01	20,20,822	1,01,35,736	48,14,474	53,21,261
300/100 T bollard and other berthing facilities to handle barges at panel	1721	1,24,29,399	15/10/01	47,54,245	3,74,04,905	1,77,67,330	1,96,37,575
Pavement in 8th cargo berth	1721	6,47,47,448	16/11/99	90,64,643	23,64,84,981	12,35,63,403	11,29,21,578
Remetalling the arera to the north of Godown no.9	1721	54,444	24/2/00	54,444	1,79,427	89,489	89,938
Paving the area of plot no. T in newly developed area	1721	5,13,475	31/12/98	51,348	19,88,746	10,86,353	9,02,394
Raising paving & improving area south developed area of warehouse D	1721	34,53,629	21/5/01	6,90,726	1,03,93,315	49,36,825	54,56,491
Paving the remaining portion of plot in west of old LAC	1721	9,36,761	15/7/01	1,87,352	28,19,079	13,39,062	14,80,016
Asphalting the area south of godown no.1	1721	8,08,789	30/4/01	1,61,758	24,33,961	11,56,132	12,77,830
Development of land by paving muhrum filling WBM in back of 8th berth	1721	58,91,739	14/3/02	14,14,017	7,55,32,094	3,40,83,857	4,14,48,237
Paving the remaining area north of Godown no.9	1721	12,00,976	19/11/97	72,059	50,48,037	28,77,381	21,70,656
Additional facilities for pavement of container handling at railway track no.7 & 8 in CJA	1721	32,49,758	16/5/98	18,29,614	1,25,86,676	68,75,472	57,11,204
Developiing the area north/west of old crane shed	1721	3,64,056	06-07-1999	43,687	13,29,686	6,94,761	6,34,925
Development of open plots inside cargo jetty	1721	7,61,69,242	13/6/02	1,82,80,618	97,64,89,682	44,06,40,969	53,58,48,713
Paving portion of Plot 'K' in newly developed area	1721	8,76,890	1/10/99	1,22,765	32,02,772	16,73,448	15,29,324
Development of plot 'M' near W.B. No.3	1721	19,520	1/4/97	781	82,048	46,767	35,281
Levelling & dressing kutcha area for conainer facilities at 6th berth.	1721	9,323	15/3/99	1,119	34,052	17,792	16,260
Asphalting surroundings of W.B. No.4	1721	44,742	1/4/97	1,790	1,88,063	1,07,196	80,867

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Paving the kutcha plot in cargo jetty area	1721	30,19,273	10-10-2001	6,64,240	90,86,169	43,15,930	47,70,239
Passenger berth at New Kandla	1721	6,74,654	05-10-1958	-	86,49,064	82,16,611	4,32,453
Const. Of diapharm wall	1721	48,04,605	1/4/75	3,84,368	6,15,95,036	5,85,15,284	30,79,752
Extension of maintenance jetty(civil works)	1721	1,39,42,829	1/3/93	61,34,845	8,01,55,636	5,33,03,498	2,68,52,138
Capital dredging in front of 6th C.Berth	1721	2,09,67,599	28/5/84	1,06,23,583	26,88,04,619	25,53,64,388	1,34,40,231
Capital dredging of 7th cargo berth	1721	3,96,79,077	1/12/93	2,51,30,082	22,81,10,209	15,16,93,289	7,64,16,920
Capital dredging of 7th cargo berth at New Kandla	1721	12,74,334	1/3/95	8,32,565	63,07,707	38,95,009	24,12,698
Pavement in Main Store	1721	4,09,803	30/6/00	4,09,803	13,50,559	6,73,591	6,76,968
Development of plots in Main Store	1721	5,10,382	1/9/99	61,246	18,64,130	9,74,008	8,90,122
Devl.of CISF at 6th berth	1721	15,655	1/6/99	1,879	57,179	29,876	27,303
Development of surroundings of P&C building	1721	8,11,451	30/6/02	1,94,748	1,04,02,802	46,94,264	57,08,537
Remetalling & asphalting of PP road in north of DC-1	1721	13,28,255	30/6/00	13,28,255	43,77,437	21,83,247	21,94,190
Development of land including roads outside W.G. at Kandla	1721	2,09,50,926	30/8/02	50,28,222	26,85,90,871	12,12,01,631	14,73,89,241
Development of land by paving,murrum filling & wbm in the rear of 8th cargo berth	1721	44,45,194	14/6/03	12,44,654	1,27,42,889	54,47,585	72,95,304
Paving triangular plot	1721	31,31,542	26/5/03	8,76,832	89,77,087	38,37,705	51,39,382
Development of kutcha plot behind 6th & 7th berth	1721	3,11,168	19/8/02	74,680	39,89,174	18,00,115	21,89,059
Paving area in between railway track 9 to 11	1721	43,23,055	5/1/04	12,96,917	1,19,37,978	48,19,958	71,18,019
Development of open plots inside outside c.j.	1721	12,23,088	13/6/02	2,93,541	1,56,79,988	70,75,595	86,04,394
Levelling & dressing kutcha plot incl.disposal of old unserviceable raft behind 6th berth.	1721	86,453	29/2/00	86,453	2,84,917	1,42,102	1,42,815
Demarcation of container yard by fixing sat eye at 6th berth	1721	1,24,914	14/6/00	6,246	4,11,670	2,05,321	2,06,350
Paving of Kutch plot to the north of Godown	1721	76,95,359	9/12/00	13,85,165	2,53,61,055	1,26,48,826	1,27,12,229
Paving the plot north of old crane shed	1721	9,50,741	30/6/93	-	54,65,695	36,34,687	18,31,008
Paving the portion of plot 'D'	1721	2,42,049	8/5/99	29,046	8,84,065	4,61,924	4,22,141
Paving the plot north of rly station yard	1721	5,54,404	8/6/99	66,528	20,24,917	10,58,019	9,66,898
Paving the open plot in front of cold storage and fishing complex in bunder area.	1721	8,41,267	5/5/91	-	59,25,848	42,22,167	17,03,681
Paving the open plot on south of gantry structure in Bunder area.	1721	3,60,946	7/12/90	-	26,90,307	19,80,738	7,09,568
Paving the plot 'M' near weigh bridge no.3 to the north side	1721	7,93,554	18/5/91	-	55,89,759	39,82,704	16,07,056
Paving the portion of plot C & D in newly developed area	1721	7,81,010	17/4/91	-	55,01,400	39,19,748	15,81,653

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Paving the strip of land on both side of road along railway track no.11	1721	8,10,084	30/4/91	-	57,06,196	40,65,665	16,40,531
Improving wharf surface between panel no.52 to 76	1721	72,391	20/9/02	17,374	9,28,053	4,18,784	5,09,269
Improving the surface of quay and transit area (Stage-I)	1721	63,69,347	28/08/04	20,38,191	1,75,88,747	71,01,457	1,04,87,291
Strengthening of RCC underneath cargo berth from Panel 42 to 76	1721	94,66,803	9/9/04	62,48,090	2,61,42,273	1,05,54,943	1,55,87,330
Const.of deck slab at Cargo Jetty	1721	14,84,922	15/7/04	11,65,169	41,00,564	16,55,603	24,44,962
Imp. & raising the plots in Newly developed area	1721	2,70,43,927	28/2/05	91,94,935	7,20,37,363	2,73,74,198	4,46,63,165
Improving surface of quay and transit area inside CJA -Stage-II(Part A)	1721	64,91,839	25/03/05	-	1,72,92,421	65,71,120	1,07,21,301
Replacement of crane track from Panel track from Panel No. 1 to 38	1721	81,75,926	31/03/05	22,89,259	2,17,78,352	82,75,774	1,35,02,578
Improving surface of quay and transit area inside CJA -Stage-II(Part B)	1721	30,61,394	31/03/06	-	78,75,894	28,05,787	50,70,107
Development of parking plot outside west gate no.2 at Kandla	1721	2,81,42,081	25/10/05	2,81,42,081	7,49,62,534	2,84,85,763	4,64,76,771
Imp. & raising the plots in Newly developed area - Stage II	1721	2,85,44,052	20/10/06	1,19,88,502	7,34,33,843	2,61,60,807	4,72,73,037
Road & pavements in NDA (66 hectors)	1721	19,93,82,700	30/11/06	8,37,40,734	51,29,41,818	18,27,35,523	33,02,06,295
Modification of existing Tuna Port - strengtheing of existing surface	1721	2,68,67,942	6/3/07	1,18,21,894	6,62,88,939	2,20,41,072	4,42,47,867
Prov sercice Rd in front of shopping centre at N.K.	1721	22,90,784	30/9/06	9,16,314	58,93,384	20,99,518	37,93,866
Modification of bunder basin for barge handling at kandla- const of foam tank & pump room at OJ no. 3 & 4 at O.K.	1721	7,06,25,271	15/6/08	5,40,98,958	16,47,92,299	5,08,79,622	11,39,12,677
Modification of existing tuna port for barge handling- Prov custom fencing wall & improving the storage facilities at tuna port	1721	2,58,16,539	30/4/07	1,93,10,771	6,36,94,904	2,11,78,555	4,25,16,348
Providing cement concret paving to Rly siding inside CJA	1721	60,02,932	27/7/2011	36,01,759	1,08,19,656	25,69,668	82,49,988
Improving the existing infra facility in the back up area of berth no. 1 to 6 in side CJA	1721	4,20,04,665	16/4/2011	2,52,02,799	7,57,09,007	1,79,80,889	5,77,28,118
Imp. the Infr. facility along berth no. 7 to 10 its backup area - improving and raising the plot by asphalsts	1721	87,44,346	30/1/2010	47,21,947	1,77,84,109	46,46,099	1,31,38,011
Development of Plot for parking plot near west gate II	1721	2,78,83,687	Dec-11	2,25,85,786	5,02,57,424	1,19,36,138	3,83,21,286
Improving the existing infrastructure facilities at cargo berth No. 7 to 10 and its backup-improving and raising the plot by RCC	1721	9,12,89,524	27/11/12	6,02,51,086	14,93,37,754	3,19,20,945	11,74,16,809

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Development of land in the rear side if berth No. 11 & 12 outside WG No.II.	1721	40,91,74,076	30/04/13	27,82,38,372	61,58,06,984	11,70,03,327	49,88,03,657
Improving the infrastrcuture facilities inside cargo jetty are (existing cross road) - Providing RCC paving (Phase II) (12140)	1721	14,29,51,107	14-05-2016	11,43,60,886	16,94,02,690	2,01,16,569	14,92,86,120
Improving the infrastrcuture facilities inside cargo jetty area - Widening of road & RCC pavements (20035)	1721	63,86,325	29-06-2013	43,42,701	96,11,419	18,26,170	77,85,249
Consturction of wharf structure for barge handling facilities at Bunder Basin at Kandla (20041) (22047)	1721	46,00,13,201	20-06-2016	41,63,11,947	54,51,33,754	6,47,34,633	48,03,99,121
Constructin of Port Craft Jetty and shifting of SNA sections (Jetties etc.) (20037)	1721	20,75,41,083	15-09-2016	18,88,62,386	24,59,44,354	2,92,05,892	21,67,38,462
Quays and Transi Area (13thCargo Berth)	1721	1,10,56,56,003	29-09-2017	1,00,80,69,418	1,26,06,15,367	11,97,58,460	1,14,08,56,907
Quays and Transi Area (15th Cargo Berth)	1721	55,15,22,848	27-09-2018	51,48,11,764	61,03,24,916	4,34,85,650	56,68,39,266
Improving Road network inside cargo jetty area providing RCC paving (12165)	1721	5,81,83,581	10-03-2021	5,81,83,581	5,81,83,581	-	5,81,83,581
TOTAL		**4,16,35,33,968**		**3,15,93,98,398**	**9,25,22,01,702**	**3,51,47,06,087**	**5,73,74,95,615**
				-			
Providing custom fencing wall aroung 7th cargo berth	1722	32,84,892	30/4/92	14,74,917	2,11,61,968	1,45,75,305	65,86,662
Custom fencing wall	1722	1,65,92,446	1/2/00	98,14,432	5,46,82,560	2,72,72,927	2,74,09,633
Modification of temporary fencing wall of 6th cargo berth	1722	2,53,000	9/1/87	-	23,16,757	18,70,781	4,45,976
Const. Of fencing wall of CJ north of godown, west gate no.2 to 7th berth	1722	13,70,465	10/06/99	7,97,611	1,75,69,361	1,66,90,893	8,78,468
Providing chain link fencing to the plot behind warehouse 'A'	1722	5,79,715	5/6/92	28,986	37,34,646	25,72,238	11,62,409
Extension of custom wall to bring triangular plot outside west gate at New port area	1722	6,48,749	1/7/91	-	45,69,759	32,55,954	13,13,806
Repl. Of old barbed wire fencing with chain link fencing of IFFCO channel at Old Kandla.	1722	58,218	30/9/86	-	7,46,355	7,09,037	37,318
Const.of compound wall around isolation ward at Kandla.	1722	50,459	26/6/87	-	6,46,884	6,14,540	32,344
Providing fencing wall for new north gate office	1722	1,37,942	20/12/80	-	17,68,416	16,79,996	88,421
Const.of segration wall in c.j.area at New Kandla - wall & gate	1722	12,72,321	1/3/93	84,821	73,14,419	48,64,089	24,50,330
Segration with const. Of roads and culverts in cargo jetty area at New Kandla	1722	4,98,582	31/3/87	-	63,91,821	60,72,230	3,19,591

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Improvement of sorroundings of north/west gate at New Kandla - Asphalted for approach road chain link fencing.	1722	1,48,674	30/9/87	-	19,06,001	18,10,701	95,300
Cost.of fencing	1722	3,75,395	4/6/84	-	48,12,564	45,71,936	2,40,628
Modification of curbing wall for storage gear structure	1722	3,37,731	5/2/92	33,773	21,75,734	14,98,537	6,77,197
Providing chain link fencing to plot 'C' in back side of fire brigade	1722	1,39,307	15/4/92	6,965	8,97,445	6,18,115	2,79,330
Raising the height of eastern wall of sulpher bin 12 x 17	1722	4,31,994	19/6/93	-	24,83,481	16,51,515	8,31,966
Raising the height of RCC fencing wall near old railway gate.	1722	2,56,103	1/8/92	-	16,49,870	11,36,348	5,13,522
Providing temp. fencing for proposed area stuffing/stripping of containers in C.J. area.	1722	13,99,674	3/6/99	1,39,967	51,12,200	26,71,124	24,41,075
Providing grills along shore from north to RCC fencing wall of bunder area.	1722	4,73,494	19/6/99	23,675	17,29,400	9,03,611	8,25,788
Fencing wall around 8th berth.	1722	37,23,805	21/8/99	6,10,704	1,36,00,906	71,06,473	64,94,433
Fencing wall around container yard.	1722	91,194	1/4/01	-	2,74,438	1,30,358	1,44,080
Extension of custom bonded area from 6th to 8th berth boundry wall	1722	1,87,05,690	19/2/02	41,15,252	23,98,06,946	10,82,12,884	13,15,94,062
RCC fencing wall outside West gate no.1	1722	3,73,155	31/12/99	68,287	13,62,919	7,12,125	6,50,794
Providing partition wall in SFS I & II.	1722	2,16,696	12/5/00	72,593	7,14,150	3,56,182	3,57,968
Chain link fencing	1722	3,19,829	8/8/95	15,991	15,83,092	9,77,559	6,05,533
Extension of Custom bounded area on Western side of 6th to 8th berth.	1722	4,43,408	8/1/03	1,69,973	12,71,103	5,43,397	7,27,706
Prov. Chain link fencing around water watch tower near west gate no.2 at N.Kandla	1722	90,170	1/3/93	4,509	5,18,376	3,44,720	1,73,656
Const. Of compound wall along port colony at Gopalpuri	1722	20,94,134	29/3/93	1,04,707	1,20,38,923	80,05,884	40,33,039
Compound wall around 'E' type quarters at Kandla	1722	2,19,093	1/11/95	21,909	10,84,468	6,69,659	4,14,809
Barbed wire fencing around vacant plots	1722	41,94,837	10/04/99	4,19,484	1,53,21,313	80,05,386	73,15,927
Const. Of dwarf wall in residentials quarters - Stage - I	1722	16,54,481	18/6/99	2,71,335	60,42,862	31,57,396	28,85,467
Const. Of dwarf wall in residential quarters at Gopalpuri	1722	13,35,521	18/1/00	2,44,400	44,01,383	21,95,190	22,06,193
Dwarf wall in front of type- I & II qtrs. At Kandla	1722	3,63,424	24/2/97	25,076	15,27,572	8,70,716	6,56,856
Compound wall around Nirman bldg.	1722	4,75,847	15/2/97	32,833	20,00,118	11,40,067	8,60,051
Permanent fencing wall around port colony at Gopalpuri	1722	7,92,230	25/1/01	1,42,601	23,84,129	11,32,461	12,51,668

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Providing wall in residential bldg. At N.P.C.	1722	32,21,455	27/3/00	6,50,734	1,06,16,723	52,95,091	53,21,632
Barbed wire fencing alongside custom fencing in CJA.	1722	85,637	1/4/98	19,982	3,31,682	1,81,181	1,50,501
Const. Of sports complex at N.P. colony (Providing athelatic tracks)	1722	4,12,201	6/6/95	-	20,40,315	12,59,895	7,80,421
Const.of sports complex & recreation facilities at NPC (Const.of compound wall along the plot Part I upto plinth level)	1722	1,44,006	1/6/95	-	7,12,802	4,40,155	2,72,647
Prov. Fencing around Nehru Port & Const. Of Chowkidars quarters at Nehru Park (A-30 of 7/98)	1722	1,60,788	1/3/89	8,039	20,61,302	19,58,237	1,03,065
Raising the height of partition wall	1722	46,35,485	15/9/97	11,12,516	1,94,84,235	1,11,06,014	83,78,221
Rcc wall behind Main Store	1722	3,74,453	4/10/01	2,35,718	11,26,875	5,35,266	5,91,609
Fencing wall around Main Store area	1722	8,03,087	10/5/01	4,97,914	24,16,802	11,47,981	12,68,821
Prov.boundry wall to west of G'puri	1722	4,05,960	1/3/93	-	23,33,815	15,51,987	7,81,828
Raising height of compound wall at AO building	1722	2,30,594	15/6/98	29,055	8,93,116	4,87,865	4,05,252
Barbed wire fencing of CISF complex	1722	2,47,694	1/4/99	12,385	9,04,683	4,72,697	4,31,986
Prov. Chain link fencing around sewage disposal complex at N.Kandla	1722	5,39,927	24/4/91	26,996	38,03,222	27,09,796	10,93,426
Prov.chain link fencing around SWD Complex, Adipur	1722	7,49,091	1/3/93	37,455	43,06,433	28,63,778	14,42,655
RCC custom fencing wall	1722	20,80,198	15/5/03	8,32,079	59,63,234	25,49,283	34,13,952
Extension of custom bonded area	1722	11,65,223	18/9/00	3,49,567	38,40,144	19,15,272	19,24,872
Permanent fencing wall at Gopalpuri	1722	13,38,220	12/5/03	5,35,288	38,36,231	16,39,989	21,96,242
Extension of RCC compound wall around water tower no.1 & 2	1722	18,43,728	9/1/04	7,68,220	50,91,396	20,55,651	30,35,745
RCC compound wall around water tower no.2 at C.J.	1722	2,80,613	10/3/03	1,12,245	8,04,424	3,43,891	4,60,533
Prov.fencing wall at container yard at 6th berth	1722	83,898	10/9/99	-	3,06,431	1,60,110	1,46,321
Prov.approaches to RCC walls to existing road inside c.j.	1722	10,830	8/2/00	1,516	35,692	17,801	17,890
Strengthening of customs fencing wall by stone pitching work	1722	12,81,272	17/10/04	5,76,572	35,38,191	14,28,545	21,09,647
Const. Of RCC/Temp. fencing wall for 9th cargo berth	1722	66,27,435	15/3/05	23,85,877	1,76,53,610	67,08,372	1,09,45,238
Repl.of remaining RCC fencing wall	1722	19,69,675	14/10/04	7,34,689	54,39,194	21,96,075	32,43,120
Providing compound wall to the NPC, New Kandla - barbed fencing wall	1722	6,20,061	31/01/05	2,31,283	16,51,667	6,27,633	10,24,033
Raising the height of existing custom fencing	1722	26,93,358	20/5/05	11,41,984	71,74,343	27,26,250	44,48,093

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
wall near "Y" Junction at Old Kandla							
Const. Of SS-III at N.Kandla - Providing RCC Compound wall	1722	8,62,042	30/8/05	4,02,286	22,96,236	8,72,570	14,23,666
Providing industiral security measures - M.S. Grill Gate at A.O. Building.	1722	14,54,149	31/5/05	6,16,559	38,73,441	14,71,908	24,01,534
Providing industiral security measures - Barbed fencing (East & South) of Gopalpuri	1722	2,32,200	31/12/06	1,04,258	5,97,369	2,12,813	3,84,556
Prov. Industrial security measures at KPT - raising the height of compound wall at AO Building (14034)	1722	22,09,529	19/5/2007	10,34,060	54,51,379	18,12,583	36,38,795
Prov protection wall of existing tower inside CJA	1722	42,90,460	30/3/09	24,36,981	94,26,485	26,86,548	67,39,937
Improving garden at AO bldg - Prov fountain, fencing & curbing etc.	1722	28,38,237	8/10/08	1,41,912	66,22,553	20,44,713	45,77,840
Construction of compound wall in north side of KDLB colony	1722	8,32,782	3/3/09	4,33,047	18,29,689	5,21,461	13,08,228
Const of compound wall of school building at G'dham	1722	11,06,585	21/12/09	5,97,556	24,31,256	6,92,908	17,38,348
Raising the height of compound wall for new B & C type quarter at G'puri	1722	21,51,479	20-09-2010	12,04,828	43,75,643	11,43,137	32,32,506
Devl of land in west of existing custom fencing wall in rear of 7th to 10th berth- (Prov temporary fencing)	1722	10,28,652	10/06/10	51,433	1,31,87,319	1,25,27,953	6,59,366
Devl. Of land in west of existing custom fencing wall in rear of 7th to 10th berth	1722	91,63,677	31/12/09	51,59,150	2,01,33,334	57,38,000	1,43,95,334
Replacment of remaining RCC fencing wall & const. of stores for CME/DC at approach of Maintenance jetty	1722	26,78,449	20/4/09	20,99,904	58,84,768	16,77,159	42,07,609
Mech. Of dry cargo berth. Proc. Of 03 nos. ELL wharf crane from protection wall from panel no. 51 to 76 in warf surface in CJA	1722	10,30,843	25/1/2010	6,04,074	20,96,512	5,47,714	15,48,798
Providing curtain wall over custom fencing wall near north gate and rly enterance	1722	69,30,485	30/6/2011	6,93,048	1,24,91,473	29,66,725	95,24,748
Modification of existing Tuna Port - Construction of structural fencing at Tuna.	1722	86,29,985	28/02/12	55,14,560	1,41,17,530	30,17,622	1,10,99,908
Providing temporary fencing wall at the end of 11th Cargo Berth	1722	49,17,836	15/01/14	14,13,878	67,28,494	11,18,612	56,09,882
Modification of existing Tuna Port - Construction of structural fencing for increasing custom bounded area at Tuna.	1722	18,44,684	07-11-2013	12,83,900	27,76,249	5,27,487	22,48,762

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Construction of RCC wall fot water tower at Old Kandla	1722	35,69,288	28/02/2014	26,76,966	48,83,435	8,11,871	40,71,564
IMP.SURR.NEWLY CONSTRCTED QTRS AT GOPLPU	1722	24,91,633	30/9/11	24,91,633	44,90,907	10,66,591	34,24,317
Prov.traffic island at junction of Major road.NK	1722	12,70,491	01-12-2007	9,20,471	31,34,572	10,42,245	20,92,327
PROVIDING BARBED WIRE FENCING WITH RCC POLE AND RAISING THE CURBING OF ROAD LEADING TO W.G NO. 2	1722	17,65,985	25-01-2011	10,61,357	31,83,003	7,55,963	24,27,040
Construction of Compound wall at Gopalpuri	1722	16,30,786	12-06-2011	10,11,087	29,39,321	6,98,089	22,41,232
Construction of curbing wall at Gopalpuri	1722	98,17,760	31-03-2016	77,65,848	1,16,34,432	13,81,589	1,02,52,843
Demarkation ofBoundary from Veera to Jangi	1722	9,07,640	15-02-2013	6,14,472	13,65,998	2,59,540	11,06,459
Const. Of compound wall around KPT land near Kharirohar	1722	40,16,424	08-07-2015	31,00,679	50,37,265	7,17,810	43,19,455
Beautification of Port Colony, Gopalpuri by widening of road curbing decoration of boards,developing, dressing ,etc\	1722	1,31,72,086	20-03-2015	99,18,581	1,65,19,991	23,54,099	1,41,65,892
Development of Exhibition/ Party plot in Green belt area at Gandhidham- Const. Of Compound wall (14141)	1722	63,85,999	15-09-2016	51,08,799	75,67,660	8,98,660	66,69,001
Const. Of compound wall around KPT land near Kharirohar (14131)	1722	15,70,158	08-07-2015	11,93,320	19,69,240	2,80,617	16,88,623
Strengthening of fencing wall of oval ground at Gopalpuri (14138)	1722	34,65,717	26-09-2016	28,07,231	41,07,011	4,87,708	36,19,304
Custom Fencing Wall (13th Cargo Berth)	1722	36,47,062	29-09-2017	29,29,136	41,58,203	3,95,029	37,63,174
Custom Fencing Wall (15th Cargo Berth)	1722	18,45,141	27-09-2018	15,69,335	20,41,866	1,45,483	18,96,383
Providing Screen Wall of MS Structure to protect west gate III office building from Dust	1722	1,02,69,838	31-12-2020	98,07,695	1,06,96,267	2,54,036	1,04,42,231
TOTAL		**21,34,35,646**		**10,57,92,962**	**75,00,17,804**	**34,21,08,390**	**40,79,09,415**
				-			
Remaining partition of open stacking ground for 6th berth	1723	6,33,702	18/7/84	-	81,24,060	77,17,857	4,06,203
Const. Of approach road to 7th cargo berth	1723	13,94,695	27/6/91	-	98,24,170	69,99,721	28,24,449
Development of open plot for cargo stacking	1723	4,33,424	1/3/88	-	55,56,496	52,78,671	2,77,825
Widening the raod in front of workshop	1723	3,03,406	31/10/86	-	38,89,665	36,95,182	1,94,483
Widening of K.K.Road between IFFCO installation & link road.	1723	3,48,831	1/3/86	-	44,72,013	42,48,413	2,23,601
Providing diversonroad kerbing and pedestals at west gate no.2 for 6th	1723	23,474	31/5/85	-	3,00,937	2,85,890	15,047

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
berth. - concrete pedestals.							
Kerbing CMS grill work around the pedestals	1723	23,275	31/5/85	-	2,98,386	2,83,466	14,919
Storm gear	1723	88,892	1/3/82	8,889	11,39,595	10,82,616	56,980
Augmentation of road and rail facility inside cargo jetty	1723	9,24,999	20/2/98	55,500	35,82,625	19,57,009	16,25,616
Approach road to 8th berth	1723	16,09,240	3/10/98	1,60,924	62,32,766	34,04,649	28,28,118
Ashphalted approach road	1723	53,81,711	30/9/87	-	6,89,93,535	6,55,43,858	34,49,677
Approach road	1723	15,48,195	23/10/84	-	1,71,10,224	1,50,35,609	20,74,615
Providing base coat along seal coat for concrete road in front of Sulpher bin	1723	8,09,903	10/3/99	97,188	29,58,107	15,45,611	14,12,496
Const. Of road west of Godown no.11.	1723	5,95,038	8/6/99	71,405	21,73,330	11,35,565	10,37,765
Const. Of additional carriage way	1723	8,04,660	1/6/96	-	36,71,082	21,79,705	14,91,377
Widening & strengthening of approaches to Port	1723	42,93,914	1/6/96	-	1,95,90,028	1,16,31,579	79,58,449
Prov. Approach to the newly extended port area due to shfting of railway gates at New Kandla.	1723	7,15,000	1/3/94	-	37,56,680	24,08,971	13,47,709
Providing approach road storm water drain & paving the remaining area adjuent to rock phosphate paved of bins on newly development land including area .	1723	9,55,617	8/3/93	-	54,93,726	36,53,328	18,40,398
Reclamation and dressing of open stacking ground of 6th cargo berth	1723	8,47,700	23/9/85	8,47,700	1,08,67,514	1,03,24,138	5,43,376
Const. Of open stacking ground at cargo jetty	1723	16,39,972	1/3/82	16,39,972	2,10,24,441	1,99,73,219	10,51,222
Prov. Diversion road kerbing and pedestals of west gate no.2 for 6th berth.	1723	1,35,897	31/5/85	-	17,42,200	16,55,090	87,110
Const.of diversion road kerbing and pedestals at west gate no.2 in s.c. berth at New Kandla.	1723	1,99,188	1/4/85	-	25,53,590	24,25,911	1,27,680
Approach road to 6th cago berth	1723	47,37,255	15/3/83	-	6,07,31,609	5,76,95,029	30,36,580
Extension of roads behind warehouse D	1723	1,50,285	1/3/82	-	19,26,654	18,30,321	96,333
Const.of opp.road & providing O/H tank in LAC at cargo jetty	1723	12,24,797	1/3/82	-	1,57,01,898	1,49,16,803	7,85,095
Development of area behind crane shed	1723	11,68,510	3/1/82	11,68,510	1,49,80,298	1,42,31,283	7,49,015
Providing approaches from new RCC fencing wall to existing road at cargo jetty	1723	13,34,949	8/1/00	1,86,893	43,99,498	21,94,249	22,05,248
Provding Kutcha road and levelling of dumping yard at Kandla.	1723	5,46,651	30/6/01	1,09,330	16,45,086	7,81,416	8,63,670
Extension of Custom bounded area on W.Gate of 6th to 8th berth.	1723	90,58,105	19/2/02	19,92,783	11,61,24,906	5,24,01,364	6,37,23,542

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Widening of link road from Old Kandla to New Kandla	1723	2,70,96,192	1/10/00	48,77,315	8,92,99,018	4,45,37,885	4,47,61,133
Development of backup area of 6th & 8th berth - Providing road net work	1723	15,01,163	30/3/02	3,60,279	1,92,44,910	86,84,265	1,05,60,644
Remetalling & paving the road leading to Virtual Jetty	1723	44,42,062	28/8/00	7,10,730	1,46,39,392	73,01,397	73,37,995
Const. Of Central road behind 6th & 7th berth	1723	43,59,375	31/10/01	9,59,063	1,31,19,058	62,31,553	68,87,506
Concrete road inside C.J.	1723	25,10,569	31/12/00	4,51,902	82,73,906	41,26,611	41,47,295
Widening & improving existing road at C.J.	1723	86,15,836	30/11/98	8,61,584	3,33,70,096	1,82,28,415	1,51,41,681
Extension of custom bounded area on western side of 6th to 8th berth (w.g. 1 to 2)	1723	1,63,146	8/1/2003	42,418	4,67,685	1,99,935	2,67,750
Const. Of concrete road inside C.J. area	1723	36,10,437	31/10/01	7,94,296	1,08,65,212	51,60,976	57,04,236
Const. Of concrete roads in between godown No. 2 & 3 and west gate No.1	1723	32,08,301	15/07/99	3,84,996	1,17,18,068	61,22,691	55,95,377
Const. Of central road inside C.J. behind 6th & 7th berth.	1723	1,07,84,864	31/10/01	23,72,670	3,24,55,858	1,54,16,533	1,70,39,326
Const. Of RCC road in C.J. area including newly developed area (Stage - II)	1723	3,32,21,681	31/12/00	59,79,903	10,94,86,363	5,46,06,323	5,48,80,039
Rematling & asphalting of road in Port A to H at Kandla	1723	5,73,639	1/3/82	-	73,54,052	69,86,349	3,67,703
Development of area in south of V.O. tank	1723	94,894	1/3/82	94,894	12,16,541	11,55,714	60,827
Segregation wall - Const.of asphalted road & culverts inside c.j.area at NK	1723	6,75,300	1/3/93	-	38,82,218	25,81,675	13,00,543
Const.of road link between central road & road behind WHB	1723	59,094	1/11/84	-	7,57,585	7,19,706	37,879
Addl.carriage way - link road at New Kandla	1723	26,28,193	25/12/00	4,73,075	86,61,551	43,19,949	43,41,603
Widening of gangway at Oil jetty no.1	1723	80,936	1/3/86	80,936	10,37,600	9,85,720	51,880
Raising the level on petrolling bunds along pipeline	1723	6,11,196	02-02-1987	6,11,196	55,96,809	45,19,423	10,77,386
Providing approach road to 3rd oil jetty	1723	96,15,153	15/6/97	3,84,606	4,04,15,168	2,30,36,646	1,73,78,522
Internal road for 174 quarters	1723	79,830	1/3/82	-	10,23,421	9,72,250	51,171
Const.of internal road in type III quarters at New Kandla	1723	69,885	1/3/82	-	8,95,926	8,51,129	44,796
Remetaling & asphalting of intrenal road in NU-4 DC 6 at Gandhidham	1723	7,15,372	1/6/95	-	35,40,953	21,86,539	13,54,415
Const.of road to fire brigade staff quarters at New Kandla	1723	1,69,559	1/3/87	-	21,73,746	20,65,059	1,08,687
Const.of internal road for fire brigade staff quarters at New Kandla	1723	2,51,660	1/3/93	-	14,46,763	9,62,097	4,84,666
Const.of residential quarters at Kandla-providing & laying RCC drainage line	1723	1,85,320	1/9/97	7,413	7,78,952	4,44,002	3,34,949

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Const.of internal roads slab culverts and foot bridges in NU-10B	1723	3,23,429	1/3/82	-	41,46,360	39,39,042	2,07,318
Const.of 6.10mm dia road between ward -12C of SRC & NU-10 B of port area	1723	1,21,044	1/3/82	-	15,51,784	14,74,195	77,589
Const.of 6.10m wide road wbm 20mm thick carpet over WBM road in NU-4 at Gopalpuri	1723	1,55,805	1/3/82	-	19,97,420	18,97,549	99,871
Const.of service road along Tagore Road on southern side along IFFCO colony	1723	1,37,867	1/3/85	-	17,67,455	16,79,082	88,373
Const.of internal road Phase - III	1723	2,37,967	1/3/82	-	30,50,737	28,98,200	1,52,537
Rematling & asphalting of internal road & providing SWD NU-10B	1723	11,22,117	1/4/85	-	1,43,85,540	1,36,66,263	7,19,277
Approach road and culverts of 240 qrts at DC-5, NU-2.	1723	2,39,726	23/6/00	38,356	7,90,048	3,94,037	3,96,012
RCC roads at Bapat bazar	1723	80,006	12/03/01	16,001	2,40,769	1,14,365	1,26,404
Providing 80mm di w.s. line for labour amenity centre	1723	6,68,967	31/8/98	33,448	25,90,984	14,15,325	11,75,659
Const.of approach road to sports complex at NPC at Kandla	1723	4,72,158	1/6/95	-	23,37,091	14,43,154	8,93,937
Const.of 20' wide road in L 1 area (Part-III)	1723	1,14,947	30/9/61	-	14,73,621	13,99,940	73,681
Rematling & paving 3/4" thick shedmatalan carpet to internal road in L1 area (Part-I)	1723	87,575	18/12/63	-	11,22,712	10,66,576	56,136
Road side arbonic culture at G'puri	1723	27,857	1/4/56	-	3,57,127	3,39,270	17,856
Rematling & asphalting of roads in L 1 area of Industrial area at Gandhidham	1723	1,05,882	1/3/88	-	13,57,407	12,89,537	67,870
Rematling & asphalting of roads in Sector 9b at Gandhidham	1723	4,08,810	1/3/88	-	52,40,944	49,78,897	2,62,047
Rematling & asphalting of roads in NU-3 DC1 at Gandhidham	1723	1,30,300	1/3/88	-	16,70,446	15,86,924	83,522
Rematling & asphalting of roads in L 1 and 9	1723	1,23,348	1/3/88	-	15,81,321	15,02,255	79,066
Improving the surroundings around new north gate office.	1723	4,28,546	15/4/82	4,28,546	54,93,960	52,19,262	2,74,698
Development of plot improvement of bulk fertilizer plant in C.J. area	1723	86,569	1/3/82	86,569	11,09,815	10,54,324	55,491
Improvement to the surrounding of Fertilizer shed at C.J.area	1723	2,51,165	1/3/82	2,51,165	32,19,935	30,58,939	1,60,997
Development of open plot in front of Fertilizer in c.j. (stage0I)	1723	92,870	1/3/82	92,870	11,90,593	11,31,064	59,530
Development of plot on south of heavy height berth in Bunder area	1723	1,77,728	1/3/82	1,77,728	22,78,473	21,64,549	1,13,924
Development of land in Harbour area	1723	35,96,871	1/3/82	35,96,871	4,61,11,886	4,38,06,292	23,05,594

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Widening of existing station road from link road to north gate	1723	5,42,359	20/3/83	-	69,53,042	66,05,390	3,47,652
Approach road & other structure in workshop	1723	53,888	29/1/60	-	6,90,844	6,56,302	34,542
Const.of road inside workshop at New Kandla	1723	61,053	1/3/91	-	4,30,055	3,06,414	1,23,641
Const. Of approach road, slab culverts & CSWD (Storm water) drainage & eastern fencing KFTZ to C-4 Sumpwell near Kidana river for drainage zone B & C., Gandhidham	1723	6,21,670	26/5/90	-	46,33,610	34,11,495	12,22,115
Const.of road in shopping-cum-residential plots in central circle of Sector - 5,6 & 7 of DC-6	1723	54,305	16/8/85	-	6,96,190	6,61,381	34,810
Remetalling & asphalting to existing WBM roads in Sector - 5 & 6 in DC-6	1723	5,92,702	11/03/86	-	75,98,440	72,18,518	3,79,922
Const.of new road in Sector-6 (stage-II)	1723	4,33,161	13/3/87	-	39,66,517	32,02,963	7,63,555
Remetalling & asphalting to remaining roads in L-1 area at Sector - 10 C	1723	1,37,794	3/10/86	-	17,66,519	16,78,193	88,326
Const.of remaining road in Godown area (Stage-I)	1723	4,98,309	25/10/85	-	63,88,321	60,68,905	3,19,416
Remetalling & asphalting to roads in NU-3 DC-1	1723	1,91,050	6/3/86	-	24,49,261	23,26,798	1,22,463
Remetalling & asphalting to roads in Sector-9 -Zone B&C	1723	6,16,150	20/4/84	-	78,99,043	75,04,091	3,94,952
Const.of WBM internal roads in NU-4, DC-6	1723	10,80,016	27/2/88	-	1,38,45,805	1,31,53,515	6,92,290
Remetaling & asphalting of internal roads in NU-3 Sector - 7	1723	10,12,494	15/11/85	-	1,29,80,173	1,23,31,164	6,49,009
Const. of internal roads in NU-3 Sector - 7	1723	2,31,155	1/4/85	-	29,63,407	28,15,237	1,48,170
Const.of internal road in green belt area	1723	3,44,498	26/6/89	-	44,16,464	41,95,641	2,20,823
Const.of internal roads & asphalting of roads in Godown area (Stage-II)	1723	5,81,222	1/3/88	-	74,51,266	70,78,703	3,72,563
Const.of internal roads & remetalling and asphalting to existing roads in L.I. Area Sector-10	1723	7,87,951	1/3/88	-	1,01,01,532	95,96,455	5,05,077
Augmentation of railway & road facilities additional carriage way to K.K. Road between byepass & link road	1723	84,58,190	22/7/95	-	4,18,66,408	2,58,52,507	1,60,13,901
Const.of internal WBM road inNU-4, DC-6	1723	5,94,840	31/12/88	-	76,25,849	72,44,556	3,81,292
Const.of internal inNU-4(Phase-III) at Gandhidham	1723	8,80,048	1/3/94	-	46,23,859	29,65,049	16,58,809
Rematling & asphalting of internal roads in NU-4,Gandhidham Township	1723	10,21,530	1/6/95	-	50,56,376	31,22,312	19,34,064

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Remetalling & asphalting of additional carriage way of link road at N.Kandla	1723	4,51,595	29/4/89	-	57,89,448	54,99,976	2,89,472
Remetalling & asphalting of PP road in NU-5, DC-6	1723	2,75,410	14/10/96	5,508	12,56,497	7,46,045	5,10,452
Remetalling & asphalting of internal road in NU-4,,DC-6	1723	3,85,988	31/7/96	-	17,60,984	10,45,584	7,15,400
Const.of PP road in west of NU-4 & 5 of DC6	1723	3,03,463	28/2/95	-	15,02,083	9,27,536	5,74,547
Rematling & ashphalting of roads in offices area	1723	82,354	1/3/82	-	10,55,778	10,02,989	52,789
Const.of 20' & 12' wide road west of internal road in offices area (part-II)	1723	97,904	19/2/61	-	12,55,129	11,92,373	62,756
Const.of PP road between port colony and railway colony at Gopalpuri	1723	84,097	1/3/82	-	10,78,124	10,24,217	53,906
Const.of 6.10m WBM road in Gate Office	1723	8,59,680	23/7/96	-	39,22,099	23,28,746	15,93,353
Widenning & strengthening of approache to Port & const.of WBM road pitches alongwith J.N. road	1723	37,93,573	15/8/96	-	1,73,07,333	1,02,76,229	70,31,104
Widenning & strengthening to approches to Port(Phase-III) - Remetalling & asphalting with hot mix plant power finisher in J N road	1723	35,98,853	15/1/98	2,15,931	1,39,38,760	76,14,048	63,24,712
Const.of approach road to Sirva Labour Camp	1723	1,42,281	11/6/91	-	10,02,221	7,14,083	2,88,139
Widenning of byepass road fixing 2 miles road and KK road at N.Kandla	1723	39,04,049	22/3/97	1,56,162	1,64,09,806	93,53,589	70,56,217
Widenning the berns & providing pitching to 2 miles road at N.Kandla	1723	85,323	1/4/85	-	10,93,841	10,39,149	54,692
Const.of approach road & culverts to Shore Labour Quarters at Gopalpuri	1723	1,39,800	28/11/99	19,572	5,10,609	2,66,793	2,43,816
PP road in north of DC-1 for development of G'dham Township	1723	15,27,962	10/09/99	1,83,355	1,95,88,473	1,86,09,049	9,79,424
Const.of internal roads in DC-6 Proper	1723	7,67,207	10/05/99	92,065	28,02,163	14,64,130	13,38,033
Development of Gandhidham Township(Stage-V)-remetalling & asphalting of balance roads in manufacturing Sector12	1723	9,42,013	5/5/99	1,13,042	34,40,629	17,97,728	16,42,900
Development of Gandhidham Township(Stage-V)-Remetalling & asphalting 6.10m wide road in Govt. Office area at Gandhidham	1723	5,78,882	26/7/99	69,466	21,14,321	11,04,733	10,09,588
Development of Gandhidham Township(Stage-V)-	1723	11,03,056	8/11/99	1,54,428	40,28,826	21,05,061	19,23,764

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Remetalling & asphalting of internal road in NU-4, DC-6							
Approach road & culverts for 240 quarters in NU-2, DC-5	1723	57,43,236	23/6/00	9,18,918	1,89,27,580	94,40,130	94,87,449
Const.of internal road in NU-2(plot of 80 acrs) Const.of 60X80 vide internal road in NU-1	1723	1,17,476	30/3/59	-	15,06,042	14,30,740	75,302
Const.of road in west of NH from Kutch Salt to West Gate NO.1	1723	3,00,82,014	3/8/00	48,13,122	9,91,39,182	4,94,45,667	4,96,93,515
Road from W.G. No.2 to 8th berth	1723	51,94,943	9/11/00	9,35,090	1,71,20,609	85,38,904	85,81,705
Const.of road on south inside of west gate	1723	2,32,042	26/5/81	-	29,74,778	28,26,040	1,48,739
Internal road from NG No.2 to end of 7th berth	1723	52,91,644	10/06/00	8,46,663	1,74,39,300	86,97,851	87,41,449
Remetalling & asphalting of approach road in ABC type quarters at G'puri	1723	6,00,258	09/06/01	1,20,052	18,06,410	8,58,045	9,48,365
Cat eyes on road vide in J.N. road at NPC	1723	1,66,448	18/9/00	-	5,48,551	2,73,590	2,74,961
Signal sign boards along all major roads at Kandla	1723	6,06,158	25/2/00	60,616	19,97,672	9,96,339	10,01,333
Widening of byepass road & KK road from byepass to Time Office	1723	32,74,379	9/10/99	4,58,413	1,19,59,413	62,48,793	57,10,620
Widening of link road between Old Kandla and New Kandla	1723	46,598	12/05/97	1,864	1,95,864	1,11,643	84,222
RCC approach road from water tower NO.2 at N.Kandla	1723	2,13,606	31/3/00	34,177	7,03,966	3,51,103	3,52,863
Const.of PP road in west of DC-1	1723	6,795	10/04/90	-	50,646	37,288	13,358
Widening & strengthening of approaches of J.N. road - Embakment to culverts	1723	17,39,779	30/6/95	-	86,11,570	53,17,645	32,93,926
Widening of KK road from 2 lane to 4 lane over Nakti creeks	1723	1,27,30,840	30/10/01	28,00,785	3,83,12,058	1,81,98,228	2,01,13,831
Widening of bye pass road from 2 lane to 4 lane	1723	1,03,31,192	29/9/01	20,66,238	3,10,90,582	1,47,68,027	1,63,22,556
Const.of KK road near Kutch salt	1723	1,55,040	1/7/01	31,008	4,66,576	2,21,623	2,44,952
Development of land including W.G. at Kandla-Kharirohar	1723	4,37,26,022	15/11/98	4,37,26,022	16,93,55,771	9,25,10,590	7,68,45,181
Widening of KK road - Const.of bridge	1723	1,53,44,103	3/10/01	33,75,703	4,61,76,385	2,19,33,783	2,42,42,602
Widening of KK road	1723	2,58,848	1/3/88	-	33,18,431	31,52,510	1,65,922
Widening & strengthening of approaches between w.g. no.1 & 2 outside C.J. area	1723	15,77,172	30/6/97	63,087	66,29,293	37,78,697	28,50,596
Rematling & ashphalting the interenal road in NU-1, Sector 1 & 2.	1723	73,832	1/3/82	-	9,46,526	8,99,200	47,326
Rematling & ashphalting the road in NU-1, Sector 1 & 2.	1723	5,68,861	1/6/96	-	25,95,302	15,40,960	10,54,341
Rematling & ashphalting of interal road in Sectore 9b & C	1723	1,83,364	1/4/85	-	23,50,726	22,33,190	1,17,536

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Const.of PP road & slab culverts in west of 10B	1723	13,086	1/4/85	-	1,67,763	1,59,374	8,388
Providing approach road from 2 mile road to Sirva Colony at New Kandla	1723	2,31,155	1/4/85	-	29,63,407	28,15,237	1,48,170
Const.of PP road in west of G'puri	1723	1,41,213	03/01/88	-	18,10,351	17,19,833	90,518
Const.of PP road, slab culverts covering NU-3, DC1 and ward 12c	1723	2,62,417	1/3/88	-	33,64,186	31,95,977	1,68,209
Const.of internal roads in godown & manufacturing area at Sector 11&12.	1723	91,385	06/11/64	-	11,71,556	11,12,978	58,578
Const.of internal road in Nu-3, DC1	1723	10,13,761	1/3/88	-	1,29,96,416	1,23,46,595	6,49,821
Const.of internal road in Nu-1 (part-I)	1723	98,197	1/3/88	-	12,58,886	11,95,941	62,944
Rematling & providing 20mm thick ashphalting carpet to internal road in Sector 1 & 4 (Stage-I)	1723	79,351	20/7/68	-	10,17,280	9,66,416	50,864
Const.of internal roads in Nu-2 Sector -5 (Stage II)	1723	1,21,359	11/10/62	-	15,55,822	14,78,031	77,791
Rematling & asphalting of internal road in BC area Sector-8 (Stage-II)	1723	3,75,134	1/6/96	-	17,11,465	10,16,183	6,95,283
Internal road in DC-6 proper -Phase-I	1723	28,30,789	28/11/01	6,22,774	85,18,947	40,46,500	44,72,447
Roads in the surroundings of Old Kandla	1723	6,90,183	24/1/03	1,79,448	19,78,525	8,45,819	11,32,705
Const.of road for sewage disposal plant at N.Kandla	1723	3,32,292	05/07/92	-	21,40,695	14,74,404	6,66,291
Prov. S/W sewage disposal system	1723	1,04,010	30/11/90	-	7,75,237	5,70,768	2,04,469
Const.of approach road for S.D. system for Kandla	1723	3,58,215	1/7/93	-	20,59,335	13,69,458	6,89,877
Const.of 3.66 mtr. Vide approach raod of sewage treatment plant for Zones at Adipur	1723	3,91,020	1/3/97	15,641	16,43,566	9,36,833	7,06,733
Const.of internal roads, swd and slab culverts for SWD at Adipur	1723	7,30,921	1/6/96	-	33,34,664	19,79,957	13,54,707
Concrete road inside & outside C.J.-RCC road	1723	1,15,68,751	30/11/03	34,70,625	3,31,63,753	1,41,77,504	1,89,86,249
WBM road to inside & outside cargo jetty	1723	5,74,839	15/5/03	1,60,955	16,47,872	7,04,465	9,43,407
Imp.of wharf surface in Panel 52 to 76 -concrete surface	1723	6,18,055	30/4/03	1,73,055	17,71,758	7,57,426	10,14,331
Raising existing asphalt road	1723	10,03,415	15/12/03	3,01,025	28,76,456	12,29,685	16,46,771
Addl. Carriage way in J.N. road	1723	23,46,918	29/11/03	7,04,075	67,27,832	28,76,148	38,51,684
3.60 mtr. Vide road from Junction	1723	6,55,620	30/6/03	1,83,574	18,79,444	8,03,462	10,75,982
Widening of station road	1723	2,66,73,693	31/12/03	80,02,108	7,64,64,587	3,26,88,611	4,37,75,976
Road network inside & outside cargo jetty	1723	1,72,00,786	12/1/04	51,60,236	4,74,99,418	1,91,77,890	2,83,21,528
Addl. Carriage way inside cargo jettty	1723	86,01,660	10/1/03	22,36,432	2,46,58,092	1,05,41,334	1,41,16,758
Development of land including road outside west gate 2 - const.of	1723	1,63,997	09/04/03	45,919	4,70,125	2,00,978	2,69,146

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
RCC cast in situ piles bridge at main creek							
Demarcation of plots, roads,boundries,etc. inside c.j.area	1723	12,723	18/6/99	12,723	46,470	24,280	22,189
Const.of internal road from west gate 2 to end of 7th berth	1723	3,75,263	15/9/01	75,053	11,29,313	5,36,423	5,92,889
Improvimg the existing asphalt surface of roads and plots(Stage-I)	1723	72,38,632	20/5/04	23,16,362	1,99,89,250	80,70,660	1,19,18,590
Improving the existing asphalt surface roads and plots (Stage-II)	1723	49,97,569	5/4/04	15,99,222	1,38,00,626	55,72,003	82,28,623
Resurfacing of roads and plots inside cargo jetty area-resurfacing of roads	1723	60,01,408	19/6/04	19,20,451	1,65,72,695	66,91,226	98,81,470
Strengthening & providing proper chamber to existing J N road at New Kandla	1723	98,75,377	25/2/05	33,57,628	2,63,05,208	99,95,979	1,63,09,229
Strengthening of road leading to W.G.No.2	1723	74,45,865	5/02/05	25,31,594	1,98,33,676	75,36,797	1,22,96,879
Strengthening & raising internal roads incl. SWC RCC box	1723	75,73,101	22/03/05	28,23,252	2,01,72,596	76,65,587	1,25,07,010
Const.of addl.carriage way for four lanning the road from Kutch Salt to W.G.No.2 at Kandla (Stage-I)	1723	3,81,66,636	2/12/05	1,88,41,596	10,16,65,110	3,86,32,742	6,30,32,368
Strengthening of K K road incl. Const. Of SWD's RCC Box culvert Road, Chamber and central verge	1723	1,96,19,194	22/12/05	74,55,294	5,22,59,977	1,98,58,791	3,24,01,186
Modification of Bunder basin for barge handling - Development of stacking yard, culverts, swds	1723	2,70,25,434	3/06/05	97,29,156	7,19,88,103	2,73,55,479	4,46,32,624
Development of road connectivity upto 10th (12th) cargo berth at Kandla	1723	1,53,05,717	31/1/06	1,53,05,717	3,93,76,246	1,40,27,788	2,53,48,459
Development & upgradation of roads & plots inside CJA	1723	2,49,89,588	3/6/07	1,09,95,419	6,16,54,639	2,05,00,168	4,11,54,472
Ext. of road & railway network in the back up area from 11 to 16th berth at Kandla	1723	2,27,67,350	31/1/08	1,04,72,981	5,31,23,817	1,64,01,978	3,67,21,838
Providing road connectivity to Tuna port for barge handling	1723	5,18,24,197	15/1/08	2,38,39,131	12,09,23,126	3,73,35,015	8,35,88,111
Strenthening of internal roads to port colony at N.K	1723	30,41,943	16/1/08	13,99,294	70,97,867	21,91,466	49,06,401
Emergency exit road from oil jetty at oil kandla	1723	43,36,431	20/11/08	21,68,216	1,01,18,339	31,24,037	69,94,302
Providing road in proposed liquid storage tank farm at N.K	1723	2,16,21,400	15/7/08	1,03,78,272	5,04,49,933	1,55,76,417	3,48,73,516
Prov approach road to electric sub station near W.T no 2 at N.K	1723	4,08,279	15/11/07	1,87,808	10,07,311	3,34,931	6,72,380
Prov & connecting existing road to newly constructed qtrs at G'puri	1723	43,03,895	13/7/08	20,65,870	1,00,42,422	31,00,598	69,41,824
Development of infrastructure facilities in	1723	1,49,07,680	14/9/09	77,51,994	3,27,53,370	93,34,710	2,34,18,659

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
NDA - Providing platform for railway siding							
Constr. Of storage shed in place of sulphur bin & in plot A to E in back up area of berth No. 3 to 6 (StageI)	1723	2,49,11,384	17/5/10	1,39,50,375	5,06,64,369	1,32,36,066	3,74,28,302
Devl. Of land in west of existing custom fencing wall in rear of 7th to 10th berth	1723	29,50,11,168	31/12/09	15,93,06,031	64,81,63,223	18,47,26,519	46,34,36,705
Imp. the Infr. facility along berth no. 7 to 10 its backup area - prov. Road by RCC, RCC curbing wall and strenghting of road	1723	1,09,72,662	7/6/10	61,44,691	2,23,16,022	58,30,061	1,64,85,961
Extension of road and railway network in the rear of backup area from berth no. 11 to 16 at kandla - part-II	1723	4,68,72,920	15/1/2012	2,90,61,210	7,66,77,983	1,63,89,919	6,02,88,064
Extension of road and railway network upto 12th cargo berth	1723	2,18,25,331	15/1/2012	1,35,31,705	3,57,03,395	76,31,601	2,80,71,794
Four lanning of existing road NH-8 upto Oil Jetty.	1723	8,00,99,083	25/04/11	4,80,59,450	14,43,70,203	3,42,87,923	11,00,82,280
Construction of additional carriage way for four lanning the road from Kutch Salt Junction to West Gate No. 2 at Kandla (Stage-II)	1723	2,37,67,347	25/04/11	1,42,60,408	4,28,38,152	1,01,74,061	3,26,64,091
Four lanning of existing road NH-8 upto Oil Jetty complex Stage I)	1723	7,25,39,872	25/04/11	4,35,23,923	13,07,45,518	3,10,52,060	9,96,93,457
Providing & fixing of sign board inside & outside oil jetty area.	1723	5,96,109	19/07/11	29,805	10,74,424	2,55,176	8,19,248
Strengthening of east side of K K Road	1723	4,51,51,671	6/1/13	3,05,67,681	6,79,53,265	1,29,11,120	5,50,42,145
Development of common corridor in the backup of 11th & 12th cargo berth	1723	51,24,966	15/01/14	-	70,11,885	11,65,726	58,46,159
Upgradation of existing road connected from IOC to NH-8A at KK road(30105)	1723	5,98,00,523	11-12-2013	4,27,57,373	8,99,99,787	1,70,99,960	7,28,99,828
Improving the infrstructure facilities inside CJA - Widening of road & rcc pavement	1723	8,92,54,577	29/06/2014	6,55,12,860	12,21,16,489	2,03,01,866	10,18,14,623
Upgrad Road Nh-8 To Tuna	1723	12,22,73,314	16-05-2015	9,29,27,719	15,33,51,115	2,18,52,534	13,14,98,581
Prov.of Approach Road to VTMS.	1723	5,39,865	15-10-2011	3,34,716	9,73,050	2,31,099	7,41,951
Improving the road network inside cargo jetty area - Providing ashphalt paving over cerntral road (12153)	1723	1,91,27,666	29-03-2017	1,60,67,239	2,18,08,437	20,71,802	1,97,36,636
Upgrading the perperi road of 34 hectors by asphalt paving outside CJA (32077)	1723	2,23,02,370	27-07-2017	1,87,33,991	2,54,28,081	24,15,668	2,30,12,413
Upgradation of existing road from Kutch Salt to WG 2(30112)	1723	9,01,55,200	13-12-2017	7,81,64,558	10,27,90,588	97,65,106	9,30,25,482

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Upgradaton of road surrounding of Plot A & H at New kandla (30114)	1723	24,20,450	15-10-2018	21,90,507	26,78,513	1,90,844	24,87,669
Improving the approaches from Maharao circle to North gate includng land scaping, swd,etc (Phase III) (12148)	1723	2,55,31,797	23-01-2018	2,22,25,429	2,82,53,937	20,13,093	2,62,40,844
Development of Backup area (13th Cargo Berth)	1723	18,77,15,680	29-09-2017	17,11,47,659	21,40,24,317	2,03,32,310	19,36,92,007
Road/ Raid Tracks (13th Cargo berth)	1723	3,57,26,782	29-09-2017	2,93,97,234	4,07,33,945	38,69,725	3,68,64,220
Road/ Raid Tracks (15th Cargo berth)	1723	1,80,18,737	27-09-2018	1,55,94,692	1,99,39,852	14,20,714	1,85,19,138
Development of Backup area (15th Cargo Berth)	1723	9,36,36,254	27-09-2018	8,74,03,532	10,36,19,531	73,82,892	9,62,36,639
Providing existing entry gate of Cargo jetty - Construction of RCC fencing and RCC Road for west Gate Phase-VII)	1723	3,26,14,038	10-03-2021	3,26,14,038	3,26,14,038	-	3,26,14,038
Wharf Road Boundary	1723	76,55,397	08-03-2020	73,49,181	79,73,268	1,89,365	77,83,903
Widening and upgradation of existing road from JN road to CISF	1723	82,80,392	21-02-2020	77,83,568	86,24,215	2,04,825	84,19,389
Upgradation of existing road from bye pass junction to iffco plant gate at old kandla	1723	4,66,97,914	08-01-2020	4,38,96,039	4,86,36,928	11,55,127	4,74,81,801
TOTAL		**2,20,03,62,394**		**1,34,07,87,722**	**4,91,11,57,801**	**1,88,87,68,683**	**3,02,23,89,117**
				-			
Prov. Surface drainage for CFC	1724	39,333	01-03-1993	-	2,26,121	1,50,370	75,750
Development of open plot for cargo stacking in C.J. area (Reclamation of road)	1724	21,641	1/3/93	21,641	1,24,411	82,734	41,678
Providing u/g drainage in CFS in 6th berth at New Kandla	1724	2,65,576	1/3/86	-	34,04,684	32,34,450	1,70,234
Extenson of RCC box culverts at salt works at oil pipe line	1724	2,28,065	1/3/92	-	14,69,243	10,11,941	4,57,302
Providing drainage behind time office at Kharirohar alongwith HPC-I	1724	1,17,266	1/3/92	-	7,55,452	5,20,318	2,35,135
Const. Of box culverts for crossing railway line at Kharirohar	1724	7,48,143	25/9/85	-	76,72,955	65,60,376	11,12,578
Raising leveling of existing culverts of Booster channel.	1724	1,06,054	10/10/86	-	13,59,612	12,91,632	67,981
Underground drainage for warehouses for 6th cargo berth RCC pipe - 25 mtrs.	1724	32,339	8/3/84	-	4,14,586	3,93,857	20,729
Providing SWD & Culverts behind warehouses in cargo jetty	1724	34,110	20/5/86	-	4,37,290	4,15,426	21,865
Providing storm water drain system for the area west of Bunder	1724	90,822	5/9/84	-	11,64,338	11,06,121	58,217

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Providing storm water drain & culverts on south of paved bins of pack phosphate at newly developed area	1724	1,85,000	1/4/95	-	9,15,714	5,65,454	3,50,261
Drainage & culverts on paved bins on newly developed area & CJ area	1724	36,385	1/3/94	-	1,91,170	1,22,588	68,582
Remodelling and extension of storm water drains at 6th cargo berth	1724	3,72,802	7/8/91	-	26,26,001	18,71,026	7,54,975
Providing covers including re-modeling of SWD road leading to west gate no.1 inside cargo jetty	1724	75,700	2/9/91	-	5,33,227	3,79,925	1,53,303
Covering SWD in Harbour area	1724	69,239	5/9/91	-	4,87,716	3,47,498	1,40,218
SWD behind area of sulpher bin no. 10 to 19 at cargo jetty.	1724	8,26,699	1/12/01	1,81,874	24,87,859	11,81,733	13,06,126
SWD & culverts behind 6th & 7th berth	1724	7,78,666	13/2/97	15,573	32,72,950	18,65,582	14,07,369
Underground drainage system in cargo jetty.	1724	7,26,139	1/4/01	1,45,228	21,85,235	10,37,987	11,47,248
SWD in bunder area.	1724	10,15,312	1/4/01	3,38,437	30,55,469	14,51,348	16,04,121
SWD along the north west of Godown 11	1724	7,24,535	1/4/01	2,41,512	21,80,408	10,35,694	11,44,714
Pitching and SWD outside west gate no.2 to 8th berth	1724	3,69,429	9/12/00	66,497	12,17,501	6,07,229	6,10,272
S.W. Drain at backup area of 6th & 7th berth	1724	40,66,458	30/9/00	6,50,633	1,34,01,540	66,84,018	67,17,522
Improving u/g drainage system in C.J.	1724	6,58,091	4/11/00	1,18,456	21,68,824	10,81,701	10,87,123
Providing RCC conduits for electrical cable inside cargo jetty	1724	1,09,28,822	25/6/01	26,22,917	3,28,89,084	1,56,22,315	1,72,66,769
Provding SWD along old RCC fencing wall at C.J.	1724	3,73,508	12/02/95	-	18,48,792	11,41,629	7,07,163
Providing SWD & culverts at 6th & 7th berth	1724	5,46,966	14/3/98	43,757	21,18,460	11,57,209	9,61,251
Providing SWD & slab culverts near railway gate no.1 in C.J.	1724	7,26,648	31/3/98	58,132	28,14,389	15,37,360	12,77,029
Providing SWD & box culverts inside c.j. in developing open plot	1724	14,81,717	30/10/02	3,85,246	1,89,95,612	85,71,770	1,04,23,842
Providing w/s lines at maintenance jetty	1724	1,94,753	1/3/93	-	11,19,611	7,44,542	3,75,070
Drainage pipeline in new port site including pump house & pumping sets	1724	2,09,174	01/04/58	-	26,81,611	25,47,530	1,34,081
Upgrading sewage pump at New Port Colony	1724	3,16,234	15/3/02	99,930	40,54,120	18,29,422	22,24,698
Storm water drain & culverts at G'puri including drains & culverts of 142 quarters	1724	31,101	1/4/57	-	3,98,715	3,78,779	19,936
Providing & laying 15" u/g drainage line to replace 12' dia line from septic tank to railway colony	1724	1,18,953	1/3/82	-	15,24,977	14,48,729	76,249
Providing SWD & culverts around 330 quarters at New Port Colony	1724	52,152	1/3/82	-	6,68,589	6,35,159	33,429

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Storm water drain with culverts	1724	53,865	1/3/82	-	6,90,549	6,56,022	34,527
Providing SWD including pitching in the west of link road at Kandla	1724	1,38,294	1/4/85	-	17,72,929	16,84,283	88,646
Drainage pipelines in NP colony	1724	79,282	1/1/58	-	10,16,395	9,65,575	50,820
Collection chamber & pump house in u/g salvage at Kandla	1724	86,809	1/4/78	-	11,12,891	10,57,247	55,645
Const.of residential quarters - Providing internal road culverts & storm water drains	1724	87,269	30/4/96	4,363	3,98,145	2,36,399	1,61,747
Providing u/g drainage in Sector 9 B & C	1724	1,13,190	1/4/85	-	14,51,096	13,78,541	72,555
SWD at Kandla Hospital	1724	9,52,230	30/11/02	2,47,580	1,22,07,589	55,08,674	66,98,914
Const.of storm water drains for AO builing at Gandhidham	1724	5,12,892	1/4/70	-	65,75,275	62,46,512	3,28,764
Providing u/g drainage in AO building	1724	6,60,124	1/3/88	-	84,62,790	80,39,650	4,23,139
Const.of 4 culverts on roads in tidal area	1724	2,56,017	1/12/79	-	32,82,138	31,18,031	1,64,107
Laboratory equipment for SWD Zone A. Adipur	1724	1,75,673	31/3/92	8,784	11,31,723	7,79,474	3,52,249
Prov. & laying u/g drainage line in NU-10B	1724	3,00,654	1/3/82	-	38,54,384	36,61,665	1,92,719
Prov. u/g drainage line in NU-10, Sector 1A	1724	2,15,106	1/3/85	-	27,57,659	26,19,776	1,37,883
Const.of covered drain behind warehouse A	1724	4,70,939	1/3/90	-	35,10,138	25,84,339	9,25,799
Const.of internal drainage in DC-6, Gandhidham	1724	3,52,363	1/3/94	-	18,51,350	11,87,178	6,64,172
Providing & laying u/g RCC internal drainage in Nu-1 Sector 3 & 4	1724	1,53,796	1/3/82	-	19,71,665	18,73,081	98,583
Providing & laying u/g in Nu-1 Sector 3 & 4	1724	3,24,269	1/3/82	-	41,57,129	39,49,272	2,07,856
Providing internal u/g road in BC area Sector-8 (Stage-II)	1724	2,93,965	1/4/85	-	37,68,631	35,80,200	1,88,432
Providing u/g drainage in NU-2, Sector -5	1724	2,15,177	3/1/82	-	27,58,569	26,20,641	1,37,928
Providing & laying 380mm 450mm & 600mm RCC sewer main along PP road across DC 6 and south of manufacturing area	1724	89,062	1/4/85	-	11,41,775	10,84,686	57,089
Providing storm water drainage & RCC culverts along internal road in NU-I	1724	6,53,641	30/3/60	-	83,79,678	79,60,694	4,18,984
Providing storm water drainage and RCC pipe culverts in BC area(Part II)	1724	2,10,080	1/12/61	-	26,93,226	25,58,564	1,34,661
Internal drainage BC area south of Sector 8	1724	2,44,758	18/10/57	-	31,37,798	29,80,908	1,56,890
Providing six fort drainage over molla in L1 and BC area	1724	55,003	16/5/58	-	7,05,138	6,69,882	35,257
Storm water drainage between L1 and BC area	1724	54,760	15/7/59	-	7,02,023	6,66,922	35,101
Const.of slab culverts across the transit malla in across in to L 1 area	1724	65,799	24/6/62	-	8,43,543	8,01,366	42,177

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Traiming of malla in L 1 area in BC area	1724	2,44,759	1/1/64	2,44,759	31,37,810	29,80,920	1,56,891
Providing RCC slab culverts(Two spar of cush) across traimed mala along NH way	1724	1,20,335	27/4/64	1,20,335	15,42,695	14,65,560	77,135
Const.of two slab culverts over malla along internal road in NU 1	1724	2,88,200	27/4/58	2,88,200	36,94,724	35,09,988	1,84,736
Providing pitching to the site of existing drain in BC area	1724	24,359	6/9/60	24,359	3,12,282	2,96,668	15,614
Providing 24" dia RCC pipe culverts in BC area at approach road to drained nalla.	1724	9,52,200	3/10/60	-	1,22,07,204	1,15,96,844	6,10,360
Providing storm water drain & RCC pipe culverts in BC area (Part II)	1724	2,13,580	14/12/62	-	27,38,096	26,01,191	1,36,905
Providing 6 foot bridges over malla in L & W B.C. area	1724	5,64,666	16/5/58	-	72,39,018	68,77,067	3,61,951
Providing storm water drains & RCC pipe culverts along internal road in BC area	1724	83,905	19/12/59	-	10,75,662	10,21,879	53,783
Const.of 5 lumme pipe culverts along PP road	1724	95,560	31/10/56	-	12,25,079	11,63,825	61,254
Providing SWD & culverts in offices area Sector 9A	1724	1,22,077	1/3/88	-	15,65,027	14,86,776	78,251
Providing & laying u/g drainage in Godowns area in Sector 11	1724	2,98,468	1/3/88	-	38,26,360	36,35,042	1,91,318
Providing, joining u/g 229mm NP2 sewage line in godown area Sector 11, Gandhidham Township	1724	7,23,587	4/10/86	36,179	92,76,385	88,12,566	4,63,819
Providing storm water drain and RCC pipe culverts across internal road in NU-1 (Part II)	1724	83,315	2/11/59	-	10,68,098	10,14,693	53,405
Const.of sumpwell & pump house behind AO building (C-4)	1724	4,61,684	1/3/88	-	59,18,789	56,22,849	2,95,939
Const.of sumpwell & pump house behind AO building (C-2)	1724	1,93,755	1/3/88	-	24,83,939	23,59,742	1,24,197
Const.of sumpwell & pump house behind AO building (c-3)	1724	3,83,078	1/3/88	-	49,11,060	46,65,507	2,45,553
Const.of sumpwell & pump house for c-2 & 3	1724	1,73,303	1/5/94	-	9,10,551	5,83,891	3,26,660
Const.of addl.inspection chamber & main holes for u/g drainage line in Sector 1 to 6	1724	1,05,876	12/9/86	5,294	13,57,330	12,89,464	67,867
Providing drainage line to shopping circle adjoining to Sector 5,6 & 7.	1724	4,31,655	17/4/86	21,583	55,33,817	52,57,126	2,76,691
SDS for Kandla - internal pipeline connection & misc. work	1724	76,373	5/10/92	-	4,92,011	3,38,873	1,53,138
Sewage disposal system at Kandla - Prov. RCC sewarage main line	1724	4,13,528	1/3/93	-	23,77,322	15,80,919	7,96,403
Sewage disposal system at Kandla - Prov. RCC sewarage main line	1724	1,33,881	1/3/94	-	7,03,424	4,51,071	2,52,353

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Prov. RCC open chajjas to carry from sumpwell to stablizer ponds from sewage disposal scheme at Adipur	1724	2,43,669	20/8/89	-	31,23,837	29,67,645	1,56,192
Prov.chain link fencing around sewage disposal scheme complex at Gandhidham & Adipur	1724	10,97,945	10/11/89	-	1,40,75,655	1,33,71,872	7,03,783
Extension of electrification & street light for SDS Zone at Adipur (Zone A)	1724	2,71,921	17/9/89	13,596	34,86,027	33,11,726	1,74,301
Const.of lab. In office building, chowkidar quarters and Chowkidar room for sewage treatment plant at drainage ZONE A at Adipur	1724	4,60,334	28/2/90	46,033	34,31,094	25,26,143	9,04,951
Const.of stablizer ponds for SDS at Gandhidham drainage Zone B & C	1724	27,84,279	30/11/90	-	2,07,52,591	1,52,79,095	54,73,496
Const.of Chowkidar quarter & room for sewage treatment plant at drainage Zone B&C at Adipur	1724	1,57,259	10/8/90	7,863	11,72,128	8,62,979	3,09,149
Const.of treatment unit of SDS at Gandhidham	1724	24,95,039	2/4/91	-	1,75,74,945	1,25,22,148	50,52,797
Prov.external electrification & lighting for SDS for drainage zone B & C	1724	1,94,935	22/6/91	-	13,73,114	9,78,343	3,94,770
Prov. U/G drainage in NU-4, DC-6	1724	9,16,538	1/3/88	-	1,17,50,017	1,11,62,516	5,87,501
Prov. U/G drainage in NU-4, DC-6	1724	2,95,454	1/3/88	14,773	37,87,720	35,98,334	1,89,386
Const.of treatment units for sewage disposal scheme at Adipur Zone A	1724	6,50,496	12/2/90	32,525	48,48,464	35,69,682	12,78,782
Internal u/g drainage lines in Govt. Offices area Gandhidham	1724	2,07,511	28/2/97	14,318	8,72,227	4,97,169	3,75,057
Internal u/g drainage lines in green belt area	1724	2,96,857	20/3/89	-	38,05,707	36,15,421	1,90,285
Development of G'dham Township - Prov.& laying drainage line incl. Chamber in NU-4, DC-6	1724	1,39,214	25/4/99	16,706	5,08,468	2,65,675	2,42,794
SWD and culverts in the newly developed area	1724	51,66,621	1/4/01	9,29,992	1,55,48,376	73,85,479	81,62,897
Prov. SWD and culverts in newly developed area	1724	82,088	2/5/00	13,134	2,70,532	1,34,928	1,35,604
Raising of existing plinth from Kutch salt to w.g. no.2 - Prov. Box culverts	1724	16,79,213	3/8/02	4,03,011	2,15,27,511	97,14,289	1,18,13,221
Const.of SWD and culverts along major road at Kandla	1724	10,14,350	15/10/01	2,23,157	30,52,574	14,49,973	16,02,602
Const.of stablisation ponds for sewage disposal scheme at Adipur	1724	15,13,311	9/8/88	75,666	1,94,00,647	1,84,30,615	9,70,032
Providing central drainage scheme for drainage Zone A	1724	8,10,236	1/3/88	40,512	1,03,87,226	98,67,864	5,19,361
Providing sewage disposal scheme for	1724	7,45,818	1/3/88	37,291	95,61,387	90,83,317	4,78,069

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Adipur - Const.of sumpwell & inst. Of pumping machineries							
Const.of stabilisation ponds of Adipur and Gandhidham drainage Zona A	1724	30,823	9/8/88	1,541	3,95,151	3,75,393	19,758
SWD at Kandla - Strengthening	1724	11,06,076	15/12/03	3,31,823	31,70,751	13,55,496	18,15,255
Raising the height & main hole cover for drainage system	1724	5,47,052	21/3/03	1,53,175	15,68,216	6,70,412	8,97,804
Raising & strengthening of storm water drain at Kandla	1724	12,93,970	9/5/03	3,62,312	37,09,381	15,85,760	21,23,620
SWD treatment plant at Gopalpuri	1724	75,94,577	15/6/03	21,26,482	2,17,71,121	93,07,154	1,24,63,967
RCC chambers at Gopalpuri	1724	26,54,096	31/5/03	7,43,147	76,08,409	32,52,595	43,55,814
Sewage pumping station at Gopalpuri	1724	1,85,000	2/1/04	55,500	5,10,872	2,06,264	3,04,607
Sewage pumping station - strengthening of C-3	1724	1,78,163	2/1/04	53,449	4,91,991	1,98,642	2,93,350
RCC pipe & SWD drain inside and outside C.J.	1724	5,57,293	23/12/03	1,67,188	15,97,573	6,82,963	9,14,611
Prov.SWD in bunder area	1724	2,93,834	24/2/00	41,137	9,68,368	4,82,974	4,85,395
Improving of SWD in C.J. Stage-II	1724	60,97,298	3/11/04	19,51,135	1,68,37,493	67,98,138	1,00,39,355
Providing & laying under ground drainage 400 mm line (14029)	1724	3,02,715	8/3/04	15,136	8,35,939	3,37,510	4,98,428
Improving and raising SWD in NPC	1724	26,64,781	20/1/05	9,06,026	70,98,222	26,97,324	44,00,898
Prov. SWD and culverts in the rear of 8th cargo berth	1724	1,18,32,894	5/8/04	37,86,526	3,26,76,157	1,31,92,998	1,94,83,159
Prov. SWD at G'puri and A.O. Building	1724	4,93,830	18/11/04	1,67,902	13,63,696	5,50,592	8,13,104
Imp. & raising SWD at New Kandla	1724	9,87,624	15/01/04	3,30,854	27,27,292	11,01,144	16,26,148
Improving surrounding area outside W.G. at Kandla-Development of plots including SWD & Box Culverts	1724	1,06,85,805	30/4/04	34,19,458	2,95,08,507	1,19,14,060	1,75,94,448
Improvide SWD in CJA - Stage - II	1724	1,62,05,833	15/10/05	66,60,597	4,31,67,750	1,64,03,745	2,67,64,005
Improving the surrounding area inside cargo jetty area	1724	14,88,240	20/10/05	5,65,531	39,64,250	15,06,415	24,57,835
Improving SWD in NDA - 66 hectros (Part B)	1724	1,67,51,179	15/5/05	65,66,462	4,46,20,397	1,69,55,751	2,76,64,646
Repl.of central u/g drainage line along National Highway at Gandhidham	1724	2,75,35,072	20/1/07	1,23,63,247	6,79,34,891	2,25,88,351	4,53,46,540
Prov RCC conduits for laying of LT cable for tower & godown inside cja	1724	1,71,45,943	15/2/09	94,30,269	3,76,71,013	1,07,36,239	2,69,34,775
Providing SWD along J.N. road at NK (30080)	1724	6,82,012	15/11/07	3,13,726	16,82,669	5,59,487	11,23,182
Development of infrastructure facilities in NDA- Providing platform for railway siding	1724	44,28,488	14/9/09	23,24,071	97,29,744	27,72,977	69,56,767
Const of SWD near B & C type Quarters at G'puri	1724	49,08,787	8/7/10	31,08,898	99,83,411	26,08,166	73,75,245

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Improving surrounding area near STP at G'puri	1724	22,62,012	8/7/10	12,66,727	46,00,443	12,01,866	33,98,578
Const of storage shed in place of sulphur bin & in plot A to E in back uparea of berth No. 3 to 6 (stage I)	1724	51,23,890	17/5/10	30,94,830	1,04,20,884	27,22,456	76,98,428
Devl. Of land in west of existing custom fencing wall in rear of 7th to 10th berth	1724	4,84,73,688	31/12/09	2,84,05,581	10,65,00,585	3,03,52,667	7,61,47,918
Prov. SWD & culverts on Major roads at Kandla (30094)	1724	7,68,651	14/7/10	4,30,444	15,63,269	4,08,404	11,54,865
Modification of storm water drainas in CJA	1724	65,76,146	2/1/11	39,52,264	1,18,52,814	28,15,043	90,37,771
Imp. the Infr. facility along berth no. 7 to 10 its backup area - prov. Road by RCC, RCC SWD and culverts.	1724	69,71,242	15/4/2010	40,57,263	1,41,77,999	37,04,002	1,04,73,997
Providing dust been and M H chambers at cargo jetty area.	1724	29,65,708	22/02/12	16,97,868	48,51,511	10,37,011	38,14,501
Providing SWD and Culverts in newly developed plot outside WG-I at Kandla (30097)	1724	36,71,623	31/03/12	24,15,928	60,06,296	12,83,846	47,22,450
Providing RCC pre-cast cover over existing cable trench	1724	35,64,563	12-11-2013	25,48,663	53,64,667	10,19,287	43,45,381
Improvin of cable trench in 66 hectores(22049)	1724	1,31,15,923	14-09-2015	1,02,82,884	1,64,49,553	23,44,061	1,41,05,492
Strengthening of existing roads and providing SWD from W.G. No. II to 13th C.B. (30107)	1724	2,18,69,510	19-10-2014	1,61,83,437	2,99,21,466	49,74,444	2,49,47,022
Strengthening and providing SWD/Culverts from Link road to KK road(30108)	1724	13,86,053	22-02-2015	10,25,679	17,38,341	2,47,714	14,90,628
Improving the Storm water Drain at 66 Hectare Inside Cargo Jetty area	1724	1,32,35,862	18-11-2015	1,06,15,161	1,65,99,977	23,65,497	1,42,34,480
Upgradation of SWD & culverts inside Port Colony at New Kandla (30109)	1724	76,63,938	05-11-2015	60,62,175	96,11,856	13,69,689	82,42,166
Providing RCC culverts over LPG pipeline crossing on K K Road (30108)	1724	13,92,514	06-05-2015	10,75,021	17,46,445	2,48,868	14,97,576
Upgradation of Sewage lines and w/s lines at KDLB/FCI colony, Gopalpuri(14143)	1724	63,95,673	11-05-2017	54,23,531	72,92,036	6,92,743	65,99,293
Design, const.& operation of 1.50 MLD Sewage Treatment facilities on turnkey basis for Port Colony at NK	1724	3,09,21,504	15-03-2018	2,74,89,217	3,42,18,282	24,38,053	3,17,80,229
TOTAL		**37,38,03,966**		**18,98,32,108**	**1,07,96,17,116**	**52,43,56,907**	**55,52,60,209**
				-			
Nakti bridge in supporting oil pipeline at Nakti	1725	8,36,087	1/4/58	-	1,07,18,635	1,01,82,704	5,35,932

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
RCC based case in situ piles bridge across main creek	1725	83,09,952	9/4/03	53,18,369	2,38,21,862	67,89,231	1,70,32,632
Const.of walkway bridges at oil jetty	1725	10,04,871	7/12/03	4,18,696	28,80,630	8,20,980	20,59,651
Const. Of walkway bridge for connecting O.J.No.1 & 2 and repl.of wooden planks with chequred plates at O.J.	1725	32,57,078	30/9/05	16,93,681	86,75,933	21,97,903	64,78,030
Const. Of RCC Pile Bridge in road from Kutch Salt to W.G.2	1725	78,46,829	26/5/05	30,75,957	2,09,01,730	52,95,105	1,56,06,625
Replacement of walk way bridge between oil jetty no. 1 and 2 at OK	1725	22,05,164	8/7/13	14,11,305	33,18,772	4,20,378	28,98,394
S/R to steel walkway bridge of oil jetty at Old Kandla	1725	56,59,921	27/02/14	37,49,698	77,43,801	8,58,271	68,85,530
TOTAL		**2,91,19,902**		**1,56,67,706**	**7,80,61,365**	**2,65,64,571**	**5,14,96,793**
TOTAL		**6,98,02,55,876**		**4,81,14,78,896**	**16,07,10,55,788**	**6,29,65,04,638**	**9,77,45,51,150**

Floating Craft:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
19 ton BP Tug - MT Sikander	1731	4,94,35,026	2/2/93	24,71,751	28,41,95,979	25,19,87,101	3,22,08,878
ML Liza Petrolling launch	1731	49,75,312	02/07/93	4,97,531	2,86,02,466	2,53,60,853	32,41,613
ML Ragni	1731	16,53,750	31/3/94	82,688	86,88,965	74,29,065	12,59,900
ML Shakti	1731	16,53,750	31/3/94	82,688	86,88,965	74,29,065	12,59,900
Wooden Jolly Boat - 1no.	1731	3,63,715	04-06-1993	18,186	20,90,953	18,53,979	2,36,975
ML Sarveshak - Pilot cum survey launch	1731	56,40,750	21/3/95	5,64,075	2,79,20,624	2,29,87,980	49,32,643
FRP mooring Launch - Mrignayani	1731	28,05,000	1/2/99	1,40,250	1,02,45,043	71,37,380	31,07,663
FRP launch - Priyadarshini	1731	28,05,000	1/2/99	1,40,250	1,02,45,043	71,37,380	31,07,663
FRP launch - Vijay	1731	28,05,000	1/1/99	1,40,250	1,02,45,043	71,37,380	31,07,663
FRP launch - Megha	1731	28,05,000	1/1/99	1,40,250	1,02,45,043	71,37,380	31,07,663
MT Galpadar in repl. To Bhadreshwar	1731	1,78,03,820	9/6/99	8,90,191	6,50,27,058	4,53,02,184	1,97,24,874
7.5 Ton MT Banni	1731	1,72,20,882	17/6/99	8,61,044	6,28,97,922	4,38,18,886	1,90,79,036
35 Ton MT Mehul	1731	11,13,62,839	27/1/00	55,68,142	36,70,10,693	24,40,62,111	12,29,48,582
35 Ton MT Heera	1731	11,96,34,360	20/12/99	59,81,718	43,69,55,127	30,44,12,072	13,25,43,055
35 Ton MT Kalinga	1731	12,10,41,258	30/10/99	60,52,063	44,20,93,712	30,79,91,952	13,41,01,759
Pilot um debris recovery vessel - MT Karishma	1731	2,42,72,670	21/10/99	12,13,634	8,86,54,025	6,17,62,304	2,68,91,721
Purchase of wooden diva boat in replacement - 1 no.	1731	3,52,516	6/9/89	17,626	45,19,255	42,93,292	2,25,963
Purchase of jetty boat for deptt.work	1731	73,360	6/4/93	7,336	4,21,738	3,73,941	47,797
ML Mrinal	1731	19,38,000	3/11/98	96,900	75,06,091	54,66,936	20,39,155
Addition to ext. in ML Nirikshak	1731	76,64,841	1/1/99	3,83,242	2,79,95,231	1,95,03,344	84,91,887
Purchase of launch "M.L.Niharika in replacement of	1731	3,57,39,940	07-01-2007	1,11,24,056	8,81,78,049	3,90,92,268	4,90,85,780
Purchase of launch "M.L.Bharini in replacement of	1731	3,57,34,840	Feb,07	1,11,22,469	8,81,65,466	3,90,86,690	4,90,78,776
Aquasation of 02 nos. Twin Screw Diesel driven FRP petrolling Launches with spares (Parhari & Rakshak)	1731	2,78,79,185	18/12/2008	1,13,25,919	6,50,51,432	2,67,79,506	3,82,71,926
Construction of 1 Nos. twin screw diesel driven steel hull pilot launch (Swati)	1731	4,77,07,704	26/04/2010	2,27,80,429	9,70,27,155	3,37,97,792	6,32,29,363
Construction of 1 Nos. twin screw diesel driven steel hull pilot launch (Anuradha)	1731	5,45,26,890	26/04/2010	3,26,11,271	11,08,95,905	3,86,28,740	7,22,67,165
Purchase of new Floating Craft Jyestha (11040)	1731	45,68,42,184	10/01/2017	35,91,92,167	52,08,69,308	6,59,76,779	45,48,92,529
Purchase of new Floating Craft Magh (11046)	1731	6,56,25,168	30/07/2015	4,79,06,373	8,23,04,898	1,56,37,931	6,66,66,968
Purchase of new Floating Craft Rohini (11046)	1731	6,56,25,168	30/07/2015	4,79,06,373	8,23,04,898	1,56,37,931	6,66,66,968
Purchase of new Tug Kritika (11040)	1731	45,68,32,204	17/09/2018	39,17,33,615	50,55,38,579	4,80,26,165	45,75,12,414

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Purchase of 2 Nos. Launch Alok (11059)	1731	1,05,20,110	31/01/2019	92,70,847	1,13,09,118	7,16,244	1,05,92,874
Purchase of 2 Nos. Launch Atri (11059)	1731	1,05,20,110	31/01/2019	92,70,847	1,13,09,118	7,16,244	1,05,92,874
ML Karishma as Dum Barge(11064)	1731	99,47,179	26-07-2020	94,49,820	1,03,60,211	3,28,073	1,00,32,137
Depreciation Adjustment due to deletion		-		25,61,32,496	-	-	-
TOTAL		**1,77,38,07,530**		**1,24,51,76,495**	**3,57,75,63,111**	**1,70,70,08,949**	**1,87,05,54,162**

Railway & Rolling Stock:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
WAGONS	1736	1,600		1,600	-	-	-
TOTAL		**1,600**		**1,600**	**-**	**-**	**-**
				-			
Survey work for broad guage line from inter change point upto entrance gate at Kandla.	1737	1,08,670	1/9/69	1,08,670	13,93,143	13,23,486	69,657
Kandla-Gandhidham Railway -Const. Project Broad Guage	1737	80,06,194	1/9/69	4,00,310	10,26,39,401	9,75,07,431	51,31,970
Conversion of existing water guage tracks in the port area into Gantlatted track	1737	13,31,710	1/4/73	66,586	1,70,72,522	1,62,18,896	8,53,626
Laying of additional cross over to railway tracks on the office side of transit at N.P. Site	1737	84,066	04-01-1967	4,203	10,77,726	10,23,840	53,886
Extension & conversion of railway track no.11 in dual guage at cargo jetty	1737	1,33,193	1/3/94	19,313	6,99,809	2,99,168	4,00,641
Railway in 5th cargo berth	1737	7,12,500	1/6/73	-	91,34,250	86,77,538	4,56,713
Providing rail lines in cargo jetty	1737	3,82,63,882	31/5/02	1,52,41,780	49,05,42,967	14,75,71,676	34,29,71,291
Providing railway lines inside CJA - Stage II	1737	6,55,84,612	30/06/05	1,83,63,691	17,46,98,834	4,42,57,038	13,04,41,796
Prov. Railway siding in the back up rea of berth no. 7 to 10 in CJA	1737	4,52,21,048	29/10/07	2,08,01,682	11,15,69,963	2,47,31,342	8,68,38,621
Replacement of 90 lbs rails of 50 kg in CJA	1737	2,17,50,887	23/10/08	54,37,722	5,07,52,070	1,04,46,468	4,03,05,602
Prov railway network in newly added CJA (66 hectares)	1737	6,78,57,433	04-10-2010	4,09,85,890	13,80,07,347	2,40,36,280	11,39,71,067
Replacement of crane track from panel no. 38 to 59	1737	24,15,775	21/3/2008	13,14,182	56,36,808	11,60,243	44,76,565
Replacement of detoriorated Rly track no. 10 & its siding on west of godeown no. 9 inside CJA	1737	4,71,37,992	05-10-2010	2,84,71,347	9,58,68,484	1,66,97,094	7,91,71,389
Providing connectivity of escape route of Rly track no. 11, siding from WB no. 3 to 66 kv sub station	1737	1,27,77,552	17/2/2010	74,87,645	2,59,86,778	45,26,031	2,14,60,748
Improving the existing infra facilities along berth no. 7 to 10 and its backup area. Prov and lying Rly siding	1737	2,68,38,379	31/12/2011	1,71,76,563	4,83,73,366	76,59,116	4,07,14,249
Extesnsion of Road and Railway network in the rear of back area from berth no. 11 to 16 - Rly network from berth no. 13 to 16.	1737	3,61,79,440	30/06/12	1,49,05,929	5,91,84,845	84,33,840	5,07,51,004
Strenthening of track no 9 & 10 at port area (Replacement of ballast, psc sleepers etc.) near CWC	1737	73,34,061	30/06/12	49,57,825	1,19,97,567	17,09,653	1,02,87,914
Providing railw connectivity to exists tuna port - Deposit work	1737	94,03,20,800	14-07-2015	70,05,38,996	1,17,93,19,003	11,20,35,305	1,06,72,83,698

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
to be taken by western railway(12128)							
Providing rail infrastructure for the purpose of declaring KPT rail yard a through distance basis (12150)	1737	1,14,13,988	22-01-2017	92,31,063	1,30,13,676	8,24,199	1,21,89,476
Shifting of railway gate in north and ABG Road for Container Terminal at Berth No. 11 & 12 CJA(12152)	1737	42,47,292	24-06-2018	37,37,617	47,00,128	2,23,256	44,76,872
Installation, commissioning of FOIS system at Kandla port Dock Rail Terminal	1737	8,43,040	02-06-2019	4,21,520	9,06,268	28,698	8,77,570
TOTAL		**1,33,85,62,513**		**88,96,72,532**	**2,54,25,74,954**	**52,93,90,598**	**2,01,31,84,356**
				-			
Providing crossing station at 190-83 in Kandla Project	1738	11,404	1/4/68	-	1,46,199	1,38,889	7,310
TOTAL		**11,404**		**-**	**1,46,199**	**1,38,889**	**7,310**
TOTAL		**1,33,85,75,517**		**88,96,74,132**	**2,54,27,21,154**	**52,95,29,488**	**2,01,31,91,666**

Docks, Sea Walls, Navigational Aids:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Construction of Cargo Jetty including transit shed	1741	4,41,16,368	1/4/57	83,52,699	56,55,71,838	53,72,93,246	2,82,78,592
Construction of Bunder	1741	48,78,459	1/3/60	4,87,846	6,25,41,844	5,94,14,752	31,27,092
Constructioin of two additional berths	1741	2,28,07,081	1/4/75	95,18,155	29,23,86,778	27,77,67,439	1,46,19,339
Const. Of 6th Cargo Berth & Modification thereof in 2016-17(22042, 22045 & 22051)	1741	41,24,42,522	28/5/84	21,91,44,460	5,28,75,13,132	5,02,31,37,475	26,43,75,657
a) Capital dredging	1741	41,95,195	31/12/98	23,07,357	1,62,48,459	47,33,718	1,15,14,741
b) Lighting arrangement on quay and open yard	1741	38,65,759	20/9/00	-	1,27,40,111	33,88,869	93,51,241
c) Main civil work	1741	34,51,71,544	16/11/99	21,15,90,156	1,26,07,12,021	35,13,18,417	90,93,93,605
Capital dredging for 8th cargo berth	1741	4,20,84,449	13/9/99	2,35,67,291	15,37,10,153	4,28,33,896	11,08,76,257
Soil investigation for addl. 8th cargo berth at New Kandla	1741	15,12,086	16/11/99	9,26,909	55,22,776	15,39,013	39,83,762
Const.of 9th cargo berth - Main civil work	1741	40,58,44,814	19/8/03	27,43,51,094	1,16,34,21,800	26,52,60,170	89,81,61,630
Oil berth at Old Kandla - O.J. No.3	1741	19,78,687	1/4/56	2,63,825	2,53,66,767	2,40,98,429	12,68,338
Oil Jetty No. 1	1741	4,65,51,700	30/6/84	1,38,25,855	59,67,92,794	56,69,53,154	2,98,39,640
Improving the surrounding inside oil jetty area	1741	4,31,455	15/1/00	21,573	14,21,916	3,78,230	10,43,686
Improving fendering system for oil jetty	1741	27,46,655	16/4/02	7,63,570	3,52,12,117	84,74,383	2,67,37,734
Fenders at oil jetty	1741	9,33,733	5/8/01	3,42,369	28,09,966	7,11,858	20,98,108
Providing shore facilities for removing dirty blast from oil tankers at Old Kandla.	1741	12,098	1/3/87	-	1,55,096	1,47,342	7,755
a) Civil work	1741	3,45,94,706	31/7/00	2,07,91,418	11,40,11,345	3,03,27,018	8,36,84,327
b) Fire fighting & w/s line	1741	3,73,534	15/7/01	1,36,962	11,24,109	2,84,774	8,39,335
c) Buildings	1741	22,50,626	15/7/01	14,40,401	67,73,011	17,15,829	50,57,181
Repl.of steel piles of launch jetty No. 1 & 2	1741	1,07,76,992	1/10/93	48,49,646	6,19,55,622	2,19,73,594	3,99,82,028
Construction of Oil Jetty No. 4	1741	18,65,06,453	15/6/97	9,69,83,356	78,39,38,599	23,83,17,334	54,56,21,265
Power supply & lighting arrangement	1741	67,93,933	9/9/00	10,87,029	2,23,90,288	59,55,817	1,64,34,472
4th oil jetty - civil works	1741	13,93,32,026	22/3/00	8,08,12,575	45,91,86,780	12,21,43,683	33,70,43,096
Strengthening of underwater RCC member of Nehru (OJ No. 1) & Indira jetty (OJ No.3)	1741	53,68,669	25/11/02	22,23,524	6,88,26,337	1,65,64,205	5,22,62,132
Const.of fishing jetty	1741	5,48,005	1/12/85	1,58,921	70,25,424	66,74,153	3,51,271
Extension of maintenance jetty	1741	1,45,79,817	15/4/84	37,90,752	18,69,13,254	17,75,67,591	93,45,663
Passenger jetty	1741	38,70,430	31/12/03	25,83,512	1,10,95,233	25,29,713	85,65,520
Floating pontoon for passenger jetty	1741	96,75,024	31/12/03	9,67,502	2,77,35,069	63,23,596	2,14,11,473

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Strengthening of Nehru and Indira Jetty	1741	4,61,687	25/11/02	1,20,039	59,18,827	14,24,464	44,94,363
Soil investingation for 8th cargo berth	1741	2,30,311	30/6/96	1,15,156	10,50,743	3,32,735	7,18,008
Const.of slipway at Kandla	1741	2,60,076	15/10/98	1,43,042	10,07,303	2,93,461	7,13,842
Imp.of wharf surface from panel 1 to 51 in c.j.	1741	1,76,790	5/11/99	24,751	6,45,712	1,79,938	4,65,773
Modification of existing fender block at O.J.No.4 (16102)	1741	14,76,360	30/9/04	6,81,586	40,76,921	8,77,897	31,99,024
Construction of 10th(12th) Cargo Berth at Kandla	1741	51,61,01,065	31/12/06	38,13,98,687	1,32,77,47,184	25,22,71,965	1,07,54,75,219
Soil investingation for 9th(11th) cargo berth	1741	18,59,878	2/3/01	11,15,927	55,97,098	14,17,931	41,79,166
Soil investingation for 10th(12th) cargo berth	1741	18,40,928	2/3/01	11,04,557	55,40,070	14,03,484	41,36,585
Modification of existing Tuna port for Barge handling (stage II) Part-A - Extension of existing Barge handling jetty	1741	1,88,57,256	13/11/10	1,52,93,235	3,83,51,581	53,43,654	3,30,07,928
Replacement of south wharf at bunder basin at New Kandla (20029)	1741	4,22,96,641	30/06/11	3,46,83,246	7,62,35,263	96,56,467	6,65,78,796
Strengthening of oil jetty no. 1 & 2 at Old Kandla (16113)	1741	5,35,48,919	30/11/15	4,42,22,482	6,71,59,269	51,04,104	6,20,55,165
Retrofitting to existing cargo berth no.1 to 5 (Panel no.1 to 45)(22052)	1741	40,95,90,152	18/07/18	37,06,79,088	45,32,59,690	1,72,23,868	43,60,35,822
Construction of 14th Berth for Multipurpose cargo at Kandla (22054)	1741	1,57,99,60,835	8/03/19	1,52,30,82,245	1,69,84,57,898	4,30,27,600	1,65,54,30,298
Construction of 16th Berth for Multipurpose cargo at Kandla (22055)	1741	1,58,85,00,565	8/03/19	1,53,13,14,545	1,70,76,38,107	4,32,60,165	1,66,43,77,942
Upgradation of open plot at Bunder Basin	1741	7,65,92,205	10-02-2021	7,27,62,595	7,65,92,205	-	7,65,92,205
TOTAL		**6,04,59,96,488**		**4,95,80,29,937**	**16,70,23,80,511**	**8,17,96,45,435**	**8,52,27,35,076**
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New steel floating dry dock.(24023)	1742	5,74,25,515	2/7/85	28,71,276	73,61,95,102	69,93,85,347	3,68,09,755
Const. Of electric sub station for newly floating dry dock	1742	5,44,384	28/7/86	54,438	69,79,003	66,30,053	3,48,950
TOTAL		**5,79,69,899**		**29,25,714**	**74,31,74,105**	**70,60,15,400**	**3,71,58,705**
				-			
Mooring buoys 2.286 MT dia cylindrical mooring buoy no.3	1744	5,99,991	6/9/94	30,000	31,52,412	10,78,125	20,74,287
Addl.deep draft mooring facilities to cater shipping demand	1744	59,54,599	1/7/94	2,97,730	3,12,86,049	1,06,99,829	2,05,86,220
Mooring fenders of 30 MT/100 MT CS bollards	1744	1,78,790	20/12/00	56,617	5,89,226	1,56,734	4,32,492
Improving fendering system from panel 1 to 76	1744	3,96,914	15/12/99	1,12,459	14,49,697	4,03,982	10,45,715
LB&A - 300 gas operated aromd Lantering Complete - 4 nos.	1744	2,36,568	14/4/86	11,828	30,32,802	28,81,162	1,51,640

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Procurement of additional lantern & flasher in mid channel - 4 nos.	1744	4,93,620	14/4/86	24,681	63,28,208	60,11,798	3,16,410
Purchase of 65mm dia ms stud link chain cable 26' length	1744	5,88,424	1/3/86	29,421	75,43,596	71,66,416	3,77,180
Repl. Of 4 nos. channel marking buoys by FRP buoys	1744	8,42,391	7/4/88	42,120	1,07,99,453	1,02,59,480	5,39,973
Purchase of 2 nos. mooring gears in channel marking buoys	1744	1,42,560	1/7/90	7,128	10,62,569	4,17,236	6,45,334
Purchase of 17 nos. mooring gears in channel marking buoys(additional)	1744	29,737	1/7/90	1,487	2,21,644	87,032	1,34,612
Channel Marking Buoys	1744	5,40,680	15/8/97	27,034	22,72,629	6,90,879	15,81,750
4 nos. Channel Marking Buoys in replacement	1744	5,77,769	1/7/90	28,888	43,06,395	16,90,978	26,15,417
4 nos. Channel Marking Buoys in replacement (Phase II)	1744	2,78,269	1/7/90	13,913	20,74,075	8,14,420	12,59,655
6 length 62mm dia MS Stud link chain with accessories	1744	6,95,610	1/11/94	34,781	36,54,803	12,49,943	24,04,861
Providing of 6nos. Light of 63mm stud link chains in Mooring Buoy	1744	10,29,223	1/11/94	51,461	54,07,639	18,49,412	35,58,226
Providing of 6 Length of 63mm stud link chains in Mooring Buoy	1744	4,70,072	28/11/89	23,504	60,26,323	57,25,007	3,01,316
15 length 42 mm dia MS steel line sweival piece & shakles	1744	10,29,223	1/11/94	51,461	54,07,639	18,49,412	35,58,226
Purchase of 15nos. Light of 39 mm stud link in channel marking buoys	1744	4,71,300	1/7/90	23,565	35,12,829	13,79,371	21,33,458
Purchase of 15nos. Light of 39 mm stud link in channel marking buoys	1744	4,89,363	18/11/89	24,468	62,73,634	59,59,952	3,13,682
Procurement of 12 nos. Channel Marking Buoys	1744	5,31,582	1/3/86	26,579	68,14,881	64,74,137	3,40,744
Procurement of 12 nos. Channel Marking Buoys (Part I)	1744	2,40,298	1/7/90	12,015	17,91,058	7,03,289	10,87,769
Const. Of 4 nos. gas lighted becones for sogal channel in night navigation	1744	6,16,639	1/3/88	30,832	79,05,312	75,10,046	3,95,266
2 nos. lighted channel marking buoys	1744	18,18,490	15/2/00	90,925	59,93,070	15,94,157	43,98,913
Outer Tuna Buoy	1744	3,04,360	2/7/99	15,218	11,11,651	3,09,780	8,01,871
3 nos. Mooring Buoys	1744	6,83,205	1/8/00	34,160	22,51,591	5,98,923	16,52,668
Lighted Channel Marking Buoys with accessories	1744	12,32,000	12/10/00	61,600	40,60,216	10,80,017	29,80,198
2 nos. Mooring Buoys	1744	4,10,000	1/6/98	20,500	15,87,976	4,62,630	11,25,346
Fendering arrangement from panel 1 to 26 in C.J.	1744	1,99,37,419	1/4/01	66,45,806	5,99,99,463	1,51,99,864	4,47,99,599
Providing heavier type of mooring in place of existing salt mooring	1744	6,21,642	1/1/76	-	79,69,450	75,70,978	3,98,473
Purchase of tyhe nos. tyre of mooring buoys	1744	65,321	1/4/77	3,266	8,37,415	7,95,544	41,871

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Purchase of 2 nos. mooring buoys in replacement	1744	1,83,019	23/04/88	9,151	23,46,304	22,28,988	1,17,315
Purchase of 2 nos. mooring buoys in replacement(Phase-II)	1744	1,74,080	1/7/90	8,704	22,31,706	21,20,120	1,11,585
Prov.of suirel pieces in mooring buoys (Additional)	1744	1,72,500	1/7/90	8,625	12,85,727	5,04,862	7,80,865
Purchase of 1 no.mooring buoy in replacement	1744	1,49,793	18/4/91	7,490	10,55,135	4,00,951	6,54,184
Wooden fender at northern end of cargo jetty area	1744	14,072	1/4/98	3,283	54,502	15,878	38,624
Improving fendering system from panel 1 to 76	1744	1,23,92,135	7/2/04	51,63,390	3,42,20,483	73,68,811	2,68,51,672
Improving & Repl. Fenders at Oil Jetty	1744	69,647	31/1/02	24,376	8,92,875	2,14,885	6,77,989
Improving the fendering system for oil jetties	1744	2,98,157	20/4/02	1,09,324	38,22,373	9,19,918	29,02,455
Improving the fendering system of existing fenders	1744	1,40,671	25/12/03	58,613	4,03,257	91,943	3,11,314
Procurment of channel marking buoys	1744	14,87,584	25/11/04	3,21,690	41,07,915	8,84,571	32,23,344
Proc. Of 100 ton bollards fixtures for fendering system in Cargo Jetty	1744	9,08,498	25/1/05	45,425	24,19,981	4,90,450	19,29,532
Imp the fendering arrangement at flotila jetty inside CJA	1744	39,70,994	21/10/08	3,97,099	92,65,653	15,25,744	77,39,909
strengthening of RCC members underneath OJ-Prov & repl of fenders	1744	14,27,305	12/7/07	71,365	35,21,466	6,24,473	28,96,992
strengthening of RCC members underneath OJ-Prov & repl of fenders	1744	15,93,000	18/7/08	79,650	37,17,000	6,12,066	31,04,934
Imp the fendering arrangement from penal no. 1 to 76 at CJ (stage-III) penal 1 to 22	1744	1,12,75,200	10/1/11	5,63,760	2,03,22,366	25,74,166	1,77,48,200
fitment of square fenders of maintance jetty	1744	45,27,664	30/5/2011	2,26,383	81,60,640	10,33,681	71,26,959
Replacement of fenders at Oil Jetty No.4(Rajiv) at Old Kandla	1744	38,62,500	11/3/13	9,27,000	58,13,063	5,89,057	52,24,006
Replacement of existing tripple cell fendering system from Panel No.53 to 85 at Cargo Jetty	1744	2,83,79,971	31/12/13	54,63,145	4,27,11,856	43,28,135	3,83,83,722
Supply & laying of 7 Nos molded virgin polyethylene navigational channel marking buoys along with mooring and solar lanterns in Kandla Port Channel.	1744	1,32,07,852	02-11-2019	1,11,71,641	1,41,98,441	3,59,694	1,38,38,747
TOTAL		**12,57,40,701**		**3,24,93,563**	**36,52,74,446**	**12,95,58,928**	**23,57,15,518**
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Repl. Of Signal Mast over radar room	1745	1,42,885	30/4/93	7,144	8,21,429	7,28,333	93,095

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
26 length of 63mm dia electrically welded mild steel link chain cable filled with enter god steel link and open end link	1745	9,39,795	1/3/85	46,990	1,20,48,172	1,14,45,763	6,02,409
62mm stud link chain	1745	41,51,420	8/9/88	2,07,571	3,54,80,803	3,37,06,763	17,74,040
4 nos. shackle & rockerting	1745	1,74,573	12/10/00	8,729	5,75,328	3,82,593	1,92,735
Lighted becons structure at Sat saida bet at Kandla Creek	1745	24,60,575	1/4/01	9,02,211	74,04,829	46,89,725	27,15,104
Const.of beacons in night navigation in Kandla creek	1745	1,22,497	1/4/70	6,125	15,70,412	14,91,891	78,521
Const.of addl. beacons in night navigation in Kandla creek	1745	48,929	1/4/70	2,446	6,27,270	5,95,906	31,363
Radio tide guage room - 1	1745	99,608	1/2/99	54,784	3,63,810	2,53,455	1,10,356
Const. Of RTG room no.2	1745	43,65,279	1/5/00	25,31,862	1,43,86,344	95,66,919	48,19,425
A/A to transit ligted becon in Kandla Creek for navigation	1745	20,88,207	10/7/01	12,52,924	62,84,229	39,80,011	23,04,217
Procurment of one addl. pair of leading lights for night navigation	1745	1,39,747	1/1/72	6,987	17,91,557	17,01,979	89,578
Const. & erection of leading light beacons in between Kandla creek	1745	59,253	1/4/98	16,097	2,29,493	1,67,148	62,346
Upgradation of hydrographic survey	1745	66,61,195	1/4/03	3,33,060	1,90,95,426	1,08,84,393	82,11,033
Providing enviornment monitoring laboratory at Seva Sadan-III	1745	2,24,463	15/8/04	71,828	6,19,847	3,33,684	2,86,163
TOTAL		**2,16,78,426**		**54,48,759**	**10,12,98,947**	**7,99,28,563**	**2,13,70,384**
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Proc.of cargo handling equipments in repl.	1746	29,19,500	1/6/93	1,45,975	1,67,83,852	1,48,81,682	19,02,170
2 nos. DRDF Water current meter	1746	52,930	1/12/84	-	6,78,563	6,44,634	33,928
KAS - 130/T - 130 Gas operated flasher complete - 4 nos.	1746	2,80,892	14/4/86	-	36,01,035	34,20,984	1,80,052
Proc. Of 2 nos. lantern with flasher	1746	2,41,073	7/11/86	-	30,90,556	29,36,028	1,54,528
Purchase of 65mm dia ms stud link chain cable	1746	9,56,008	28/6/85	47,800	1,22,56,023	1,16,43,221	6,12,801
Marine DA gas cylinder -40 nos. in replacement	1746	4,73,238	1/12/90	23,662	35,27,274	34,62,607	64,667
M.S. stud link chain 15 length	1746	18,000	1/4/55	900	2,30,760	2,19,222	11,538
60 nos. Gas Cylinders in repl.	1746	9,63,615	15/12/99	48,181	35,19,528	24,51,938	10,67,590
Navigational lights at OTB	1746	12,65,000	13/5/00	63,250	41,68,972	27,72,366	13,96,606
1 no. Lantern in repl.	1746	2,14,000	12/3/01	10,700	6,44,009	4,07,873	2,36,137
42mm cables with Survicoles and schakles 24 length	1746	12,86,516	5/7/00	64,326	42,39,880	28,19,521	14,20,360
Portable echo Sunder - 1no.	1746	6,38,000	23/3/01	31,900	19,19,991	12,15,994	7,03,997
Surveying surching sextant (2 nos.)	1746	2,43,530	23/3/01	12,177	7,32,877	4,64,155	2,68,721
Nisking water Sampler - 5 nos.	1746	3,01,600	1/3/01	-	9,07,632	5,74,834	3,32,798

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
1 no. Current meter	1746	5,99,760	23/3/01	29,988	18,04,912	11,43,111	6,61,801
Hydrographic Survey Equipments	1746	12,01,598	23/3/01	60,080	36,16,077	22,90,182	13,25,895
22 nos. Solar powered navigational lights for Channel Marking Buoys	1746	15,18,000	10/4/02	-	1,94,60,760	1,17,08,891	77,51,869
Proc. Of 1 no. DGPS	1746	15,40,000	1/12/98	77,000	59,64,592	43,44,211	16,20,381
Proc. Of 1 no. GPS	1746	2,97,000	1/12/98	14,850	11,50,314	8,37,812	3,12,502
Providing leading lights in night navigation	1746	1,39,797	1/3/72	-	17,92,198	17,02,588	89,610
Providing & flashing lighting arrangement on quay wall in night navigation	1746	31,278	1/4/70	-	4,00,984	3,80,935	20,049
Empty gas cylinder for buoys scheme	1746	30,961	1/4/70	-	3,96,920	3,77,074	19,846
Purchase of 4kg gas cylinder	1746	1,11,996	1/11/71	-	14,35,789	13,63,999	71,789
Repl. Of 100 nos. A.K. gas cylinders	1746	2,19,528	1/11/71	-	28,14,349	26,73,632	1,40,717
Purchase of diving equipment	1746	50,812	3/11/78	-	6,51,410	6,18,839	32,570
Purchase of diving equipment	1746	28,723	1/4/78	-	3,68,229	3,49,817	18,411
VHF trans reciver operting on 138-174 MHZ (8 nos.)	1746	1,50,240	3/11/78	-	19,26,077	18,29,773	96,304
8' dia channel marking buoy and typhoical with rubber fender	1746	11,53,444	1/3/85	57,672	1,47,87,152	1,40,47,794	7,39,358
Trans receiver mobile model hand hold reciver (24 sets)	1746	4,68,657	1/7/85	23,433	60,08,183	57,07,774	3,00,409
6 sets in prog- 10B hand hold VHF FM Trans - reciver	1746	68,959	17/7/87	-	8,84,054	8,39,852	44,203
Purchase of new 7 nos. VHF trans receiver sets in replacement	1746	77,866	20/2/87	-	9,98,242	9,48,330	49,912
Procurement of improved navigational light for tekra light house	1746	3,47,361	1/11/86	-	44,53,168	42,30,510	2,22,658
Proc.of addl.latern & flasher for channel 1 (4 nos.)	1746	5,17,460	14/4/86	-	66,33,837	63,02,145	3,31,692
Diving suit rubber and related accessories	1746	56,857	1/8/85	-	7,28,907	6,92,461	36,445
Puissmatic compass	1746	230	1/4/81	-	2,949	2,801	147
Fying dixt reading & deviation fender water connection meter - 2 nos.	1746	26,400	1/12/84	-	3,38,448	3,21,526	16,922
Dispersant spraining booms - 4nos.	1746	12,98,320	1/9/88	-	1,66,44,462	1,58,12,239	8,32,223
Storage tanks in storing dispersant chemical 5 nos.50000 ltrs. - 4nos. 40000 ltrs. - 1 no.	1746	1,10,611	1/7/87	-	14,18,033	13,47,131	70,902
VHF sets - 2 nos.	1746	40,508	1/5/88	13,773	5,19,313	4,93,347	25,966
Polard camera	1746	57,041	1/7/87	-	7,31,266	6,94,702	36,563
Purchase of 36 nos. of addl. Marine cylinders in new becons	1746	3,35,264	1/7/90	16,763	24,98,886	24,53,073	45,813
Prov.of instalatio of 4 nos. addl. Gas lighted	1746	6,46,557	1/7/90	32,328	48,19,105	47,30,755	88,350

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
becons in night navigation							
Purchase of testing equipments DC	1746	79,568	1/3/92	3,978	5,12,594	4,70,732	41,862
Purchase of 36 nos. of addl. Marine cylinders in new becons	1746	10,370	1/7/90	1,037	77,293	75,876	1,417
Purchase of 4 nos.channel marking buoys alongwith 2 lanterns and flashers in repl.	1746	6,94,770	7/4/88	34,739	89,06,951	84,61,604	4,45,348
Purchase of 74 nos. marine DA gas cylinders in repl.	1746	11,95,216	1/11/94	59,761	62,79,782	53,69,214	9,10,568
Procurement of solar marine lantern with assembly	1746	14,42,086	11/7/06	-	37,09,982	17,62,241	19,47,741
Chains for channel marking buoys	1746	5,59,800	1/10/2006	27,990	14,40,169	6,84,080	7,56,089
Proc of fire equipment & works for security and safety under ISPS code & studies - Supply installation, testing , commisioning and handing over AIS base station	1746	19,80,000	9/12/04	-	54,67,706	29,43,449	25,24,258
Procurement of 12 nos. channel marking buoys with accessories	1746	1,56,13,680	29/4/13	79,10,931	2,34,98,588	59,52,976	1,75,45,613
Fabrication & supply of 5 nos admirally patterned 8"dia skirt keel channel marking buoys	1746	36,80,640	3/8/09	8,83,354	80,86,662	30,72,931	50,13,730
Procurement of 05 nos. model TTS-2500 chanel marking buoya from Sethusundaram Copr. Ltd.	1746	62,27,004	3/8/11	22,83,235	1,12,23,522	35,54,115	76,69,407
Procurment of 3 nos. buoys	1746	12,13,056	07-11-2008	60,653	28,30,464	11,65,208	16,65,256
Multimedia voice recording device for signal station	1746	1,53,547	31/03/2010	-	3,12,281	1,08,778	2,03,503
Procurement of 3 Nos. Pilot Navigational Aids	1746	54,23,003	28-01-2016	11,62,072	64,26,472	10,17,525	54,08,947
Diving boat work processing (11510)	1746	2,09,000	18-06-2008	-	4,87,667	2,00,756	2,86,911
Plotter HP (11513)	1746	6,45,934	22-01-2009	-	14,19,169	5,39,284	8,79,885
Diving boat work processing (11510)	1746	15,81,168	29-09-2006	-	40,67,791	19,32,201	21,35,590
Diving boat work processing (11510)	1746	73,500	27-10-2006	-	1,89,090	89,818	99,272
64 NOS. VHF Sets with Batteries (34007)	1746	22,34,400	23-04-2017	9,57,600	25,47,555	3,22,690	22,24,864
Motorola Station BHF Set and it's accessories	1746	7,33,050	09-01-2020	5,75,968	7,63,488	24,177	7,39,311
TOTAL		**6,47,28,922**		**1,47,36,074**	**24,77,96,792**	**17,39,08,019**	**7,38,88,774**
TOTAL		**6,31,61,14,436**		**5,01,36,34,047**	**18,15,99,24,802**	**9,26,90,56,344**	**8,89,08,68,458**

Cranes & Vehicles:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
1 no. 7.5 ton gantry crane	1751	3,97,500	1/5/02	48,197	50,95,950	30,66,063	20,29,887
Compressor for mobile crane	1751	55,645	16/5/00	2,782	1,83,385	1,21,951	61,434
Mechanisation of dry cargo berth - Design, Mfg., supply,creation and commissioning of 02 Nos 25 Ton and above capacity harbour Crane (18082)	1751	30,83,04,705	30/6/2011	2,31,22,853	55,56,86,923	17,59,67,526	37,97,19,398
Design, Mfg., supply,creation and commissioning of 02 Nos 100 Ton and above capacity harbour Crane (18087)	1751	69,41,61,232	07-05-2018	50,15,31,490	76,81,71,069	7,29,76,252	69,51,94,818
TOTAL		**1,00,29,19,082**		**52,47,05,322**	**1,32,91,37,328**	**25,21,31,792**	**1,07,70,05,536**
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Crane treck for the above cranes	1752	15,19,109	30/6/01	4,25,351	45,71,591	28,95,341	16,76,250
Purchase of stormak gear equipments in berth no.5 in electric cranes at cargo jetty	1752	1,26,390	1/3/74	12,639	16,20,320	15,39,304	81,016
Proc.of 5 nos. wharf cranes	1752	32,30,87,142	21/10,1/12,15/12 & 29/12/04(2)	7,65,31,267	52,85,28,423	15,06,30,600	37,78,97,822
Prov. 3 nos. 25 T. wharf cranes no.10,11 & 12 at cargo jetty	1752	22,55,38,390	10/11, 25/11/06 & 15/1/07	7,42,86,707	55,64,51,274	24,66,93,398	30,97,57,876
Supply, Installation, testing and commissioning of 3 nos of 800 KVA, 11/0.433 KV Dry Type Cast Resin Transformer (3 nos 25T Wharf Cranes) - Supply, Installation, testing and commissioning of 3 nos of 800 KVA, 11/0.433 KV Dry Type Cast Resin Transformer	1752	52,79,270	21-12-2020	48,55,441	54,98,478	1,74,118	53,24,360
Wharf Cranes (13th Cargo Berth)	1752	43,18,31,879	29-09-2017	32,47,19,533	49,23,53,771	6,23,64,811	42,99,88,960
Wharf Cranes (15th Cargo Berth)	1752	21,96,19,220	27-09-2018	17,80,85,393	24,30,34,505	2,30,88,278	21,99,46,227
Depreciation Adjustment due to deletion		-		18,24,28,936			
TOTAL		**1,20,70,01,400**		**84,13,45,267**	**1,83,20,58,361**	**48,73,85,851**	**1,34,46,72,510**
				-			
Proc.of cargo handling equipments in repl. -Purchase of 2 nos. forklift tractors for stuffing & destuffing of containers	1756	11,00,645	1/6/93	1,10,065	63,27,475	60,11,101	3,16,374

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Proc.of cargo handling equipments in repl.	1756	2,50,290	1/3/93	25,029	14,38,887	13,66,943	71,944
Black Ambulance carrying dead bodies GJ-12G-8029	1756	3,94,714	30/3/96	39,471	18,00,795	17,10,755	90,040
Tata Diesel chasis purchase of new truck GJ-12G-8522 in repl.of 514	1756	3,20,042	20/12/95	32,004	41,02,938	38,97,792	2,05,147
Purchase of Truck GJ-12G-8523 in repl. Of GTY-512	1756	3,75,541	20/2/96	37,554	17,13,322	16,27,656	85,666
Purchase of truck no. 512 in repl.	1756	2,33,279	1/3/93	23,328	13,41,093	12,74,038	67,055
Car No. GJ-12G-5102 in repl. Of GJ-12G-5007	1756	3,83,087	31/7/98	38,309	14,83,739	14,09,552	74,187
Car No.GJ-12G-5103 in repl.of GJ-12G-5002	1756	3,97,781	31/7/98	39,778	15,40,650	14,63,618	77,033
Purchase of 12 KL water tanker	1756	7,11,019	23/11/96	71,102	32,43,866	30,81,673	1,62,193
Pickup van for electric division in repl. Of GTY-525	1756	1,33,281	1/4/95	13,328	6,59,715	6,26,729	32,986
Puchase of jeep no.GJ-12G-607 in repl.of GJX-908	1756	2,46,294	19/4/95	24,629	12,19,108	11,58,152	60,955
Ambulance in repl. Of GJ-12G-2262	1756	7,62,943	1/1/00	76,294	25,14,378	23,88,659	1,25,719
Ambulance for Kandla Hospital	1756	1,60,171	1/4/01	16,017	4,82,017	4,57,916	24,101
Truck No.GJ12G-8524 in repl. Of GTY-487	1756	5,58,861	1/2/96	55,886	25,49,679	24,22,195	1,27,484
Truck No.GJX-487	1756	1,44,499	1/3/95	14,450	7,15,242	6,79,480	35,762
Purchase of new cash van for Finance (GTY-525)	1756	1,88,299	1/3/97	18,830	7,91,473	7,51,900	39,574
Purchase of car in repl.of Jeep (GJX-1599)	1756	1,14,700	1/1/89	11,470	14,70,454	13,96,931	73,523
Trailor	1756	2,51,240	07-04-2001	25,124	7,56,079	7,18,275	37,804
Truck Mounted Hydroulically Elevated Plantform Van	1756	7,22,876	15/11/00	72,288	23,82,332	22,63,215	1,19,117
Jeep in repl. Of GJ-12G-590	1756	4,28,693	16/12/01	42,869	12,90,104	12,25,599	64,505
Upgradation of mobile unit	1756	3,30,481	04-01-1995	16,524	16,35,817	15,54,026	81,791
Prov.mobile service unit for repairs of wharf cranes	1756	65,016	04-01-1995	3,251	3,21,817	3,05,726	16,091
Ambasador car No.GJ-12G-5052 in repl. Of GJ-12G-5003	1756	3,59,800	1/12/99	35,980	13,14,141	12,48,434	65,707
Vehicle GJ-12G-8599 & GJ-12G-8600 for CISF	1756	11,59,814	01-04-2002	1,15,981	1,48,68,815	1,41,25,375	7,43,441
Repl.of Jeep No.GR-12G-596	1756	4,21,809	18/2/03	42,181	12,09,186	11,48,727	60,459
Purchase of ten trailors	1756	4,07,562	24/2/81	40,756	52,24,945	49,63,698	2,61,247
Purchase of 3 nos. paper roll attachment	1756	2,88,440	1/8/82	28,844	36,97,801	35,12,911	1,84,890

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
alongwith hose (1 removed)							
Mahindra & mahindra F.C. 360 dia platform with diesel engine(Pick up van)	1756	88,891	26/10/82	8,889	11,39,583	10,82,603	56,979
Const.of 7th cargo berth- Purchase of ambasador car	1756	2,25,361	1/3/95	22,536	11,15,493	10,59,719	55,775
Purchase of ambasador car in repl.of 1575	1756	17,935	1/3/95	1,794	88,775	84,336	4,439
Purchase of jeep No. GUX-8027	1756	2,42,763	8/12/93	24,276	13,95,615	13,25,834	69,781
Proc.of 3 nos.front end loaders	1756	12,03,476	1/8/93	1,20,348	69,18,638	65,72,706	3,45,932
New mini bus No.GJ-12T-4139 in repl.of GJX-895	1756	2,86,221	13/8/92	28,622	18,43,896	17,51,701	92,195
Vehicles for CISF	1756	29,56,377	1/12/99	2,95,638	1,07,97,935	1,02,58,039	5,39,897
Vehicle for CISF	1756	11,36,762	7/3/02	1,13,676	1,45,73,289	1,38,44,624	7,28,664
Car in repl.of GJ-12G-5035	1756	4,21,005	1/7/03	42,101	12,06,881	11,46,537	60,344
Car in repl.of GJ-12G-5029	1756	4,20,658	16/9/03	42,066	12,05,886	11,45,592	60,294
Jeep in repl.of GJ-12G-629	1756	4,02,881	23/9/03	40,288	11,54,926	10,97,179	57,746
Jeep in repl.of GJ-12G-599	1756	4,02,881	23/9/03	40,288	11,54,926	10,97,179	57,746
2 nos ambassodor car in repl of gj 12 g 5033 and 5034	1756	8,41,963	31/3/03	84,196	24,13,627	22,92,946	1,20,681
Repl.of Jeep No.GJ-12G-680 of EP Division	1756	4,04,695	22/7/03	40,470	11,60,126	11,02,119	58,006
Car No. GJ-12G-5080 in repl. Of G-5101	1756	4,31,059	19/2/04	43,106	11,90,356	11,30,838	59,518
Maruti Omni Fire ambulance	1756	2,53,993	12/6/03	25,399	7,28,113	6,91,708	36,406
Marshal safety jeep for Fire Brigade	1756	-	31/3/03	-	-	-	-
Purchase of Jeep No. GJ-12G-877 in repl.of 690	1756	4,02,130	31/3/04	40,213	11,10,469	10,54,946	55,523
Purchase of car GJ-12P-7249 in repl.of car no.GJ-12G-5040	1756	4,84,821	5/4/04	48,482	13,38,818	12,71,877	66,941
Tractor vehicle no.GJ-12G-6067	1756	3,99,116	17/05/04	39,912	11,02,146	10,47,039	55,107
Repl.of car no.GJ-12G-5043	1756	4,39,731	15/6/04	43,973	12,14,303	11,53,588	60,715
Balero Jeep No.GJ-12G-896	1756	4,10,278	1/10/04	41,028	11,32,970	10,76,321	56,648
Repl. Of Ambulance No.GJ-12G-8024 with new one GJ-12W-1763	1756	7,37,658	4/7/05	73,766	19,64,912	18,66,666	98,246
Repl. Of jeep no.GJ-12G-4101 in repl. Of 695	1756	5,89,386	12/9/06	58,939	15,16,284	14,40,469	75,814
Repl. Of Hero Honda No.GJ-12G-107	1756	49,438	31/1/07	2,472	1,21,974	1,08,150	13,824
Repl. Of Hero Honda No.GJ-12G-94	1756	47,641	31/1/07	2,382	1,17,541	1,04,219	13,321

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Repl.of Jeep No.GJ-12G-732 with GJ-12G-3412	1756	5,78,087	14/7/06	57,809	14,87,215	14,12,855	74,361
Repl. Of pick up van for Workshop No.GJ-12G-8635	1756	4,44,308	12/3/07	44,431	10,96,203	9,71,966	1,24,236
Repl.of Tata tempo 707 no. GJ-12G-8522	1756	5,95,972	27/2/07	59,597	14,70,390	13,03,746	1,66,644
Repl.of jeep no.GJ-12G-705	1756	5,84,114	7/1/07	58,411	14,41,134	12,77,805	1,63,328
Purchase of new Innova Car for Chairman	1756	12,31,954	10/7/06	1,23,195	31,69,386	30,10,917	1,58,469
Purchase of new Maruti Esteem Car 4 Dy.Chairman	1756	5,48,813	22/12/06	54,881	14,11,904	13,41,308	70,595
Procurement of new motor cycle for security section in repl of GJ_12G-113	1756	47,118	15/1/10	2,356	95,828	66,760	29,068
Replacement of jeep no GJ_12 G-868(Actual replacement of car no GJ_12G 5052	1756	6,10,046	23/10/09	61,005	13,40,320	10,18,643	3,21,677
Replacement of Hero Honda	1756	46,099	21/8/09	2,305	1,01,283	76,975	24,308
Purchase of 2 nos of vehicles for CISF(37007)	1756	13,01,389	31/10/05	1,30,139	34,66,532	32,93,205	1,73,327
Fire Jeep no. TATA chasis GJ 12 G 8119	1756	17,74,201	17/7/10	1,77,420	36,08,341	25,13,811	10,94,530
Fabrication of three fire vehicle - TATA 1613 chasis	1756	1,27,36,947	14/3/2011	12,73,695	2,29,57,012	1,45,39,441	84,17,571
Safety Jeep on Mahindra Bolero - Non AC MDI BS 3, in replacement of GJ 12G 851, Registration on GJ 12G 1126.	1756	6,15,327	27/10/2011	61,533	11,09,062	7,02,406	4,06,656
Tank Lorry on TATA 16B chasis in replacement of GJ 12G 8528	1756	13,72,849	5/8/11	1,37,285	24,74,416	15,67,130	9,07,286
Procurement of new Ambullance No. GJ-12Y-3127 in replacement of GJ 12 G 8052	1756	8,27,808	10/5/11	82,781	14,92,037	9,44,957	5,47,080
Procurement of new Ambulance No.GJ-12Y-3119 in replacement of GJ 12 G 8025	1756	8,21,970	10/5/11	82,197	14,81,515	9,38,293	5,43,222
Procurement of new Ambulance No.GJ-12Y-3120 in replacement of GJ 12 G 8049	1756	5,83,808	14/5/2011	58,381	10,52,253	6,66,427	3,85,826
Supply erection, testing and commissioning of hydrolic elevated plateform van no. GJ12G8567.	1756	6,92,777	31-03-2009	69,278	15,22,087	11,56,786	3,65,301
Purchase of 01 No. additional Trailer Fire Pump	1756	9,38,800	09/07/12	46,940	15,35,754	8,75,380	6,60,374
Procurment of Ambulance AY-532	1756	3,41,056	05/02/13	34,106	5,13,289	2,60,067	2,53,223

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
in replacement of GJ 12 W-1730							
Replacement of Ambassador Car No.GJ-12G-5047 with new one GJ-12G-978	1756	5,17,755	15/2/08	51,776	12,08,095	9,94,665	2,13,430
Repl.of car no. GJ-12G-5077 with Maruti Desire VXI	1756	6,18,748	15/1/2014	61,875	8,46,560	3,75,308	4,71,252
Repl.of car no. GJ-12G-9516 with Maruti SX4 VXI	1756	7,62,046	27/2/2014	76,205	10,42,617	4,62,227	5,80,390
Repl.of car no.GJ-12G-5075 with Maruti SX4 VXI	1756	8,15,988	27/2/2014	81,599	11,16,420	4,94,946	6,21,474
Repl.of pickup van in replace of GJ-12G-8635	1756	6,72,740	15-12-2014	50,456	9,20,431	4,08,058	5,12,373
Replacement of Car for Dy. Chairman (19009)	1756	11,73,536	12-06-2015	1,17,354	14,71,810	5,59,288	9,12,522
Procurement of Innova Car in replacement of GJ-12G-5073(19008)	1756	16,98,229	12-06-2015	1,69,823	21,29,862	8,09,348	13,20,515
JEEP-CISF(9-2011)	1756	5,78,278	15-09-2011	57,828	10,42,285	6,60,114	3,82,171
Mahindra Jeep GJ-12-GA-0027	1756	6,72,535	13-05-2015	-	8,43,471	3,20,519	5,22,952
Purchase of Vento in Repl. Of Chairman Ennova Car No.GJ-12G-954 (19010)	1756	10,61,096	25-04-2016	2,65,274	12,57,441	3,98,190	8,59,251
Purchase of Tata Tempo for CISF in Repl. Of GJ12G-8141 (19010)	1756	9,24,992	31-08-2016	2,31,248	10,96,152	3,47,115	7,49,037
Replacement of Bolero Jeep GJ 12G 956 (24024)	1756	7,74,674	27-10-2016	2,37,244	9,18,019	2,90,706	6,27,313
Replacement of Mahendra Jeep in repl. Of GJ 12J 3412 (18085)	1756	7,74,674	27-10-2016	2,37,244	9,18,019	2,90,706	6,27,313
Depreciation Adjustment due to deletion		-		19,56,575			
TOTAL		**6,19,47,031**		**86,08,442**	**19,14,40,491**	**16,19,48,078**	**2,94,92,413**
GRAND TOTAL		**2,27,18,67,513**		**1,37,46,59,031**	**3,35,26,36,180**	**90,14,65,720**	**2,45,11,70,460**

Plant & Machinery:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Lathe machine of Model LB-21/1000	1762	1,55,770	1/5/84	-	19,96,971	18,97,123	99,849
Lathe machine of Model LB-17/1000	1762	1,55,770	9/5/84	15,577	17,21,527	16,35,451	86,076
Lathe machine of Model LB-22/2000	1762	3,51,589	1/1/84	35,159	45,07,371	42,82,002	2,25,369
Lathe machine of Model LB-22/3000	1762	3,66,420	1/10/83	36,642	46,97,504	44,62,629	2,34,875
Lathe machine of Model LB-26/1500	1762	3,10,560	1/10/83	31,056	39,81,379	37,82,310	1,99,069
Lathe machine of Model LB-26/4520	1762	3,12,610	21/10/83	31,261	40,07,660	38,07,277	2,00,383
Prov.gantry arrangement in Workshop	1762	2,66,356	24/2/96	-	12,15,190	11,54,431	60,760
Purchase of 2 nos.lath machines	1762	2,26,297	25/2/81	-	29,01,128	27,56,071	1,45,056
Lath machine-Mysore kilosker make floor type sliding surface & screw cutting all general hand lath model enter prise 22151	1762	2,30,794	25/2/81	-	29,58,779	28,10,840	1,47,939
Godrej Rating paper roll clamp attachment 3600 rotation (container) Hose adoption unit(double) in above suitable in Godrej diesel forklift truck 2.75/3 ton capacity & upto height of 3785mm	1762	39,646	10/6/80	-	5,08,262	4,82,849	25,413
Grandil 500 ton Hydrolic suege block, Allumunium fuseles	1762	3,37,576	10/6/80	33,758	43,27,724	41,11,338	2,16,386
Purchase of 500 tons power operated & pitching machine suitable in splicing the wire rope	1762	3,80,102	25/2/86	38,010	48,72,908	46,29,262	2,43,645
Purchase of hundres testing machine & universal testing machine	1762	76,419	7/11/86	7,642	9,79,692	9,30,707	48,985
Purchase of single 16 heavy duty punching & spening machine	1762	11,24,118	26/12/86	1,12,412	1,44,11,193	1,36,90,633	7,20,560
Purchase of chain testing machine in workshop	1762	2,83,764	1/7/90	28,376	21,15,032	20,09,280	1,05,752
Purchase of 1 no.lathe machine in replacement	1762	83,500	1/7/90	8,350	6,22,366	5,91,248	31,118
Electric dynometer	1762	1,39,091	20/09/03	13,909	3,98,728	3,40,912	57,815
TOTAL		**48,40,382**		**3,92,152**	**5,62,23,413**	**5,33,74,364**	**28,49,050**
				-			
Hand operated overhead gantry gun of 5 tons for workshop	1763	1,94,535	24/10/88	9,727	24,93,939	23,69,242	1,24,697
TOTAL		**1,94,535**		**9,727**	**24,93,939**	**23,69,242**	**1,24,697**
				-			
Inclive slot chain conveyer in WH ABC&D at c.j.area	1764	61,14,672	1/3/88	-	7,83,90,095	7,44,70,590	39,19,505
System for mechanical landing of solid garbage in Port area	1764	5,66,958	1/3/92	56,696	36,52,463	34,69,840	1,82,623
Chasis with hydraulic arrangement for handling garbage containers	1764	2,94,784	1/3/95	29,478	14,59,124	13,86,168	72,956

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Pipeline floating & shore with accessories	1764	1,07,400	18/1/68	-	13,76,868	13,08,025	68,843
Conveyor & RCC chute in warehouse for shifting of bagged cargo	1764	4,61,984	1/4/94	23,099	24,27,309	23,05,944	1,21,365
50 nos. garbage containers & 2 nos. container carriers	1764	24,44,990	14/10/98	1,22,250	94,69,720	89,96,234	4,73,486
Salvage pumps with pipes	1764	50,860	15/5/58	-	6,52,025	6,19,424	32,601
Purchase of surgical operating microscope	1764	8,31,500	01-11-1995	62,363	41,15,764	39,09,976	2,05,788
Proc. Of 60 MA mobile X'ray machine	1764	1,59,955	1/5/96	7,998	7,29,759	6,93,271	36,488
Ultra sound scanner sonography	1764	9,72,000	24/10/96	48,600	44,34,534	42,12,807	2,21,727
X'ray machine	1764	4,71,268	1/1/00	23,563	15,53,125	15,49,242	3,883
Purchase of X-ray machine in Gopalpuri Hospital	1764	73,150	18/10/70	-	9,37,783	8,90,894	46,889
Purchase of portable X-ray machine	1764	1,79,520	1/3/93	-	10,32,039	9,80,437	51,602
Purchase of X-ray machine	1764	63,650	1/3/70	-	8,15,993	7,75,193	40,800
Installation of 5000 Kg. Transit platform weigh bridge scale in repl. Of stone for Main Store	1764	63,966	1/3/98	3,198	2,47,747	2,35,360	12,387
Passenger lift at AO bldg.	1764	5,15,109	1/3/99	25,755	18,81,395	17,87,326	94,070
45KVA DG Set for AO building	1764	90,125	1/3/99	4,506	3,29,175	3,12,716	16,459
Air conditioning plant in Chairman's Chamber and Board room of 7 ton capacity	1764	30,600	31/1/70	-	3,92,292	3,72,677	19,615
Purchase of air compressor	1764	3,64,746	19/3/75	18,237	46,76,044	44,42,242	2,33,802
2 nos. 20 HP capacity Kirloskar pump for SW at C & CCY	1764	2,28,521	18/3/98	11,426	8,85,087	8,40,833	44,254
Laboratory equipment for SW & CD at B&C Gandhidham	1764	41,835	31/3/92	2,092	2,69,510	2,56,034	13,475
Diesel generator set for SDS at Adipur Zone-A	1764	1,56,097	10-06-1992	7,805	10,99,540	10,44,563	54,977
Laboratory equipment for sewage disposal scheme	1764	2,46,486	1/4/02	12,324	31,59,951	28,51,855	3,08,095
Mobile diesel generator set	1764	7,49,884	1/3/00	74,988	24,71,340	24,65,162	6,178
Jyoti self purifier pump (portable) 2x2 size	1764	4,922	1/9/70	-	63,100	59,945	3,155
Portable welding set diesel driven 32 HP	1764	13,685	1/4/61	-	1,75,442	1,66,670	8,772
Water pumping set electric driven of 5 HP	1764	1,763	1/4/64	-	22,602	21,472	1,130
Welding transformer	1764	4,921	15/4/71	-	63,087	59,933	3,154
Supplying & erecting of elec.driven pumping set in extension of w/s arrangement at New Kandla	1764	31,694	1/4/68	-	4,06,317	3,86,001	20,316
Providing electric pump set in NPC (40HP)	1764	7,323	30/9/63	-	93,881	89,187	4,694
Kirlosker 10HP water pumping set of electrical driven	1764	10,000	1/4/69	-	1,28,200	1,21,790	6,410
Asphalt boiler	1764	3,000	1/1/64	-	38,460	36,537	1,923

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Kirlosker elec.pumping set of 12.5HP in water supply, New Kandla	1764	15,000	1/4/63	-	1,92,300	1,82,685	9,615
Transformer oil filter	1764	34,000	1/4/63	-	4,35,880	4,14,086	21,794
Note verifying and counting machines	1764	2,45,664	2/8/03	-	7,04,237	6,02,122	1,02,114
Purchase of survey instrument for Harbour Division	1764	4,70,453	21/4/03	23,523	13,48,632	11,53,080	1,95,552
Purchase of equipment for laboratory of H.D.	1764	2,10,305	21/4/03	10,515	6,02,874	5,15,458	87,417
Replcement of lift of Nirman Building	1764	17,50,080	01-04-2010	87,504	35,59,284	18,59,726	16,99,558
Supply & installation of gymnasium equipments in SVP Hall at Gopalpuri	1764	44,28,092	14-08-2012	19,04,080	72,43,781	30,96,716	41,47,065
Supply & installation of attendance card system	1764	16,70,179	27/08/2006	41,754	42,96,785	30,61,460	12,35,326
Digital compression testing machine 3000KN/300 T.cap	1764	4,55,625	07-07-2007	22,781	11,24,124	7,47,542	3,76,582
Accelerated curing machine	1764	1,38,257	04-04-2007	6,913	3,41,109	2,26,838	1,14,272
Land survey equipments	1764	5,73,894	20/6/2007	57,389	14,15,919	9,41,586	4,74,333
Accelerated curing tank	1764	1,42,240	04-04-2007	47,651	3,50,936	2,33,373	1,17,564
Providing air conditioners at various offices at Gandhidham & Kandla	1764	42,81,984	23-02-2015	6,04,066	53,70,322	15,30,542	38,39,780
Providing RO Plant at School, Hospital, CISF complex,, Estate Office (30092)	1764	2,62,798	15-10-2011	-	4,73,666	2,24,991	2,48,675
Supply & Commissioning of 125 KVA DG set at KPT Guest House, Gopalpuri (18081)	1764	15,95,859	20-02-2016	10,54,597	18,91,156	4,49,149	14,42,006
Installation of Radiological Detection Equipments (11043)	1764	5,18,08,777	20-02-2016	2,40,26,320	6,13,95,440	1,45,81,417	4,68,14,023
Design, supply, installation of acess control system at Vadinar, Gandidham and Kandla (12135)	1764	21,69,16,346	31-03-2015	7,59,20,721	27,20,49,251	7,75,34,036	19,45,15,214
Providing air conditioners at various offices at Gandhidham, Kandla & Gopalpuri (26020)	1764	1,07,97,052	30-06-2016	36,63,286	1,27,94,932	30,38,796	97,56,135
Search Light (Dragon Light) (11051)	1764	35,770	20-08-2016	-	42,389	10,067	32,322
Under vehicle search Mirror Trolly (11051)	1764	29,808	20-08-2016	-	35,324	8,389	26,934
Bushnell Night vision binoculars (11051)	1764	1,35,378	20-08-2016	-	1,60,428	38,102	1,22,327
MS Door frame metaldetector (11051)	1764	2,86,329	01-04-2016	-	3,39,311	80,586	2,58,725
Purchase order for supply of Radiological detection equipments (RDEs) for KPT(11043)	1764	33,14,745	18-05-2016	16,98,807	39,28,103	9,32,925	29,95,179
MS Door frame metaldetector (11051)	1764	3,18,460	15-03-2018	63,692	3,52,413	50,219	3,02,195
Mechaniztion of handling of fertilizers at Kandla Port- Bagging Plant(25006)	1764	12,20,73,600	11-07-2018	11,04,76,608	13,50,88,800	1,92,50,154	11,58,38,646
Supply , installation of 300ma X-Ray Machine	1764	5,90,000	04-09-2019	4,77,900	6,34,250	60,254	5,73,996

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Supply installation and commissioning of Radiological Detection panels RDP2 and RDP4 alongwith its electronics	1764	51,22,228	28-01-2020	43,73,102	53,34,916	2,53,408	50,81,507
Plant and Machinery	1764	1,36,037	13-04-2019	81,622	1,46,240	13,893	1,32,347
Procurment of VHF AC	1764	34,63,632	09-09-2019	25,48,244	37,23,404	3,53,723	33,69,681
Replacement of lift at Seva Sadan II and AO Building at Gandhidham	1764	35,65,080	18-01-2021	34,52,186	35,65,080	-	35,65,080
Supply Installation and commissioning and AMC of Radiological detection equipmetn	1764	9,92,08,042	25-11-2020	9,43,71,650	10,33,27,407	49,08,052	9,84,19,355
Purchase of single loading computed Radiography System (SLCRS) FCR prime T with Dry Pix Smart	1764	10,58,000	01-04-2020	9,57,490	11,01,931	52,342	10,49,589
TOTAL		**55,04,91,082**		**32,65,06,779**	**76,08,20,396**	**25,75,24,066**	**50,32,96,330**
				-			
Providing & fixinf RO plant of various capacity of existing & extension part of AO bldg	1765	4,90,356	30/6/09	-	10,77,352	6,14,090	4,63,261
Procurement of Water Cooler (26023)	1765	22,36,000	20-01-2018	12,01,850	24,74,397	3,52,602	21,21,795
TOTAL		**27,26,356**		**12,01,850**	**35,51,749**	**9,66,692**	**25,85,057**
				-			
Installation of 30MT weigh bridge at bunder area.	1766	6,92,502	18/5/91	2,97,776	48,77,954	46,34,056	2,43,898
Purchase of 30MT electric weigh bridge	1766	3,13,366	1/8/90	1,28,793	23,35,670	22,92,849	42,821
2 nos. weigh bridge	1766	28,04,421	4/12/00	1,40,221	92,42,333	61,46,152	30,96,182
40 MT capacity electric weigh bridge No. 5 & 6	1766	16,96,776	4/8/94	84,839	89,15,028	76,22,349	12,92,679
Providing electronic weigh bridge of 40 Ton capacity in cargo jetty	1766	5,95,814	1/5/95	1,05,260	29,49,164	24,28,145	5,21,019
30 MT electronic weigh bridge for bunder area	1766	5,68,449	18/8/98	42,634	22,01,667	16,03,547	5,98,119
Building for electronic weigh bridge at Main Stores	1766	9,26,947	12/9/00	5,76,561	30,54,874	20,31,491	10,23,383
Weigh Bridge	1766	1,37,076	24/1/01	6,854	4,12,515	2,61,260	1,51,256
Prov. Electronic lorry weigh bridge of 40T cap & self indicating dial.	1766	2,73,162	4/8/94	-	14,35,220	12,27,113	2,08,107
2 nos.40 ton elec. Truck weigh bridge	1766	33,90,910	1/3/99	1,69,546	1,23,85,033	86,28,240	37,56,793
Repl.of weigh bridge no.1 of Avery Make	1766	19,49,130	30/6/00	97,457	64,23,611	42,71,701	21,51,910
Repl.of weigh bridge 2 & 3 - civil work	1766	56,107	21/5/00	32,542	1,84,908	1,22,964	61,944
Supply, installation, testing & commisiioning of 1 No pitless type fully electronic weighbridge 80 MT cap. At Tuna-civil work	1766	4,11,938	2/8/08	3,10,189	9,61,189	3,95,689	5,65,499
Supply, installation, testing & commisiioning of 1 No pitless type fully	1766	8,61,840	2/9/08	1,52,258	20,10,960	8,27,845	11,83,115

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
electronic weighbridge 80 MT cap. At Tuna							
Supply, installation, testing & commisiioning of 3 Nos. pitless type fully automatic electronic weighbridge of 100 MT cap. At CJA (26017)	1766	65,72,096	30-11-2014	26,20,623	89,91,822	19,93,187	69,98,635
Supply, installation, testing & commisiioning of 5 Nos 100 MT capacity, pitless type fully electronic, road weighbridges. (26019)	1766	1,57,55,828	30-12-2015	77,40,051	1,97,60,434	37,54,483	1,60,05,952
Supply & installation & commissioning of 5 nos. of 100 MT capacity Pitless type full electronic road Weigh Bridge - Left out Civil Works (26022)	1766	55,25,670	16-04-2018	39,92,297	61,14,804	5,80,906	55,33,898
Supply & installation & commissioning of 5 nos. of 100 MT capacity Pitless type full electronic road Weigh Bridge- civil work(12152)	1766	15,08,157	15-09-2018	13,57,341	16,68,953	1,58,551	15,10,403
Supply & installation & commissioning of 5 nos. of 100 MT capacity Pitless type full electronic road Weigh Bridge- (26022)	1766	70,20,000	04-07-2018	50,71,950	77,68,456	7,38,003	70,30,453
Supply & installation & commissioning of 2 nos. pitless type 100 MT road Weigh Bridge Optrat Make- (26021)	1766	10,42,200	12-10-2018	8,01,190	11,53,317	1,09,565	10,43,752
TOTAL		**5,21,02,389**		**2,37,28,382**	**10,28,47,912**	**4,98,28,097**	**5,30,19,815**
GRAND TOTAL		**61,03,54,744**		**35,18,38,890**	**92,59,37,408**	**36,40,62,460**	**56,18,74,949**

Installations of Water, Electricity, Telecom & Fire Fighting:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Shifting of 30m high tilted lighting tower at 6th & 7th back up area	1771	2,40,262	25/2/03	12,013	6,88,751	2,94,441	3,94,310
Electrification of gron ore dump plot.	1771	27,726	1/3/74	-	3,55,447	3,37,675	17,772
Power supply to slat conveyor in warehouse ABCD	1771	2,31,750	1/3/99	-	8,46,449	4,42,269	4,04,179
Providing protection measures to electric tower at cargo jetty	1771	1,29,418	1/3/90	-	9,64,616	7,10,198	2,54,417
Providing 13 nos. plug point for reefer containers	1771	9,04,193	5/10/92	-	58,25,002	40,11,970	18,13,032
Providing power supply to container freight station at berth no.7	1771	2,51,814	15/1/93	-	14,47,648	9,62,686	4,84,962
1 KVA transformer in cargo jetty area.	1771	10,66,160	1/3/99	-	38,94,066	20,34,649	18,59,416
Laying 11KV XLPE 3 core cable from P.P. structure M.U. sub-station and replacement of 3 nos. OCB	1771	8,32,209	1/10/00	41,610	27,42,653	13,67,898	13,74,755
Power supply to wharf crane from panel 15 to 25 inside cargo jetty.	1771	3,05,375	1/10/00	-	10,06,403	5,01,943	5,04,459
Repl. Of L.T. underground cable at Kandla.	1771	26,57,757	1/4/00	-	87,58,983	43,68,543	43,90,440
Laying of H.T. cable from NDA sub station at 6th berth.	1771	10,31,555	1/4/00	-	33,99,623	16,95,562	17,04,061
Repl. Of 4 nos. power transformer	1771	7,93,886	1/4/00	39,694	26,16,354	13,04,907	13,11,448
Improvement of lighting arrangement in bunder area	1771	83,19,976	12/1/99	8,31,998	3,03,88,060	1,58,77,762	1,45,10,299
Lighting arrangement & power supply for berthing jetty for port craft	1771	16,91,939	25/7/01	3,38,388	50,91,704	24,18,559	26,73,144
Lighting arrangement in the backup area of 6th & 7th berth	1771	81,15,575	28/2/01	-	2,44,22,928	1,16,00,891	1,28,22,037
Improvement of lighting arrangement at C.J.	1771	12,94,297	1/4/02	-	1,65,92,888	74,87,541	91,05,347
Internal wiring of building at C.J.	1771	29,64,026	14/5/02	-	3,79,98,813	1,71,46,965	2,08,51,849
Internal wiring of building at c j	1771	3,60,720	10/3/02	-	46,24,430	20,86,774	25,37,656
Hoist panel for wharf	1771	5,26,619	20/11/99	-	19,23,435	10,04,995	9,18,440
Electric cable including string gear system for cranes	1771	79,623	7/12/95	-	3,94,118	2,43,368	1,50,750
Laying of HT cable form SS to 6th berth & 2 nos. OCB	1771	1,85,232	19/2/00	-	6,10,456	3,04,465	3,05,991
Lighting for the surrounding junction area in P.J.	1771	97,039	8/9/99	-	3,54,427	1,85,188	1,69,239
Electrical installation for night navigation inside C.J.	1771	5,91,291	31/12/99	44,347	21,59,644	11,28,414	10,31,230
Providing lighting arrangement at 8th Cargo berth	1771	1,94,070	1/3/95	-	9,60,609	5,93,176	3,67,433
Providing power supply system to container at 6th cargo berth	1771	1,07,954	1/3/93	-	6,20,614	4,12,709	2,07,906
Providing addl. 5 nos. of power point for reefer containers	1771	3,38,997	1/8/93	-	19,48,853	12,95,987	6,52,866
Providing addl. 5 nos. of power point for reefer containers	1771	25,125	1/3/94	-	1,32,009	84,651	47,358
Providing lighting arrangement at 7th cargo berth and its back up area including paved area	1771	77,68,294	1/12/93	-	4,46,58,982	2,96,98,223	1,49,60,759
Providing lighting arrangement at 7th cargo	1771	48,52,381	3/1/95	-	2,40,18,349	1,48,31,331	91,87,019

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
berth and its back up area including paved area							
Providing lighting arrangement at 7th cargo berth and its back up area including paved area	1771	2,11,610	1/3/95	-	10,47,429	6,46,787	4,00,641
Repl.of CT distribution board for power supply sytem in cargo jetty	1771	61,403	1/3/94	-	3,22,617	2,06,878	1,15,739
Electric Sub Station	1771	1,55,002	14/4/84	-	19,87,126	18,87,769	99,356
Electric connection to booster station	1771	5,95,000	27/7/95	-	29,45,135	18,18,621	11,26,514
2 HT switch gear for booster station	1771	1,74,181	1/3/99	-	6,36,182	3,32,405	3,03,777
Civil structure for providing transformer for booster pump & engine	1771	41,65,080	1/4/99	24,24,077	1,52,12,628	79,48,598	72,64,030
Lighting arrangement surrounding junction area at oil jetty	1771	12,12,984	1/10/00	-	39,97,546	19,93,776	20,03,770
Transformer of 1000 kva at Booster station	1771	1,01,750	19/12/74	5,088	13,04,435	12,39,213	65,222
Providing lighting arrangement at northern side of Oil Jetty (new approach) at Old Kandla	1771	3,09,865	1/8/93	-	17,81,376	11,84,615	5,96,761
Improvement of lighting arrangement at oil jetty no.1 & 2	1771	1,86,228	1/3/94	-	9,78,460	6,27,438	3,51,023
Providing & installation of power supply equipment from Port Power House to Maintenance jetty	1771	5,90,952	1/3/93	-	33,97,311	22,59,212	11,38,099
Const. Of electric sub station for newly floating dry dock	1771	1,66,812	1/3/88	-	21,38,530	20,31,603	1,06,926
Under ground for port power house to dry dock	1771	9,50,246	3/4/92	-	61,21,685	42,16,311	19,05,375
Electric access including AT-LT switch gears etc. at Gopalpuri	1771	19,528	1/3/99	-	71,324	37,267	34,057
12 way LT distribution panel for New Kandla sub station	1771	4,76,712	17/5/01	-	14,34,612	6,81,441	7,53,171
Repl. Of wiring to residential bldg. At Gopalpuri	1771	4,23,970	26/8/02	21,199	54,35,295	24,52,677	29,82,618
Repl.of old wiring in 160 G type quarters at New Kandla	1771	97,776	1/8/93	-	5,62,102	3,73,798	1,88,304
Providing street lighting point in front of E & F type qurters at Gopalpuri	1771	1,08,011	1/8/93	-	6,20,942	4,12,927	2,08,016
Transformer of 250 KVA for electric sub station	1771	5,96,390	15/12/96	29,820	27,20,897	16,15,532	11,05,364
11 KV HT OH lines form thermal junction to point near Water Tower	1771	7,82,414	20/10/93	-	44,98,003	29,91,172	15,06,831
100 KVA transformer for water tower no.1 at New Kandla	1771	61,686	30/3/99	-	2,25,303	1,17,721	1,07,582
Providing street light from Sirva Labour Camp to Link Road	1771	87,003	7/12/90	-	6,48,476	4,77,440	1,71,036
Autometic voltage system at G'puri	1771	1,46,188	1/3/99	-	5,33,940	2,78,984	2,54,956
Replacement of wiring of Hospital at Kandla	1771	1,47,168	3/4/02	-	18,86,694	8,51,371	10,35,323
Replacement of internal wiring of AO Bldg.	1771	4,76,042	29/9/01	-	14,32,596	6,80,483	7,52,113
L.T. distribution board at P&C bldg.	1771	93,293	1/3/98	-	3,61,334	1,97,379	1,63,955
L.T. distribution board at AO bldg.	1771	97,000	1/3/98	-	3,75,692	2,05,222	1,70,470
Prov.power supply to 1st floor of CDC	1771	8,72,963	14/5/93	-	50,18,559	33,37,341	16,81,217

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Replacement of LT power cable	1771	22,39,572	7/12/95	-	1,10,85,449	68,45,265	42,40,184
5KVA UPS system incl.service voltage stablizer for inhouse computers	1771	2,09,814	1/3/99	-	7,66,329	4,00,407	3,65,922
Augmentaion of computer based system (Stage I) - providing false ceiling PBC flooring and alluminium partition work for 1st floor at CDC building at Kandla	1771	2,202	1/3/94	-	11,570	7,419	4,151
Prov. Electric light at Kandla	1771	6,341	1/7/68	-	81,292	77,227	4,065
Supply of power from power house station including providing & fixing HT switch gears an necessary alteration to the existing 66KV & 11KV lines	1771	1,68,700	1/4/75	-	21,62,734	20,54,597	1,08,137
Addl.power supply from thermal power house and laying of necessary cables from Port Power House at C.J.	1771	3,56,412	1/3/75	-	45,69,202	43,40,742	2,28,460
Prov.HT power supply to Gopalpuri Colony	1771	5,14,413	1/3/75	-	65,94,775	62,65,036	3,29,739
Prov.addl. 100KVA transformer & switch gears for POL ships.	1771	1,45,445	19/12/74	7,272	18,64,605	17,71,375	93,230
2 nos. DG Set of 1000KVA	1771	2,34,32,453	6/12/00	11,71,623	7,72,24,691	3,85,15,815	3,87,08,876
1 no.DG Set of 15 KVA	1771	1,24,400	8/11/01	6,220	3,74,368	1,77,825	1,96,543
66/11KV sub station building	1771	5,37,438	9/10/99	3,17,895	19,62,950	10,25,641	9,37,309
66/11KV Control room and switch yard	1771	3,14,33,799	30/10/00	56,58,084	10,35,94,165	5,16,67,590	5,19,26,575
Elect. Installation of 66/11KV sub-Station through u/g and o/h feeder	1771	3,21,43,475	1/4/01	64,28,695	9,67,32,242	4,59,47,815	5,07,84,427
200KVA DG set for AO Bldg.,	1771	1,75,736	16/2/92	8,787	11,32,128	7,79,753	3,52,375
82.5KVA DG Set for Pipeline Division	1771	3,71,000	1/4/01	89,040	11,16,484	5,30,330	5,86,154
Generator Room for above	1771	2,98,886	1/4/01	59,777	8,99,464	4,27,246	4,72,219
Cable fault locating instrument	1771	14,48,326	2/12/99	-	52,89,897	27,63,971	25,25,926
11KVA XLPE 3 core cable from structue to Moss	1771	66,577	7/12/99	-	2,43,167	1,27,055	1,16,112
Shifting of electric sub station	1771	95,815	1/8/90	-	7,14,156	5,25,797	1,88,359
Installation of 100 KVA transformer	1771	2,51,312	31/3/90	12,566	18,73,151	13,79,107	4,94,044
4 nos. distribution power transformer	1771	18,84,974	31/8/99	94,249	68,84,720	35,97,266	32,87,454
Proc. Of 2 nos. stablizer of 500KVA	1771	25,600	28/7/99	1,280	93,502	48,855	44,647
Proc.of 1no. Voltas Transformer	1771	4,795	24/8/99	1,932	17,513	9,151	8,363
Proc.of 1no.Zepher stablizers	1771	3,080	22/9/99	154	11,249	5,878	5,372
Proc.of 1no. A.C.	1771	21,275	22/9/99	1,064	77,705	40,601	37,104
Proc.of 1no. 25 KVA stablizer	1771	39,980	29/10/99	1,999	1,46,024	76,297	69,726
Purchase of 2nos. DG Set	1771	1,87,675	1/1/00	9,384	6,18,507	3,08,481	3,10,027
Repl.of 12 nos. OCB into BCB of 11KV in Kandla & Gopalpuri	1771	36,68,766	22/11/02	-	4,70,33,580	2,12,23,903	2,58,09,677
Repl.of LT with u/g cables	1771	4,49,106	1/4/00	-	14,80,087	7,38,193	7,41,894

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Prov.power supply to 66KV sub stn.	1771	10,42,12,175	15-10-2000	2,51,67,240	34,34,44,752	17,12,93,070	17,21,51,682
Prov.power supply to 66KV sub stn. - Supply Installation testing and commissioning of Power Transformers at 66KV switchyard	1771	1,44,26,901	05-12-2020	1,30,09,085	1,50,25,942	3,56,866	1,46,69,076
Prov.power supply to 66KV sub stn. - Supply, Installation, erection, testing and commissioning of 66 KV metering CT & PT, excluding associated equipment at 66 KV receiving substation at DPT	1771	41,38,612	31-12-2020	37,31,886	43,10,457	1,02,373	42,08,084
I) elect. Installation	1771	3,36,000	8/8/02	16,800	43,07,520	19,43,768	23,63,752
ii) Transformer	1771	3,31,335	8/8/02	92,111	42,47,715	19,16,781	23,30,933
Procurement of a) 1 no. generator	1771	44,500	1/7/98	2,225	1,72,353	94,148	78,205
b) 2 nos. Automatic Voltage stablizer	1771	6,796	24/12/99	340	24,822	12,969	11,852
c) 2 nos. voltas cristal Acs	1771	61,270	21/12/99	3,064	2,23,784	1,16,927	1,06,857
Improving the surroundings of workshop	1771	12,29,956	18/3/00	12,29,956	40,53,480	20,21,673	20,31,807
11 nos. stand link cables 21314	1771	36,053	1/10/74	-	4,62,199	4,39,089	23,110
Providing lighting arrangement on fencing wall at cargo jetty, bunder area Old Kandla and Booster Stn.	1771	59,346	1/4/70	-	7,60,816	7,22,775	38,041
Purchase of new transformer to ensure the 44 internal power supply to port area	1771	38,254	1/4/70	-	4,90,416	4,65,895	24,521
Purchase of 1 new transformer of 500 KV	1771	33,834	1/4/71	-	4,33,752	4,12,064	21,688
Purchase of testing apparants for electrical equipments & installation of transformers oil testing & filling equipments	1771	81,372	1/4/71	-	10,43,189	9,91,030	52,159
Providing electric service connection & OH and extension of existing HT poles & wire line at H.S.R in clorification plant	1771	4,46,763	1/4/60	-	57,27,502	54,41,127	2,86,375
Providing flood light house in 6th cargo berth	1771	60,858	1/4/71	-	7,80,200	7,41,190	39,010
Electric position fixing equipment mini range	1771	8,00,568	1/10/85	40,028	1,02,63,282	97,50,118	5,13,164
Providing kesing stormage gear erected alongwith the crey in cargo jetty	1771	81,153	1/7/83	-	10,40,381	9,88,362	52,019
Providing & installation of 11KV u/g mains from port power house to proposed electric sub station at 6th cargo berth	1771	43,165	1/4/95	-	2,13,658	1,31,934	81,724
Sewage disposal system for Kandla Port - providing internal & external electrification	1771	2,09,038	1/3/93	-	12,01,734	7,99,153	4,02,581
Deteriorated fittings and wiring inside godowns and warehouses	1771	16,14,052	31/3/04	-	44,57,153	17,99,575	26,57,577
U/g cable for power supply to port offices	1771	19,24,379	10/3/04	-	53,14,111	21,45,572	31,68,539
Service lines for residential building at kandla	1771	6,35,980	3/9/03	-	18,23,143	7,79,393	10,43,749
Service lines for non residential building at kandla	1771	4,65,527	10/9/03	-	13,34,511	5,70,503	7,64,007
Ceiling fans in residential and non residential bulding	1771	9,17,211	1/6/03	68,791	26,29,338	11,24,042	15,05,296

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Passenger lift in AO building	1771	8,07,460	18/10/03	60,560	23,14,719	9,89,542	13,25,176
Providing lighting arrangement for water tower at Kandla under ISPS code	1771	14,63,940	25/8/04	1,09,796	40,42,623	16,32,209	24,10,414
Providing power supply to wharf cranes	1771	88,70,315	26/01/05	34,54,988	2,36,28,007	89,78,643	1,46,49,364
Repl.of wiring of non-residential building at Old Kandla	1771	4,32,319	20/5/04	32,424	11,93,835	4,82,011	7,11,824
Providing power supply arrangement from 66/11 KV substation in NDA	1771	58,36,307	28/2/05	22,73,242	1,55,46,269	59,07,582	96,38,687
Providing electrification in rest room in CJA for dock workers	1771	4,71,755	29/12/05	23,588	12,56,622	4,77,516	7,79,105
Providing lighting arrangement with High mast on wharf area C.J. 1 to 4 and berth no.11 inclduing parking plot outside waste gate I & II	1771	1,25,22,370	31/12/05	53,40,791	3,33,56,048	1,26,75,298	2,06,80,749
Providing load point & repl. Of HT & LT cables inside & outside cargo jetty area	1771	2,67,15,054	15/9/05	1,08,99,742	7,11,61,339	2,70,41,309	4,41,20,030
Repl. Of old OCB with VCB and accessories	1771	57,25,794	17/5/06	26,33,865	1,47,30,461	52,47,727	94,82,735
Supply & erection of 2 nos. 1000 KVA transformer inside CJA	1771	17,16,458	12/3/06	5,57,849	44,15,845	15,73,145	28,42,700
Repl.of old street light, fittings, poles,etc in Port Colony, New Kandla	1771	29,57,219	20/6/2006	9,61,096	76,07,888	27,10,310	48,97,578
Providing power supply to 3nos 25 T wharf cranes	1771	27,28,236	24/12/06	12,64,537	70,18,795	25,00,446	45,18,349
Conversion of O/H lines into U/G cables at NPC,N.K	1771	1,34,01,902	28/02/07	60,17,454	3,30,65,348	1,09,94,228	2,20,71,120
Conversion of LT electric connection into HT of 350 KVA at A.O. Building.	1771	91,58,453	26/09/07	42,86,156	2,25,95,855	75,13,122	1,50,82,733
Providing AC Units in the Chamber of Officers upto level of Dy. HODs	1771	5,53,759	01/11/07	27,688	13,66,241	4,54,275	9,11,966
Providing digital energy meter for complete electric installation inside & outside CJA	1771	35,08,084	22/12/09	-	77,07,542	21,96,650	55,10,893
Devl of infrastructure facility in NDA(66 hectares-providing lighting arrangement with high mast	1771	4,63,10,386	13/2/09	1,95,37,194	10,17,47,636	2,89,98,076	7,27,49,560
Procurement of 3 nos telescopic mobile lighting toweer	1771	14,58,760	7/7/08	1,09,407	34,03,773	10,50,915	23,52,858
Upgradation of power supply & lighting arrangement for godowns at inside CJA	1771	23,04,021	30/9/08	1,72,802	53,76,049	16,59,855	37,16,194
Upgradation of 66/11 KV substation & switchyard at CJA	1771	32,95,750	31/1/09	13,90,395	72,41,027	20,63,693	51,77,335
Providing residual current circuit breaker (RCCB) in each quarter at G'puri & kandla	1771	31,62,691	28/7/08	2,37,202	73,79,612	22,78,455	51,01,157
Prov power supply HT/LT cable for Dry dock substation and lattice type tower at bunder area at Kandla	1771	98,15,209	20/12/10	50,48,698	1,99,62,013	52,15,076	1,47,46,937
Proc. Of cargo handling equipment accessories (Motor)	1771	92,80,939	18/1/11	47,73,883	1,67,27,920	39,72,881	1,27,55,039
Imp. existing infrastructure facilities along berth no. 7 to 10 and its back up area - Const of toilet block & rest shelters electrification thereof	1771	1,93,310	2/11/10	14,498	3,93,151	1,02,711	2,90,440
Rewiring of CHD Qtrs at Gopalpuri	1771	56,25,891	10/7/11	-	1,01,40,079	24,08,269	77,31,810

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Providing lighting arrangments outside CJA inclusivd oil jetty	1771	38,89,298	30/10/2011	16,10,818	70,10,052	16,64,887	53,45,165
Power supply to 66/11 KV	1771	1,11,20,649	25/3/11	66,72,389	2,00,43,804	47,60,404	1,52,83,401
Providing RCC conduits and power supply HT LT cables	1771	9,80,319	15/10/10	5,68,585	19,93,757	5,20,869	14,72,888
Supply and installation of capacitor bank at Gopalpuri Substation.	1771	16,54,068	22/5/08	9,37,305	38,59,492	11,91,618	26,67,874
Supply and installation of 9 Meters Litten type Lighting tower.	1771	25,30,609	7/7/08	12,14,692	59,04,754	18,23,093	40,81,661
Upgradation of power supply arrangement of 4 Nos. Mukand Crane	1771	1,27,53,542	31/12/09	68,86,913	2,80,20,556	79,85,858	2,00,34,697
Lighting arrangement in the backup area of berth no. 8	1771	34,87,098	1/4/09	18,13,291	76,61,434	21,83,509	54,77,926
Development of land in the west of existing custom fencing wall(rear side of berth no. 7th to 10th)-Electrification part thereof	1771	59,60,379	05/07/11	22,84,812	1,07,42,959	25,51,453	81,91,506
Providing lighting arrangment with high mast in NDA 40 hector alongwith 11/0.433 KV Sub Station	1771	5,10,24,061	28/5/13	3,59,20,939	7,67,91,212	1,45,90,330	6,22,00,882
Upgradation of power supply of substation at residential building at Gopalpuri	1771	91,32,226	09/10/13	65,98,033	1,37,44,000	26,11,360	1,11,32,640
Power supply arrangement to 5 nos. Godowns & 3 nos. existing godowns	1771	58,22,833	31/3/2014	33,09,310	79,66,694	13,24,463	66,42,231
Procurement of cargo handling equipments/accessories/ transformer	1771	17,36,348	31/3/2014	11,74,205	23,75,640	3,94,950	19,80,690
Supply & installation of 380/400 KVA D.G.Set at AO Bld.	1771	34,80,196	16/5/2014	23,53,483	47,61,541	7,91,606	39,69,935
Modification of bunder basin for B/H - electrification of north & south wharf of bunder	1771	28,55,734	25/5/2008	9,99,507	66,63,379	20,57,318	46,06,061
Procurement of cargo handling equipments - Grab Buckets (18077)	1771	3,97,65,528	16/4/2014	1,33,21,452	5,44,06,472	90,45,076	4,53,61,396
Providing power supply to 100 MT pitless electronic weighbridges inside CJA (26019)	1771	21,22,801	21-04-2016	1,06,140	25,15,603	2,98,728	22,16,875
Providing power supply arrangement for Air Conditioner Units installed at Non-Residential Building outside CJA (18080)	1771	12,75,497	30-06-2016	63,775	15,11,514	1,79,492	13,32,022
Providing power supply arrangement for Air Conditioner Units installed at A.O. Building Gandhidham (18080)	1771	68,43,695	30-06-2016	3,42,185	81,10,048	9,63,068	71,46,980
Construction of storage sheds (749 x 50 Mtrs.) inside Port Area - Electrification thereof (32068)	1771	90,90,511	01-10-2016	13,18,124	1,07,72,613	12,79,248	94,93,366
Electrification to Port Craft Jetty and shifting of SNA sectiion (20037)	1771	11,84,116	09-12-2016	6,91,228	14,03,224	1,66,633	12,36,591
Electrification to Mechaniztion of handling of fertilizers at Kandla Port-Bagging Plant(25006)	1771	65,88,315	30-06-2018	28,32,975	72,90,746	5,19,466	67,71,280
Supply, Erection, Testing of 125 KVA generator set at KPT Guest House. (18081)	1771	13,89,728	01-10-2017	10,89,778	15,84,500	1,50,528	14,33,973
Extension, Addition & Alteration in Shramdeep	1771	12,18,072	03-11-2018	9,36,392	13,47,940	96,041	12,51,899

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Building Kandla-Electrification (12145)							
Electrifications (13th Cargo Berth)	1771	1,80,69,612	29-09-2017	1,46,90,452	2,06,02,096	19,57,199	1,86,44,896
Electrifications (15th Cargo Berth)	1771	91,41,873	27-09-2018	78,43,700	1,01,16,558	7,20,805	93,95,753
Removing, shifting, Re-erection, testing and commissioning of 11KV overheadlines near IOCL Boundary	1771	18,83,304	28-02-2021	17,04,390	18,83,304	-	18,83,304
Supply Installation testing and commissioning of 11 KV overhead lines from new port colony to SIPC area	1771	74,23,757	16-01-2021	72,47,443	74,23,757	-	74,23,757
TOTAL		**69,26,35,536**		**25,47,79,947**	**1,83,54,70,814**	**76,13,28,706**	**1,07,41,42,108**
				-			
Telephones lines along oil pipeline	1772	15,894	1/4/58	-	2,03,761	1,93,573	10,188
16 nos. VHF sets	1772	2,30,847	20/4/00	-	7,60,786	7,22,747	38,039
VHF sets	1772	3,09,483	31/3/90	-	23,06,728	21,91,392	1,15,336
Intercom	1772	1,44,000	30/6/98	-	5,57,728	5,29,842	27,886
VHF Sets	1772	2,45,152	29/2/00	-	8,07,930	7,67,534	40,397
Telecom	1772	6,66,089	30/6/98	-	25,79,837	24,50,845	1,28,992
Fax Machine - 1 No LCC-6100	1772	56,048	16/6/99	2,802	2,04,711	1,94,475	10,236
Inter intercommunication system	1772	30,59,181	31/3/94	1,52,959	1,60,73,238	1,52,69,576	8,03,662
Supply, installation testing & commissioning of intercommunication system to N.K hospital, G'puri guest house & G'puri hospital	1772	8,18,632	21/8/09	40,932	17,98,600	17,08,670	89,930
Design mfg supply installation testing & commissioning of CCTV at kandla	1772	58,73,274	16/1/10	4,40,496	1,19,44,969	1,13,47,721	5,97,248
Supply & installation of intercom system at A.O. Building (18086)	1772	7,22,100	12/10/2016	2,57,893	8,55,717	4,06,466	4,49,251
Procurment of VHF Sets	1772	65,898	04-01-2021	61,544	65,898	-	65,898
TOTAL		**1,22,06,598**		**9,56,626**	**3,81,59,905**	**3,57,82,840**	**23,77,064**
				-			
Providing water supply & fire fighting C.I. Pipeline for 7th cargo berth	1773	11,41,894	30/5/92	93,255	73,56,322	67,55,556	6,00,766
Repl. Of internal water supply pipe line in Bunder area.	1773	61,457	1/10/79	-	7,87,879	7,48,485	39,394
Providing storm water drain from 1st berth to cargo jetty	1773	65,554	1/11/78	-	8,40,402	7,98,382	42,020
Water supply line for the 6th cargo berth C.I.Pipe 150mtrs.	1773	2,39,457	14/7/87	-	30,69,839	29,16,347	1,53,492
Prov. & laying 300mm dia W.S.pipe line from clorination plant to west gate no.2 - const. Of u/g tank and pump house at Kandla.	1773	14,96,210	1/8/90	74,811	1,11,51,984	1,09,47,531	2,04,453
RCC underground tank & pump	1773	2,64,131	1/8/90	13,207	19,68,697	19,32,605	36,093
Const. Of RCC elevated water tower near west gate no.2 at New Kandla - Prov.pumps & pipe lines	1773	12,20,917	1/3/92	40,697	78,65,405	72,23,064	6,42,341

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Const. Of RCC elevated water tower near west gate no.2 at New Kandla - Prov.pumps & pipe lines	1773	48,298	1/7/93	-	2,77,659	2,46,191	31,468
Providing SWD in Harbour area	1773	3,924	25/11/78	-	50,306	47,790	2,515
Providing continuous water supply facilities to Water Coolers at cargo jetty area	1773	69,658	1/11/95	3,483	3,44,794	2,83,880	60,914
Prov. & laying 300 dia CI w/s pipeline from chlorination plant to S.West gate no. 2 - Cost of RCC u/g tank & pump house	1773	529	1/8/90	-	3,943	3,871	72
Prov.water supply lines for 6th berth	1773	2,180	1/3/93	145	12,533	11,112	1,420
Repl. Of 150mm dia RCC pipeline with CI spare pipeline at N.Kandla.	1773	62,257	1/1/85	-	7,98,135	7,58,228	39,907
Providing & laying water supply lines	1773	9,70,292	11/7/98	48,515	37,58,049	27,37,113	10,20,937
Providing water supply line in fire fighting lines in 7th cargo berth	1773	15,81,106	10/5/92	1,29,124	1,01,85,819	93,53,977	8,31,842
Const. Of RCC elevated water tower of 225000 ltrs. Cap. At cargo jetty Kandla	1773	5,66,911	1/1/78	1,55,901	72,67,799	69,04,409	3,63,390
Two elevated water tower one at new Port site and the other at Kandla.	1773	1,60,374	29/1/60	-	20,55,995	19,53,195	1,02,800
Const. Of RCC elevated water tower for extension & water supply arrangement at New Port Site	1773	2,09,398	1/12/66	19,195	26,84,482	25,50,258	1,34,224
Const. Of u/g reserv oil & overhead tank in Harbour area Port 'A' for laying pipeline & const. Of approach road	1773	10,779	1/1/78	2,964	1,38,187	1,31,277	6,909
Laying water supply line to tankers to Old Kandla	1773	18,089	1/4/76	4,522	2,31,901	2,20,306	11,595
Water supply pipeline for extension of Main Jetty. (CCI pipes 150mm)	1773	97,684	12/6/84	-	12,52,309	11,89,693	62,615
Additional u/g water tank near west gate in Jetty	1773	1,67,769	10/12/85	-	21,50,799	20,43,259	1,07,540
Providing separate pipe line for water supply to shipping in C.J.	1773	2,84,215	7/6/85	-	36,43,636	34,61,454	1,82,182
Const. Of under ground reservoir & overhead tank in Harbour area Port 'A' for laying pipeline & const. Of approach road	1773	1,74,130	1/1/78	47,886	22,32,347	21,20,729	1,11,617
Providing w/s line for KDLB quarters at Gopalpuri	1773	92,331	31/8/77	4,617	11,83,683	11,24,499	59,184
Const. Of pump land for extending water supply arrangment at N.Kandla	1773	8,824	1/2/67	-	1,13,124	1,07,467	5,656
Const. Of u/g water storage tank at New and Old Kandla.	1773	1,01,111	1/4/62	-	12,96,243	12,31,431	64,812
Const. Of compound wall groun water tanks at New Kandla and Old Kandla	1773	35,118	17/6/69	-	4,50,213	4,27,702	22,511
Concrete water storage tank	1773	1,020	1/4/67	-	13,076	12,423	654
Water storage tank U/G level	1773	1,500	1/4/62	-	19,230	18,269	962
Const. Of additional 174 qtrs. At New Kandla internal water supply	1773	74,263	19/6/82	-	9,52,052	9,04,449	47,603
Providing & laying 6" dia water supply arrangement at New Kandla	1773	8,960	1/4/68	-	1,14,867	1,09,124	5,743
Const. Of u/g water tank RCC reservoir for extension	1773	54,993	1/4/67	-	7,05,010	6,69,760	35,251

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
of water supply arrangement at New Kandla.							
Providing & laying water supply pipeline to Fire brigade staff qtrs.	1773	9,925	1/3/93	-	57,058	50,591	6,467
Const.of O.H. tank and u/g reservoir in DC 6	1773	1,51,708	30/9/89	7,585	19,44,897	18,47,652	97,245
152mm dia RCC water supply line from G type quarters at NPC	1773	24,669	10/3/97	1,233	1,03,691	78,805	24,886
Providing 12" CI pipeline alongwith (4") 12 CI main long approach road & Nakti Bridge II at N.P. site & const. Of masonery chamber on N.Highway	1773	4,39,643	1/4/54	-	56,36,223	53,54,412	2,81,811
Providing 5" dia pipeline	1773	1,70,605	1/4/58	-	21,87,156	20,77,798	1,09,358
6" dia CI pipeline at K.K. road	1773	15,403	1/4/61	-	1,97,466	1,87,593	9,873
Const.of addl. U/G water tank near west gate in C.J.	1773	1,65,769	10/12/85	-	21,25,159	20,18,901	1,06,258
Supplying & erecting of elec.driven pumping set in extension of w/s arrangement at New Kandla	1773	31,694	1/4/68	-	4,06,317	3,86,001	20,316
Const.of temp workshop for pilot water scheme	1773	3,039	1/4/55	-	38,960	37,012	1,948
Laying & joining 12" dia CI pipeline from Township A/c to AIJ and providing electrical meters etc.	1773	40,338	5/7/60	-	5,17,133	4,91,277	25,857
Providing internal water supply to NU-1, DC-6 in Sector 3 & 4	1773	1,58,733	24/12/61	-	20,34,957	19,33,209	1,01,748
Providing internal w/s in NU-3 Sector-7.	1773	7,15,930	1/3/88	-	91,78,223	87,19,311	4,58,911
Providing internal water supply to NU-1 & 2	1773	1,19,556	10/4/60	-	15,32,708	14,56,073	76,635
Providing internal water supply to NU-2, Sector-6 (Part-I)	1773	1,48,344	30/11/60	-	19,01,770	18,06,682	95,089
Providing internal water supply to NU-2, Sector-5	1773	1,68,920	18/6/64	-	21,65,554	20,57,277	1,08,278
Providing internal water supply to manufacturing area	1773	1,10,923	28/11/66	-	14,22,033	13,50,931	71,102
Providing internal water supply to L1 area (Part II)	1773	2,00,702	24/12/61	-	25,73,000	24,44,350	1,28,650
Providing, laying w/s line to F.B. colony from Tower No.2 at N.Kandla	1773	4,04,797	1/4/91	-	28,51,372	27,08,804	1,42,569
Improving water supply in NU-4	1773	4,65,300	30/10/88	-	59,65,146	56,66,889	2,98,257
Providing w/s to shopping centre adjoining the Sector 5,6 & 7 of DC 6	1773	426	12/5/85	-	5,461	5,188	273
Prov.internal water supply to NU-10, Sector-1A	1773	16,173	20/11/71	-	2,07,338	1,96,971	10,367
Const.of ug tank of 500KL cap. At Old Kandla	1773	4,46,633	12/5/85	-	57,25,835	54,39,543	2,86,292
Repl.of 150mm CI pipeline feeding to Port Colony at Old Kandla	1773	1,01,559	24/12/88	-	13,01,986	12,36,887	65,099
Repl.of 100mm dia CI pipeline with 200mm dia Old RCC pipeline alongwith road between N.K and O.K.	1773	1,72,701	1/12/89	17,270	22,14,027	21,03,325	1,10,701
Prov.internal w.s.line in NU-3, DC-I	1773	5,96,890	1/5/94	-	31,36,119	26,81,382	4,54,737
Const.of OH & U/G reservoir in DC-6	1773	31,46,331	30/9/89	-	4,03,35,963	3,83,19,165	20,16,798
Prov. Water supply to NU-4 DC-6	1773	2,74,160	1/3/88	-	35,14,731	33,38,995	1,75,737

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Prov. W/s arrangement to Kitchen, Bath room and O/H tanks in residential building	1773	2,02,461	8/4/90	-	15,09,041	14,81,375	27,666
Prov.of w/s lines in DC-6 proper with RCC pipelines	1773	11,99,177	28/2/96	59,959	54,70,978	43,31,191	11,39,787
W/S arrangement to 72 KPT quarters at KDLB colony at Gopalpuri	1773	1,69,712	31/3/94	8,486	8,91,684	7,62,389	1,29,294
Improvement of w/s system at G'puri	1773	3,33,839	13/7/96	16,692	15,23,066	12,05,761	3,17,305
Prov. w/s lines from Old Kandla to NPC and Booster to NPC	1773	43,58,565	25/5/98	2,17,928	1,68,81,209	1,22,95,148	45,86,062
W/S lines in green belt between Sector-6 including rear highway sector-14	1773	5,75,720	15/4/89	28,786	73,80,730	70,11,694	3,69,037
Prov.and laying w/s lines to Govt. Offices area at Gandhidham Township	1773	2,25,615	1/3/98	61,292	8,73,832	6,36,441	2,37,391
W/S lines in NU-4, DC-6	1773	1,53,470	18/6/99	40,925	5,60,537	3,90,508	1,70,030
U/G tanks and O/H tanks at Nehru Park at Gopalpuri	1773	86,942	15/7/89	-	11,14,596	10,58,867	55,730
Providing internal water supply to NU-10 (western side)	1773	1,32,622	16/7/69	-	17,00,214	16,15,203	85,011
Providing water supply and distribution at Gopalpuri	1773	1,54,440	1/4/53	-	19,79,921	18,80,925	98,996
Providing water supply in NU-4	1773	12,22,337	1/3/88	-	1,56,70,360	1,48,86,842	7,83,518
Sinking of tube well at Viri	1773	6,61,396	1/7/91	-	46,58,844	44,25,902	2,32,942
Prov. & installation of water meter	1773	2,20,832	1/3/92	-	14,22,646	13,06,464	1,16,183
W/S lines from O.Kandla to NPC and Booster to NPC	1773	16,832	25/5/98	842	65,192	47,482	17,711
W/S lines from O.Kandla to NPC	1773	16,69,416	4/5/99	83,471	60,97,411	42,47,863	18,49,548
W/S lines from O.Kandla to NPC	1773	3,87,856	19/6/99	19,393	14,16,614	9,86,908	4,29,706
Shifting of existing 150mm dia w/s lines from W.G. no.2	1773	3,08,091	9/5/00	3,08,091	10,15,354	6,75,210	3,40,144
Repl.of 25HP pumping set	1773	1,09,288	25/4/00	5,464	3,60,173	2,39,515	1,20,658
Repl.of 40HP pumping set	1773	2,46,614	25/4/00	12,331	8,12,748	5,40,478	2,72,271
Repl.of 60HP pumps at W.Tower II at New Kandla	1773	53,795	1/2/88	-	6,89,652	6,55,169	34,483
Repl.of 60HP pumping set	1773	4,77,145	25/4/00	23,857	15,72,493	10,45,708	5,26,785
Prov.security arrangement at Water Tower	1773	3,41,392	21/5/93	54,623	19,62,621	17,40,191	2,22,430
Prov.60HP motor & pump in repl.	1773	1,80,008	25/4/00	9,000	5,93,240	3,94,504	1,98,735
Repl.of existing 200mm MS line	1773	6,59,321	1/4/99	32,966	24,08,118	16,77,656	7,30,463
Prov. W/S line from pump to main line	1773	1,16,826	16/3/93	5,841	6,71,619	5,95,502	76,117
Prov. W/S line including fittings at NU-4	1773	3,21,852	18/6/99	-	11,75,539	8,18,959	3,56,580
Separate pipeline to shopping	1773	2,52,894	1/3/98	-	9,79,487	7,13,393	2,66,094
Const.of RCC compound wall around Water Tower NO.2	1773	81,225	10/3/03	15,433	2,32,845	1,32,722	1,00,123
Repl.of 250mm dia steel water pipe with 200mm dia	1773	1,72,498	6/1/03	20,915	4,94,494	2,81,862	2,12,633
Prov. & laying w/s pipeline to Sirva Labour Housing	1773	3,36,556	20/1/02	24,821	43,14,648	25,95,980	17,18,668
Const.of o/H RCC water tanks	1773	3,79,988	10/3/03	1,74,794	10,89,299	6,20,900	4,68,399

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Const.of 2no. 2000 KL capacity RCC Tank at N.Kandla	1773	34,61,537	31/3/03	6,57,692	99,23,073	56,56,151	42,66,921
b) CI pipe steel febrication	1773	13,90,260	1/3/93	92,684	79,92,436	70,86,627	9,05,809
Const.of 9th cargo berth at Kandla -Providing water supply pipeline	1773	9,86,076	28/2/04	4,10,865	27,23,017	14,65,891	12,57,126
Providing & laying of water supply lines in DC-6	1773	7,55,798	30/6/03	3,02,319	21,66,621	12,34,974	9,31,647
150mm CI water supply line to Sirva Labour Camp	1773	10,43,420	25/7/03	1,51,296	29,91,137	17,04,948	12,86,189
Strengthening of u/g reserviour of sweet water tank	1773	25,00,803	3/2/03	9,58,641	71,68,969	40,86,312	30,82,656
Overhead water tank at kandla	1773	19,73,992	30/7/03	9,08,036	56,58,777	32,25,503	24,33,274
2 nos. 15 HP pump sets	1773	1,35,395	23/4/03	13,540	3,88,132	2,21,235	1,66,897
Repl.of water supply pumps at Gopalpuri	1773	2,45,900	20/4/04	47,336	6,79,045	3,65,553	3,13,492
Replacement of branch pipeline of NPC	1773	4,35,353	27/4/04	83,805	12,02,213	6,47,192	5,55,022
Providing power room for electric purpose at Water Tower No.1 & 2 at Old and New Kandla	1773	12,99,335	25/7/04	5,99,860	35,88,072	19,31,579	16,56,493
Shifting of existing 150mm dia RCC water supply lines at Sirva Labour	1773	10,37,152	24/7/03	4,14,861	29,73,169	16,94,706	12,78,463
Augmentation of water for Kandla complex - Const. Of 1000 KL under ground reservoir in C.J.	1773	18,41,014	18/12/04	8,28,456	50,83,901	27,36,833	23,47,068
Repl. Of existing 150mm with Rcc 160mm water supply line in E & F type at NPC	1773	35,16,637	2/7/04	1,75,832	97,11,080	52,27,798	44,83,282
Repl. Of CI special water meter for w/s system at N.K.	1773	3,40,545	16/6/04	-	9,40,404	5,06,251	4,34,153
Augmentation of w/s system - Const. Of 2000 KL reserveror and compound wall	1773	1,11,59,595	10/9/05	52,07,811	2,97,26,001	1,50,61,174	1,46,64,827
Providing under ground 1600 KL water tank in Port Colony, Gopalpuri	1773	28,92,239	30/11/05	7,62,828	77,04,106	39,03,414	38,00,692
Repl.of RCC water supply line at Gopalpuri	1773	25,01,378	7/2/06	12,08,999	64,35,169	30,56,705	33,78,464
Static water tanks in NDA (66 hectors)	1773	25,44,389	30/11/06	18,80,303	65,45,821	31,09,265	34,36,556
Repl.of water supply pipeline in B,C, D type quarters at N.Kandla	1773	32,95,427	14/2/07	-	81,30,521	36,04,531	45,25,990
Providing of w/s pipeline of 300 mm dia from W.T.No.2(NPC) to W.T. No.2(C.J.area)	1773	1,40,82,946	10/3/07	42,24,884	3,47,45,629	1,54,03,896	1,93,41,734
Providing of w/s pipeline of 300 mm dia from W.T.No.2(NPC) to W.T. No.2(C.J.area)	1773	2,36,748	15/2/04	1,05,550	6,53,772	3,51,947	3,01,825
Augmentation of w/s at kandla-Chlorination arrangement (stage I)	1773	6,12,163	9/3/09	-	13,44,971	5,11,089	8,33,882
Const of water tower at OJ area & shelters for CISF personel	1773	17,46,838	30/9/08	87,342	40,75,955	16,77,935	23,98,020
Prov compound wall surrounding W.T inside CJA	1773	7,93,530	25/1/08	4,07,874	18,51,570	7,62,230	10,89,340
Augmentation of wateer supply at kandla- Prov & laying 450 mm dia M.S, water supply pipeline from cremation ground point, g'dham to W.T no 2 NPC at NK	1773	3,74,87,730	31/7/08	1,43,39,057	8,74,71,370	3,60,09,047	5,14,62,323

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Const of underground tank in KDLB colony- Prov electrification & pump set	1773	1,51,200	19/3/09	93,744	3,32,199	1,26,235	2,05,963
Prov garden water supply line from STP to various non-residential bldg at A, B, & C type bunglows at G'puri	1773	6,11,337	12-05-2007	3,36,235	15,08,299	6,68,679	8,39,620
Prov 40 HP water pumps motor including pumproom at estate office G'puri	1773	16,74,939	28/4/09	83,747	36,79,975	13,98,391	22,81,585
Prov RCC tank with PVC tank including GI pipeline in E & F type Qtrs at G'puri	1773	62,72,701	3/8/09	1,25,454	1,37,81,628	52,37,019	85,44,609
Providing additional U/g water tank at various non residential bldg including pump room & pipeline at G'puri	1773	12,17,264	7/12/08	7,35,430	28,40,283	11,69,250	16,71,033
Augmentation of water supply at kandla- improving water supply lines in CJA to Bunder area-Stage I	1773	76,31,333	9/9/09	32,81,473	1,67,66,651	63,71,328	1,03,95,324
Providing guard railing & concrete flooring at water tower 1 & 2	1773	11,01,691	19/5/09	5,99,320	24,20,504	9,19,791	15,00,712
Improving the front of water tower complex no. 1 & 2 at New Kandla	1773	6,72,771	20/3/10	3,91,553	13,68,271	4,76,614	8,91,656
Devl. Of land in west of existing custom fencing wall in rear of 7th to 10th berth	1773	23,28,806	31/12/09	18,46,743	51,16,574	19,44,298	31,72,276
Construction of pump room and underground tank including water supply line at AO building	1773	15,40,067	31/12/2010	10,54,946	31,32,163	10,91,037	20,41,126
Providing express water supply line from ESR Head Water NH-8A to Gopalpuri KDLB colony (14100)	1773	1,62,41,648	13/12/12	96,84,083	2,65,69,218	75,72,227	1,89,96,991
Improving w/s lines in C.J. & Bunder area (Stage II)	1773	65,30,605	24/11/11	35,83,669	1,17,70,731	37,27,398	80,43,333
Extension of express w/s line at Tower No. 1 &2, New Kandla	1773	6,39,538	25/5/13	3,96,514	9,62,505	2,43,835	7,18,670
Prov.Generator set for Water tower At Gopalpuri.	1773	8,76,372	29/9/14	6,82,110	11,99,036	2,65,786	9,33,250
Const. Of under ground water tank in KDLB quarters at Gopalpuri(14104)	1773	15,10,327	25/1/11	10,08,143	27,22,206	8,62,032	18,60,174
Prov. water supply line from newly cons.overhd tank to existing under ground tank (14068)	1773	5,26,623	12-02-2011	3,60,737	9,49,183	3,00,575	6,48,608
Const. Of u/g & o/h tanks for 224 KDLB quarters - Providing suction line from pump to distribution pipeline connection(14127)	1773	4,96,198	13-06-2013	3,07,643	7,46,778	1,89,184	5,57,594
Cons. Of underground water tank for 224 qrts. Of KDLB at G'puri providing electrification & pump etc. (14085)	1773	33,39,320	13-06-2013	25,37,883	50,25,677	12,73,171	37,52,505
Enhancing the storage capacity for portable water at N. Kandla by u/g tank	1773	76,67,060	25-12-2014	51,75,266	1,04,89,932	23,25,268	81,64,664
Providing water supply line at backup area of 6th to 10th cargo berth at Kandla	1773	69,27,544	28-02-2015	54,26,576	86,88,295	16,50,776	70,37,519
Water Suply (13th Cargo Berth)	1773	85,26,853	29-09-2017	71,79,799	97,21,904	12,31,441	84,90,463
Water Suply (15th Cargo Berth)	1773	42,91,940	27-09-2018	37,78,345	47,49,537	4,51,206	42,98,331
TOTAL		**21,24,97,266**		**8,44,29,603**	**64,82,62,687**	**39,59,75,895**	**25,22,86,792**
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Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Fire fighting pipeline at 6th & 8th berth	1774	82,86,345	31/10/01	6,11,118	2,49,36,841	2,36,89,999	12,46,842
Fire fighting system	1774	20,03,470	24/10/84	-	2,56,84,485	2,44,00,261	12,84,224
Providing & laying of F.F. pipelines	1774	25,89,008	11/7/98	6,04,102	1,00,27,517	95,26,142	5,01,376
Electrical diesel driven fire fighting pump in 3rd oil jetty	1774	1,58,44,943	1/4/98	11,88,371	6,13,69,235	5,83,00,774	30,68,462
Providing additional security measures in oil jetty at Old Kandla	1774	2,20,832	8/5/91	-	15,55,531	14,77,754	77,777
Prov. Fire fighting line for Maintenance jetty	1774	57,456	1/3/93	3,830	3,30,308	3,13,792	16,515
Fire fighting pipelines for extension of main jetty. (CI pipes)	1774	54,878	12/6/84	-	7,03,536	6,68,359	35,177
Providing septic tank for fire fighting purpose in cargo jetty & bunder area	1774	13,51,161	29/12/86	-	1,73,21,884	1,64,55,790	8,66,094
Const. Of fire brigade station in cargo jetty area at New Kandla	1774	8,62,718	27/7/87	-	1,10,60,045	1,05,07,043	5,53,002
Prov. Fire fighting arrangement in newly developed open stacking ground behind cargo jetty RCC water tank	1774	3,08,133	24/4/87	-	39,50,265	37,52,752	1,97,513
Providing fire fighting arrangement in newly developed stacking ground behind cargo jetty area 200 mm dia pipeline	1774	14,60,812	6/2/88	-	1,87,27,610	1,77,91,229	9,36,380
Modification of fire fighting system in Bunder area	1774	2,43,444	19/10/88	-	31,20,952	29,64,904	1,56,048
Sea water pump diesel driven discharge 270 W/Hru-H-Cub 700 mtrs.	1774	47,204	28/12/92	-	3,04,098	2,88,893	15,205
Foam tender 1 no. purchased vide S.O.NO.MR/WK/1803/1383 dt.16/3/96	1774	11,51,209	2/5/96	57,560	52,52,135	49,89,528	2,62,607
Water tender GTY-530	1774	3,93,017	17/10/85	19,651	40,30,782	38,29,243	2,01,539
Fire fighting arrangement at 8th berth	1774	7,04,982	13/8/99	2,13,845	25,74,892	24,46,147	1,28,745
RRL Hose	1774	5,14,140	9/4/01	-	15,47,248	14,69,885	77,362
Fire fighting equipments	1774	6,80,000	1/3/96	34,000	31,02,349	29,47,231	1,55,117
Fire fighting equipments	1774	7,64,087	31/3/98	38,204	29,59,394	28,11,425	1,47,970
4 nos. motorolla VHF mobile set and 11 nos. walki talki	1774	2,30,760	23/1/02	-	29,58,343	26,69,905	2,88,438
2 nos. fire trailor pump	1774	7,75,660	1/10/01	38,783	23,34,263	22,17,550	1,16,713
3 nos. Co2 type fire extinguishers	1774	18,056	1/4/01	-	54,338	51,621	2,717
Water fire extinghshers	1774	11,08,344	14/6/02	-	1,42,08,970	1,28,23,595	13,85,375
Repl. Of F.F. line in bunder area	1774	10,42,626	25/6/99	52,131	38,08,110	36,17,704	1,90,405
150 mm dia fire fighting line	1774	11,66,699	15/3/00	58,335	38,45,008	38,35,395	9,613
Prov. Fire fighting line for dangerous cargo yard	1774	7,88,467	14/6/94	39,423	41,42,683	39,35,549	2,07,134
Improving fire fighting facility in C.J.	1774	19,03,644	7/3/02	7,58,285	2,44,04,716	2,20,25,256	23,79,460
Canster for amonia	1774	12,679	3/10/01	-	38,156	36,248	1,908
Rubber handgloves etc.	1774	3,819	2/7/01	-	11,493	10,918	575
Gum boots & gloves	1774	6,752	21/9/01	-	20,319	19,303	1,016

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Low explosion foam making bro pipe	1774	6,556	21/9/01	-	19,730	18,743	986
Fire fighting pipeline in C.J. area	1774	21,88,489	25/6/99	1,09,424	79,93,285	75,93,620	3,99,664
Purchase of 5 nos. mobile transmeter wirelesss	1774	73,225	17/10/02	-	9,38,745	8,47,217	91,528
Fire fighting pipeline in 6th cargo berth	1774	5,85,020	14/7/84	-	74,99,956	71,24,959	3,74,998
Fire fighting pipeline in 6th cargo berth	1774	5,87,553	31/10/01	43,332	17,68,176	16,79,767	88,409
One dry chemical tender(GTY-525)	1774	1,55,703	26/7/86	7,785	19,96,112	18,96,307	99,806
Water tender engine	1774	3,98,856	1/10/84	19,943	51,13,334	48,57,667	2,55,667
12" pipeline for fire fighting in oil jetty	1774	7,87,951	24/10/84	-	1,01,01,532	95,96,455	5,05,077
Prov. Static water tank for fire brigade poposes in c.j. area at Kandla	1774	1,10,458	1/9/93	-	6,35,010	6,03,259	31,750
Const.of 9th cargo berth at Kandla -Providing fire fighting pipeline	1774	11,69,363	28/2/04	4,87,235	32,29,158	26,07,545	6,21,613
Pump house and fire fighting pumps at Kandla	1774	77,935	7/9/03	11,301	2,23,414	1,91,019	32,395
Electronic weighing machine	1774	8,000	12/3/03	640	22,933	19,608	3,325
Air grease gun powder	1774	19,500	20/3/03	390	55,900	47,795	8,106
Super max brand extinguisher	1774	14,040	7/12/02	-	1,79,993	1,62,444	17,549
Fire fighting equipments	1774	19,86,388	20/3/03	39,728	56,94,312	48,68,637	8,25,675
Fire fighting equipments	1774	12,19,967	14/6/03	97,597	34,97,239	29,90,139	5,07,100
Double flanged fire fighting lines	1774	17,20,690	31/12/03	3,44,138	49,32,645	42,17,411	7,15,233
Const.of 4th oil jetty at Kandla - fire fighting equipment	1774	3,43,48,180	31/01/04	42,93,523	9,48,51,396	7,65,92,502	1,82,58,894
Const.of 8th cargo berth - pump house and ff pump	1774	37,49,764	31/01/04	4,68,721	1,03,54,853	83,61,544	19,93,309
Modification of fire fighting system in Cargo jetty	1774	5,13,651	31/5/04	2,22,582	14,18,431	11,45,383	2,73,048
Providing & fixing CI special 55 fire hydrent	1774	5,43,139	28/2/04	2,26,308	14,99,861	12,11,138	2,88,723
Upgradation of fire fighting facilities and security equipments	1774	10,78,307	20/1/04	4,80,745	29,77,710	24,04,501	5,73,209
Augmentation of F.F. equipments	1774	8,87,883	20/9/04	3,84,749	24,51,860	19,79,877	4,71,983
Augmentation of F.F. equipments	1774	25,03,944	25/3/11	16,69,296	45,13,097	21,43,721	23,69,376
Providing MS 300 mm fire fighting line inside CJA	1774	18,81,229	22/9/06	94,061	48,39,743	34,48,317	13,91,426
Fire fighting pipeline in NDA (66 hectors)	1774	1,39,77,617	30/11/06	75,59,561	3,59,59,510	2,56,21,151	1,03,38,359
Providing w/s & f/f lines at Cargo Berth No. 10th(12th)	1774	23,01,903	31/12/06	13,00,575	59,21,990	42,19,418	17,02,572
Replacement/upgradation of fire fighting system at CJA- 0 panel	1774	71,66,174	8/6/09	5,37,463	1,57,44,660	89,74,456	67,70,204
Providing technical studies for work of fire fighting facilities-upgradation of fire fighting system	1774	6,32,60,325	31/3/09	47,44,524	13,89,88,013	7,92,23,168	5,97,64,846
Extension of fire fighting network at m"Y" junction	1774	29,00,426	31/7/09	1,45,021	63,72,469	36,32,307	27,40,162
Devl. Of land in west of existing custom fencing wall in rear of 7th to 10th berth	1774	75,12,482	31/12/09	47,76,686	1,65,05,526	94,08,150	70,97,376
SS Distiled water plant of 5 litres capacity.	1774	15,000	30/3/13	4,200	22,575	8,579	13,997

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Two wheeled trolley trailer for Fire Fighting vehicle	1774	1,67,101	19/4/13	16,710	2,51,487	95,565	1,55,922
Water mist & CAF fire extinguisher with Bar Air Cylinder (Model No. 02/010)	1774	2,84,575	15/5/13	56,915	4,28,285	1,62,748	2,65,537
Replacement of fire fighting lines at 6th Cargo Berth at New Kandla	1774	1,67,58,882	15/1/14	1,07,88,530	2,29,29,198	76,23,958	1,53,05,239
Life gear full body safety harness- LGR 203	1774	58,796	05/05/14	17,639	80,444	26,748	53,696
Life gear rescue stretcher-LGR 704	1774	2,02,421	05/05/14	60,726	2,76,949	92,085	1,84,863
Carrying case for breathing apparatus set	1774	1,85,381	05/05/14	55,614	2,53,635	84,334	1,69,301
Replacement of 10 sets of walkitalkie	1774	4,06,500	27/2/14	-	5,56,166	1,84,925	3,71,241
Replacement of 10 complet sets of walkitalkie	1774	7,01,406	14/1/12	-	11,47,409	4,90,517	6,56,891
Replacement of 14 complet sets of walkitalkie	1774	4,38,649	31/3/06	-	11,28,490	8,04,049	3,24,441
Purchase of fire exitingers for the fire brigade	1774	4,57,153	13-10-2015	2,05,719	5,73,346	1,63,404	4,09,942
FOAM TEND NO.GJ12GA0276	1774	50,24,798	27-11-2015	19,15,704	63,01,934	17,96,051	45,05,883
FOAM TEND NO.GJ12GA0249	1774	50,24,612	27-11-2015	19,15,633	63,01,701	17,95,985	45,05,716
FOAM TEND NO.GJ12GA0011	1774	50,24,613	27-11-2015	19,15,634	63,01,702	17,95,985	45,05,717
FOAM TEND NO.GJ12GA0129	1774	46,06,945	27-11-2015	17,56,398	57,77,877	16,46,695	41,31,182
FOAM TEND NO.GJ12GA0390	1774	46,06,945	27-11-2015	17,56,398	57,77,877	16,46,695	41,31,182
FOAM TEND NO.GJ12GA0136	1774	46,06,945	27-11-2015	17,56,398	57,77,877	16,46,695	41,31,182
Water Mist CAF Fire Extinghisher (11051)	1774	33,86,835	29-01-2016	15,24,076	40,13,533	9,53,214	30,60,319
Dry Chemical Powder type Fire Extinghisher (11049)	1774	2,41,915	29-01-2016	1,08,862	2,86,679	68,086	2,18,593
Smoke & Fume Exhauster (11051)	1774	71,475	29-01-2016	35,309	84,701	20,116	64,584
Trailer mounted Fire Pump 1800 LPM t 7kg/cm2 (11058)	1774	14,13,288	22-01-2016	7,13,710	16,74,802	3,97,765	12,77,036
Trailer mounted Fire Pump 2250 LPM t 7kg/cm2 (11058)	1774	17,10,720	22-01-2016	8,63,914	20,27,271	4,81,477	15,45,794
Portable fire fighting pump 275 LPM at 4kg/cm2(11058)	1774	23,32,800	22-01-2016	11,78,064	27,64,460	6,56,559	21,07,901
Water Co2(cartridge type) Fire Extinguisher 9 ltr. Capacity (11049)	1774	5,14,107	01-04-2016	2,57,054	6,09,237	1,44,694	4,64,543
Purchase of fire proximity suit (11051)	1774	3,88,800	26-07-2016	-	4,60,743	1,09,427	3,51,317
Air compressor for breathing apparatus set (11051)	1774	7,07,816	11-07-2016	3,53,908	8,38,790	1,99,213	6,39,577
Breathing aparatus sets with spare sylinder (11051)	1774	23,60,794	11-07-2016	11,80,397	27,97,634	6,64,438	21,33,196
Gas tight suit for LPG & Amonia (11051)	1774	11,49,098	11-07-2016	-	13,61,726	3,23,410	10,38,316
Combustible Gas Alarm pocket type (11051)	1774	3,93,228	11-07-2016	1,96,614	4,65,991	1,10,673	3,55,318
Explosive meter (11051)	1774	1,04,452	11-07-2016	52,226	1,23,780	29,398	94,382
Chemical & gas protective suit (11051)	1774	6,90,552	11-07-2016	-	8,18,331	1,94,354	6,23,978
Chemical protective suits (11051)	1774	1,87,047	11-07-2016	-	2,21,658	52,644	1,69,014
Fire entry suit (11051)	1774	13,60,800	22-07-2016	-	16,12,602	3,82,993	12,29,609
Providing additional 200mm dia fire fighting line between godown no. 18 to 23(16115)	1774	43,82,779	5/11/2015	35,79,270	54,96,735	15,66,570	39,30,166

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Supply , installation, testing , commissioning of 2 Nos. Mather and Platt make vertivlce tubine fire fighting pumps. 1 Nos electric motor driven installed at CJ area no 10	1774	2,37,47,612	19/09/2019	1,93,54,304	2,55,28,683	24,25,225	2,31,03,458
Supply of 1 no. jeep Mahindra Bolero Power & SLE BS4 in replacement of safety jeep No. GJ-12-G-1126	1774	8,28,561	24/2/2020	6,42,135	8,62,965	40,991	8,21,974
Supply of Diesel Chasis - Cowl for DCP tender in replacement of GJ-12-G-8051	1774	37,97,973	12-07-2019	32,56,762	40,82,821	3,87,868	36,94,953
Diesel Chaisi- Cowl for fabrication of water tender type B in replacement of water tender 4	1774	45,74,517	11-02-2019	39,22,648	49,17,606	4,67,173	44,50,433
Fire Extingusher	1774	36,936	04-11-2020	35,089	38,470	1,827	36,642
Replacement of fire fighting pump at Cargo jetty at O Panel	1774	1,54,22,400	23-07-2020	1,39,95,828	1,60,62,776	7,62,982	1,52,99,795
TOTAL		**31,67,05,290**		**10,52,55,354**	**79,17,25,042**	**54,80,68,535**	**24,36,56,507**
				-			
Furniture in canteen at Kandla	1775	1,36,532	1/4/01	-	4,10,878	3,90,334	20,544
Tree plantation around Gopalpuri	1775	1,30,907	31/12/89	-	16,78,228	15,94,316	83,911
Providing tree plants on long road side E & F type quarters at Gidham	1775	2,08,499	1/4/97	-	8,76,379	8,32,560	43,819
Prov. Furniture for canteen in P&C building	1775	2,08,973	14/1/01	10,449	6,28,881	5,97,437	31,444
Providing steel racks at various offices	1775	2,73,000	7/12/99	13,650	9,97,111	9,47,256	49,856
Furniture for CISF	1775	9,73,905	1/12/99	48,695	35,57,112	33,79,256	1,77,856
Setting of training centre at kandla	1775	30,470	10/7/08	-	71,097	67,542	3,555
Setting up of emergency rescue centre at kandla- Prov of safety equipment	1775	73,197	12/8/09	-	1,60,820	1,52,779	8,041
Measures for Environment improvement & pollution control - Mangroove plantation along Nakti creek at Kandla	1775	29,42,027	15/3/10	-	59,83,447	56,84,274	2,99,172
Purchase of 3 nos A.C. for signal station	1775	1,02,600	30/4/05	5,130	2,73,297	2,59,632	13,665
Essential equipments & articles required for operation theatre & recovery room	1775	5,88,913	31/3/05	-	15,68,697	14,90,263	78,435
Procurement of Anesthesia machine and its accessories against S/O NO. MH/SP/OT/2009-10/1207	1775	21,89,236	01-01-2012	2,65,445	35,81,305	30,62,015	5,19,289
Procurement of Blood Cell Counter & Port Hacrnatology Analyser	1775	5,61,330	10/11/12	84,200	9,18,263	7,85,115	1,33,148
Plantation in central verge portion of outer periphery road from berth 7 to 12	1775	20,61,628	31/01/11	-	37,15,868	35,30,075	1,85,793
Procurement of physeotherpy equipments	1775	2,43,555	01-02-2013	52,060	3,66,550	2,78,578	87,972
Procurement of Anesthesia machine and its accessories against S/O NO. MH/SP/OT/2009-10/1207	1775	1,75,139	01-01-2012	21,236	2,86,505	2,44,961	41,543
Mangrove plantation along nakti creek from 13th CB to 16th CB	1775	10,53,99,828	4-4-17	2,10,79,966	12,01,71,774	4,56,65,274	7,45,06,500

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Enviroment Measures(13th Cargo berth)	1775	8,05,002	29-09-2017	1,99,737	9,17,824	3,48,773	5,69,051
Enviroment Measures(13th Cargo berth)	1775	4,41,210	27-09-2018	1,80,139	4,88,251	1,39,151	3,49,099
TOTAL		**11,75,45,951**		**2,19,60,706**	**14,66,52,286**	**6,94,49,593**	**7,72,02,693**
				-			
Computers, PCs	1777	85,90,123	1/10/99	-	3,13,74,751	2,98,06,014	15,68,738
Computers :- I) Net server	1777	11,05,304	1/10/00	-	36,42,673	34,60,539	1,82,134
iv) Leased line modem	1777	8,28,000	1/3/01	-	24,91,775	23,67,186	1,24,589
v) 100 UPS	1777	6,60,000	1/3/02	-	84,61,200	80,38,140	4,23,060
vi) 4 K 10 SKS	1777	7,29,000	1/3/02	-	93,45,780	88,78,491	4,67,289
vii) IP-V-Set	1777	6,37,600	1/3/02	-	81,74,032	77,65,330	4,08,702
viii) Multi Media Projector	1777	3,37,000	1/5/01	-	10,14,164	9,63,456	50,708
x) Web Pages Designing	1777	1,70,200	1/12/01	-	5,12,198	4,86,588	25,610
xi) AO Plotter	1777	1,56,688	1/3/01	-	4,71,535	4,47,958	23,577
xii) Laser fare	1777	50,990	1/3/01	-	1,53,449	1,45,776	7,672
Purchase of inhouse computer from M/s. Wipro	1777	9,22,909	1/9/88	-	1,18,31,693	1,12,40,109	5,91,585
Hard disc for computers	1777	4,79,426	1/9/88	-	61,46,241	58,38,929	3,07,312
Augmentation of computer based system (M/s. HCL ltd.)	1777	49,02,878	1/4/94	-	2,57,60,203	2,44,72,193	12,88,010
40 nodes LAN at AO Building	1777	85,110	5/11/00	-	2,80,491	2,66,467	14,025
Giga bit ready pasive bldg. Net work	1777	8,33,608	20/8/02	-	1,06,86,855	1,01,52,512	5,34,343
OFC network	1777	1,69,53,206	6/1/03	-	4,85,99,191	4,61,69,231	24,29,960
Civil work platform	1777	1,97,474	24/1/03	-	5,66,092	5,37,788	28,305
HDPE pipeline	1777	11,97,811	3/2/03	-	34,33,725	32,62,039	1,71,686
50 PCs Wipro	1777	21,38,675	5/6/03	-	61,30,868	58,24,325	3,06,543
50 PCs HCL	1777	21,38,675	5/6/03	-	61,30,868	58,24,325	3,06,543
Stud pro.	1777	3,00,000	9/7/03	-	8,60,000	8,17,000	43,000
Electric wiring for computers	1777	6,26,610	11/8/03	-	17,96,282	17,06,468	89,814
50 PCs Accer	1777	22,88,383	15/8/03	-	65,60,031	62,32,030	3,28,002
Ris server & oracle	1777	2,22,83,562	30/8/03	-	6,38,79,544	6,06,85,567	31,93,977
200 printers	1777	17,66,490	12/9/03	-	50,63,938	48,10,741	2,53,197
50 PCs Compaq	1777	23,46,988	16/9/03	-	67,28,032	63,91,631	3,36,402
Video confressing facility	1777	4,25,050	22/9/03	-	12,18,477	11,57,553	60,924
Networking at Seva Sadan	1777	1,42,120	31/12/03	-	4,07,411	3,87,040	20,371
Computer system under USDP project - gift received from Dutch Govt.	1777	1,05,500	01-01-1999	2,638	3,85,330	3,66,064	19,267
Purchase of 100 new printers in repl.	1777	24,84,749	15/3/13	62,119	37,39,547	35,52,570	1,86,977
Purchase of 2 nos. plan priinters for drawing section	1777	8,37,270	31/08/08	-	19,53,630	18,55,949	97,682

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Purchasse of 2 ns. 10 KVA UPS for EDP at Gandhidham	1777	11,31,852	31/03/05	-	30,14,933	28,64,187	1,50,747
Development of application software	1777	7,86,240	31/03/05	-	20,94,321	19,89,605	1,04,716
Procurment of computers/networking equipments(37005&37008)	1777	92,01,502	31/03/08	-	2,14,70,171	2,03,96,663	10,73,509
Copier scanner machine CH-D design Jet T-920 e-plotter 36" (13011)	1777	2,59,350	01/09/2015	-	3,25,268	3,09,005	16,263
OCE plotter wave 365 digital wide format LED MFS Machine (13011)	1777	12,47,400	01/09/2015	-	15,64,448	14,86,225	78,222
Microsoft Office 2016 multi language software	1777	33,99,625	09/10/2017	10,19,886	38,76,088	36,82,283	1,93,804
TOTAL		**9,27,47,368**		**10,84,642**	**31,01,45,236**	**29,46,37,975**	**1,55,07,262**
GRAND TOTAL		**1,44,43,38,009**		**46,84,66,877**	**3,77,04,15,970**	**2,10,52,43,543**	**1,66,51,72,426**

Oil Installation:

Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Wireless arrangement for pipelines	1778	3,26,847	28/12/01	32,685	9,83,610	9,34,429	49,180
Purchase of 20 dia API pipes	1778	8,73,239	14/6/00	87,324	28,77,872	28,70,678	7,195
Prov. 2 nos. Marine Unloading at Oil Jetty No.3	1778	1,46,175	1/3/99	7,309	5,33,893	5,07,198	26,695
Providing flushing pipelines	1778	94,98,545	8/6/00	4,74,927	3,13,03,688	3,12,25,429	78,259
Providing shore facilities in receiving dirty blast from oil tankers at Old Kandla.	1778	17,99,957	30/9/87	-	2,30,75,449	2,19,21,676	11,53,772
Modification of new oil jetty	1778	75,76,027	1/5/75	-	9,71,24,666	9,22,68,433	48,56,233
8" dia pipeline	1778	3,68,400	24/10/84	-	47,22,888	44,86,744	2,36,144
8" dia antipollution pipeline	1778	1,84,418	24/10/84	-	23,64,239	22,46,027	1,18,212
Air compressers for oil sub division.	1778	4,66,159	21/7/98	46,616	18,05,486	17,15,212	90,274
Securityi measures for pipelines -const. of compoud wall & paving the area	1778	10,49,897	4/3/98	3,25,468	40,66,368	38,63,050	2,03,318
Booster pump & engine.	1778	59,51,025	30/5/97	2,97,551	2,50,13,817	2,37,63,126	12,50,691
3rd oil jetty - laying of 80mm dia pipeline for unloading arms at oil jetty	1778	20,70,586	9/1/98	1,03,529	80,19,611	76,18,630	4,00,981
Marine unloading arms for oil jetty	1778	2,39,22,945	1/4/99	17,94,221	8,73,76,682	8,30,07,848	43,68,834
Purchase of new pump in repl.of white oil electric pump	1778	1,37,209	1/3/87	-	17,59,019	16,71,068	87,951
Fly over from oil pipeline	1778	4,55,275	25/3/03	-	13,05,122	11,15,879	1,89,243
Strengthening of oil pipeline	1778	8,07,742	16/7/03	-	23,15,527	19,79,776	3,35,751
Repl.of 250mm dia steel sweet water pipeline with 200mm dia CI line in C.J.	1778	67,856	31/3/03	19,000	1,94,521	1,66,315	28,205
Repl.of motor pump of water tank at Old Kandla	1778	5,42,157	31/3/03	2,49,392	15,54,183	13,28,827	2,25,357
Const. Of watch tower at O.J. and shelters along side pipeline for CISF	1778	1,09,905	8/10/04	16,486	3,03,499	2,45,076	58,424
Strengthening of oil pipeline trussles in O.J. 3	1778	10,18,984	30/10/03	3,05,695	29,21,087	24,97,530	4,23,558
Replacement of ladder of berthing & mooring dolphin at OJ	1778	15,75,367	14/2/09	78,768	34,61,208	19,72,888	14,88,319
Renovation of old reception tank 250 KL at O.K pipeline & pump	1778	60,81,586		6,08,159	7,79,65,933	7,40,67,636	38,98,297
Replacement of 20" dia pipeline	1778	48,59,744	30/11/09	15,06,521	1,06,77,248	60,86,031	45,91,217
TOTAL		**6,98,90,045**		**59,53,650**	**39,17,25,616**	**36,75,59,506**	**2,41,66,110**

Detailed Valuation Summary as on 31st March, 2021 - Vadinar

(INR)

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
A. Land					
Land	46,74,769	46,74,769	-	-	-
Sub - Total: A	**46,74,769**	**46,74,769**	**-**	**-**	**-**
B. Capital Dredging					
Capital Dredging	-	-	-	-	-
Sub - Total: B	**-**	**-**	**-**	**-**	**-**
C. Building, Shades & Other Structures					
Transit Sheds	-	-	-	-	-
Ware Houses	-	-	-	-	-
Non-Residential Building	6,45,38,837	3,49,21,186	27,66,94,056	14,73,74,298	12,93,19,757
Residential Building	5,79,85,510	2,97,61,217	30,89,26,492	17,64,36,510	13,24,89,982
Other Structure	-	-	-	-	-
Minor Structures	8,84,900	4,02,539	58,56,611	47,31,219	11,25,391
Sub - Total: C	**12,34,09,248**	**6,50,84,941**	**59,14,77,158**	**32,85,42,027**	**26,29,35,130**
D. Wharves, Roads & Boundaries					
Wharves,Quays,Pays	-	-	-	-	-
Boundry Wall & Fences	94,68,646	58,03,537	3,41,11,956	2,09,60,162	1,31,51,793

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Roads	3,54,65,267	1,80,81,892	11,38,47,931	6,67,82,623	4,70,65,308
Drains Culverts	8,22,832	2,41,860	58,74,438	49,07,951	9,66,487
Bridges	-	-	-	-	-
Sub - Total: D	**4,57,56,745**	**2,41,27,289**	**15,38,34,324**	**9,26,50,737**	**6,11,83,587**
E. Floating Craft					
Floating Craft	20,35,09,080	6,67,74,495	51,98,58,902	24,81,05,510	27,17,53,392
Sub - Total: E	**20,35,09,080**	**6,67,74,495**	**51,98,58,902**	**24,81,05,510**	**27,17,53,392**
F. Railway & Rolling Stock					
Locomotives	-	-	-	-	-
Wagons	-	-	-	-	-
Rly.Permanent Way	-	-	-	-	-
Signling Interlocking	-	-	-	-	-
Sub - Total: F	**-**	**-**	**-**	**-**	**-**
G. Docks, Sea Walls, Navigational Aids					
Dock,Wall,Pier,Jetty	3,50,63,865	1,42,28,754	34,92,46,579	17,34,85,090	17,57,61,489
Dry Dock	-	-	-	-	-
Fender Duoy Moooring	1,32,78,390	-26,55,678	1,66,53,314	12,65,652	1,53,87,662
Nav.Aids & Structure	3,13,841	31,385	40,23,438	38,22,266	2,01,172
Nav.Aid Equipment	2,13,50,354	1,60,53,038	2,78,62,351	65,04,085	2,13,58,265
Sub - Total: G	**7,00,06,450**	**2,76,57,498**	**39,77,85,682**	**18,50,77,094**	**21,27,08,588**

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
H. Cranes & Vehicles					
Mobile Cranes	-	-	-	-	-
Wharf Cranes	-	-	-	-	-
Vehicles/Mobile Section	1,07,02,150	7,79,762	1,74,43,159	99,86,431	74,56,727
Sub - Total: H	**1,07,02,150**	**7,79,762**	**1,74,43,159**	**99,86,431**	**74,56,727**
I. Plant & Machinery					
Workshop Machine Tools	7,14,357	71,437	57,40,479	54,53,455	2,87,024
Winches Captans	54,661	5,467	6,04,098	5,30,851	73,247
Other Machinery	1,03,18,254	60,43,665	1,67,65,639	77,67,892	89,97,747
Water Coolers	9,12,480	6,81,318	10,40,365	1,97,669	8,42,696
Weigh Bridges	-	-	-	-	-
Sub - Total: I	**1,19,99,752**	**68,01,888**	**2,41,50,582**	**1,39,49,868**	**1,02,00,714**
J. Installations of Water, Electricity, Telecom & Fire Fighting					
Electric Supply Etc.	1,96,94,833	28,82,910	6,08,19,035	3,11,59,131	2,96,59,904
Telephone & Telecom	37,41,075	13,91,501	1,03,49,901	85,12,141	18,37,760
Water Supply	3,49,70,325	1,79,78,168	14,63,20,191	11,22,14,710	3,41,05,482
Fire Fighting	-	-	-	-	-
Mis. Unclassified	-	-	-	-	-
Computers	-	-	-	-	-
Sub - Total: J	**5,84,06,233**	**2,22,52,579**	**21,74,89,127**	**15,18,85,982**	**6,56,03,145**
K. Oil Installation					

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets
Oil Installation	6,21,06,226	1,93,50,335	7,08,10,508	1,34,53,996	5,73,56,511
Sub - Total: K	**6,21,06,226**	**1,93,50,335**	**7,08,10,508**	**1,34,53,996**	**5,73,56,511**
Grand Total (A+B+C+D+E+F+G+H+I+J+K)	**59,05,70,652**	**23,75,03,556**	**1,99,28,49,442**	**1,04,36,51,646**	**94,91,97,796**

Building, Shades & Other Structures:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Watchmen cabin	715	30/06/1979	43,200	8,726	5,53,824	4,41,952	1,11,872
Store shed- site office	715	01/03/1980	60,480	12,792	7,75,354	6,04,000	1,71,353
Store godown for gear.	715	01/04/1980	93,960	20,765	12,04,567	9,38,358	2,66,209
Communication control room	715	01/02/1981	1,57,680	36,345	20,21,458	15,36,308	4,85,150
Marine stores	715	10-08-79	23,700	4,787	3,03,834	2,42,460	61,374
Const.marine stores at jetty	715	15/04/1988	9,30,736	3,47,165	79,54,690	49,87,591	29,67,099
Replacement of auto tide guage cabin	715	03-01-12	4,05,549	39,541	6,63,425	1,13,446	5,49,980
Guest house	715	01/06/1980	3,14,900	69,593	40,37,018	31,44,837	8,92,181
Store room for guest house	715	01/04/1981	15,230	3,656	1,95,249	1,48,389	46,860
EXT. OF guest house	715	11-02-84	5,52,010	1,58,703	61,00,662	42,88,766	18,11,897
EXT. OF estate office & garage	715	30/04/1987	14,28,450	5,54,239	1,30,80,521	84,50,016	46,30,504
Assembly hall comm res. qtr. For school	715	30/06/1991	6,06,000	2,60,580	42,68,637	24,33,123	18,35,514
Extension of school Bldg incl furniture	715	30/06/1999	18,98,630	11,05,003	69,34,597	28,98,662	40,35,936
Extension of estate office	715	18/02/2000	3,80,764	2,25,222	12,54,857	5,00,688	7,54,169
Waiting shed for marine staff	715	06/03/2000	4,98,388	2,94,797	16,42,502	6,55,358	9,87,144
Add.room in school.	715	31/03/2000	5,68,422	3,36,222	18,73,308	7,47,450	11,25,858
Const. of LPG store godown	715	10-05-99	97,344	56,655	3,55,541	1,48,616	2,06,925
Const.of Sports Complex	715	30/12/2000	56,48,247	35,38,142	1,86,14,531	74,27,198	1,11,87,333
School building	715	05/12/1977	2,78,340	48,292	35,68,319	29,83,115	5,85,204
Health centre	715	12-08-78	1,57,440	28,812	20,18,381	16,49,017	3,69,364
Institute building	715	12-08-78	1,51,140	27,659	19,37,615	15,83,031	3,54,584
Shopping centre	715	12-08-78	1,37,750	25,209	17,65,955	14,42,785	3,23,170
Godown	715	01/12/1977	1,34,780	23,384	17,27,880	14,44,507	2,83,372
Estate office	715	01/01/1979	2,26,700	43,640	29,06,294	23,19,223	5,87,071
Auto Garage	715	15/02/1980	1,92,257	40,662	24,64,735	19,20,028	5,44,706
Storekeeper'S office	715	01/10/1980	1,43,200	33,008	18,35,824	14,30,107	4,05,717
work shop	715	26/07/1983	12,21,015	3,39,442	1,43,60,929	1,03,68,591	39,92,338
Store godown for W/supply	715	01/03/1980	65,880	13,934	8,44,582	6,57,929	1,86,653
EXT. of health centre	715	23/12/1985	10,27,300	3,34,386	1,05,35,989	72,06,616	33,29,372
Lab. Block -elect.control room	715	15/10/1985	1,13,832	37,053	11,67,461	7,98,543	3,68,918
Extension of guest house	715	01/03/1985	5,53,800	1,69,740	56,79,773	38,84,965	17,94,808
Operational bldg.	715	01/03/1985	28,16,105	8,63,137	2,88,81,973	1,97,55,269	91,26,703
Add.rooms for school	715	20/04/1987	6,15,105	2,17,748	56,32,604	36,38,662	19,93,942
Canteen bldg. at jetty	715	10-04-87	6,09,263	2,15,680	55,79,108	36,04,104	19,75,004

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Const. of time office	715	20/04/1989	5,82,100	2,28,183	46,35,107	28,18,145	18,16,962
CONST. of laboratory	715	20/04/1990	4,99,290	2,05,209	37,21,452	21,91,935	15,29,517
Furniture for guest house	715	20/04/1990	92,990	4,650	6,93,100	4,08,236	2,84,864
DEV. of pay ground at colony.	715	10-04-89	98,300	38,534	7,82,737	4,75,904	3,06,833
Furniture for school bldg.	715	10-04-89	1,01,800	39,906	8,10,606	4,92,849	3,17,758
Const. of compound wall.	715	20/03/1998	18,31,020	10,13,470	70,91,745	30,99,093	39,92,653
Prov. wire mesh to qtrs.	715	30/10/1999	6,46,992	3,82,696	23,63,088	9,87,771	13,75,317
Const. of floor mill	715	20/09/1989	1,25,790	49,310	10,01,632	6,08,992	3,92,640
Const. of AFS office	715	30/11/2000	3,46,830	2,11,740	11,43,023	4,56,066	6,86,957
Garage for ambulance	715	30/09/2000	1,98,901	1,19,540	6,55,504	2,61,546	3,93,958
Maternity ward for H/centre	715	20/04/1986	1,85,846	62,259	17,91,388	11,91,273	6,00,115
Vehicle shed at jetty.	715	10-04-88	6,52,050	2,43,215	55,72,854	34,94,179	20,78,675
Extension of shopping centre	715	30/06/1999	11,24,987	6,54,743	41,08,927	17,17,531	23,91,395
Opn. bldg.at jetty	715	04/06/1981	83,321	19,998	10,68,175	8,11,813	2,56,362
Prov. furniture	715	30/01/1988	35,089	1,755	2,99,894	1,88,034	1,11,860
Furniture for school	715	30/06/1999	77,836	3,892	2,84,290	1,18,833	1,65,457
Add.to shopping centre	715	30/11/1982	94,167	25,284	12,07,221	8,94,551	3,12,670
Ass.hall for school	715	30/06/1991	1,48,481	63,847	10,45,894	5,96,159	4,49,734
Furniture & EQP.for hospital	715	03/02/1999	1,67,192	8,360	6,10,656	2,55,254	3,55,402
Const. of comp.wall of M/store	715	30/11/1989	4,08,861	1,64,158	32,55,651	19,79,436	12,76,215
Const. of marine store	715	08/12/1992	3,67,893	1,68,679	23,70,044	13,05,894	10,64,150
Waiting shed at jetty	715	29/06/2000	4,50,494	2,70,747	14,84,661	5,92,380	8,92,282
A.F.S. office & store	715	15/05/2000	3,05,501	1,83,607	10,06,818	4,01,720	6,05,098
Const. of office bldg.	715	06/02/2002	29,43,866	18,53,164	88,61,037	31,98,834	56,62,202
Sewage disposal	715	27/04/2001	25,09,937	15,56,161	75,54,910	28,70,866	46,84,044
Garage for hospital	715	20/04/2002	1,45,988	93,287	4,39,424	1,58,632	2,80,792
Add. store godown	715	30/03/2002	4,71,206	2,96,624	14,18,330	5,12,017	9,06,313
Add. garage	715	30/04/2002	3,40,000	2,17,260	10,23,400	3,69,447	6,53,953
Comp.wall for A & B qtrs.	715	30/06/2001	22,55,717	13,98,545	67,89,708	25,80,089	42,09,619
Providing Benches & play equip in school, vadinar	715	26/12/2006	4,60,288	23,015	11,84,160	3,37,486	8,46,674
Providing Toilet Block to STP	715	29/12/2009	1,64,282	1,07,605	3,60,941	82,295	2,78,646
Renov. of community centre	715	17/12/2003	3,62,556	2,42,006	10,39,327	3,55,450	6,83,877
Basic facilities & cycle stand in school bldg	715	03/12/2003	3,46,965	2,31,599	9,94,633	3,40,164	6,54,469
Const.Of shed for pollut control at jetty,vadinar	715	17/03/2005	20,98,397	14,40,550	55,89,535	16,99,219	38,90,317
Prov. Car park shed at opn bldg at jetty, vadinar	715	02/08/2004	3,24,701	2,19,823	8,96,651	2,89,618	6,07,033

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Augmenting security measures at jetty area	715	15/02/2005	3,86,834	2,65,562	10,30,415	3,13,246	7,17,169
Chokidar cabin at rear comp wall, port colony	715	26/05/2004	1,15,892	78,459	3,20,031	1,03,370	2,16,661
Improving facilities in guest house at port colony	715	07/04/2004	11,28,949	7,64,299	31,17,556	10,06,971	21,10,586
Additional facilities in school building	715	09/06/2008	2,24,209	11,211	5,23,154	1,29,219	3,93,935
Construction of officer's club	715	12-11-05	12,21,493	8,61,763	32,53,711	9,89,128	22,64,583
Prov & Fixing Sign Board on rd-side of PORT Colony	715	05/11/2014	4,12,194	20,610	5,63,956	75,006	4,88,950
Prov Comp Wall & Kitchen Facitity,Comm Centre Vdr	715	04/08/2014	22,98,386	19,16,279	31,44,610	4,18,233	27,26,377
Providing pitching around sports complex	715	30/12/2000	1,05,453	64,379	3,47,534	1,38,666	2,08,868
Providing car parking and Scooter Shed, Jetty	715	04-01-05	69,661	48,484	1,85,557	56,409	1,29,148
Improving surrounding at A.O. Building	715	03-01-00	38,003	22,479	1,25,244	49,972	75,272
Procurement of wooden table and chair for signal	715	04-01-05	95,572	4,779	2,54,577	77,391	1,77,185
Providing toilet block at water supply complex	715	03-01-08	2,997	1,783	6,993	1,727	5,266
Ext of Toilet block of school building,Port Colony	715	01/04/2010	2,34,336	-10,545	4,76,589	99,607	3,76,982
Prov Office for Security staff in port colony, Vdr	715	07-01-11	7,91,220	39,561	14,26,091	2,70,957	11,55,134
Providing furniture in AO Building, Vadinar	715	04-01-16	4,86,375	2,55,347	5,76,374	54,755	5,21,618
Modernization of AO Building {Phase - 1}	715	04-01-16	5,03,700	2,64,443	5,96,904	56,706	5,40,198
Const of Board room & allied facility, OOT, Vdr	715	04-01-16	4,77,606	2,50,743	5,65,982	53,768	5,12,214
Creation of facilitation centre at PC vadinar	715	04-01-17	4,92,518	3,05,361	5,61,545	42,677	5,18,868
Modernization/construction of board room	715	04-01-17	15,000	9,300	17,102	1,300	15,803
Providing Ms angle & & barbed wire	715	04-01-17	40,458	25,084	46,128	3,506	42,623
Ext of existing community centre at colony,Vadinar	715	04-01-17	89,68,387	55,60,400	1,02,25,320	7,77,124	94,48,196
Improving area of Guest House at Port Colony	715	01-01-18	10,53,374	6,84,693	11,65,682	66,444	10,99,238
Repairs & renovation of morcha wall with ladder, supplying of Bullet proof morcha wall & repairing of fencing of compound wall at jetty, vadinar	715	11-12-2019	4,73,192	4,44,800	5,08,681	19,330	4,89,352
Battery Room and roof of Shed	715	09-08-2020	12,19,641	11,96,468	12,70,284	24,135	12,46,148
Toilet Block	715	05-08-2020	4,66,157	4,57,310	4,85,513	9,225	4,76,288
TOTAL			**6,45,38,837**	**3,49,21,186**	**27,66,94,056**	**14,73,74,298**	**12,93,19,757**
				-			
A' type qtr. PhaseI	716	01/10/1979	18,89,000	3,99,524	2,42,16,980	1,93,25,150	48,91,830
B'type qtr. phase I	716	03/04/1979	8,52,990	1,72,304	1,09,35,332	87,26,395	22,08,937
C' type qtr. phase I	716	01/06/1980	4,72,300	1,04,378	60,54,886	47,16,756	13,38,130
A' type qtr phase II	716	01/02/1981	17,28,000	3,98,304	2,21,52,960	1,68,36,250	53,16,710
A' type qtr. phase III	716	03/05/1982	5,33,228	1,38,107	68,35,983	50,65,463	17,70,520
B' type qtr. phase II	716	03/05/1982	24,35,430	6,30,777	3,12,22,213	2,31,35,660	80,86,553

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
C' type qtr. phase II	716	03/05/1982	4,27,940	1,10,836	54,86,191	40,65,267	14,20,923
D' type qtr. phase I	716	06/12/1984	5,14,500	1,57,694	56,86,112	39,97,337	16,88,775
Residential Bldgs - 'B' type	716	15/04/1987	10,97,357	4,25,775	1,00,48,655	64,91,431	35,57,224
A' Type qtr. 8 units	716	15/04/1990	4,43,000	1,82,073	33,01,895	19,44,816	13,57,079
Const. Of Sedimetation Tank.	716	20/10/1989	5,04,790	2,02,674	40,19,508	24,43,861	15,75,647
B' type qtr. 16units	716	15/04/1991	11,99,600	5,15,828	84,49,930	48,16,460	36,33,470
C' type qtr. 6 units.	716	15/04/1991	7,61,000	3,27,230	53,60,451	30,55,457	23,04,994
D' type qtr. 2 units.	716	15/04/1991	7,37,000	3,16,910	51,91,396	29,59,095	22,32,300
24 units 'A'type qtr.	716	15/03/1987	12,48,400	4,30,074	1,14,31,777	73,84,928	40,46,849
A' type qtr. (40)	716	15/04/1994	51,10,000	24,88,570	2,68,48,443	1,37,73,251	1,30,75,192
B'type qtr. (8)	716	15/04/1994	8,70,000	4,23,690	45,71,066	23,44,957	22,26,109
B'type qtr.(24 units)	716	30/06/1999	64,08,872	37,29,964	2,34,07,903	97,84,503	1,36,23,399
B'type qtr. (1 unit)	716	30/06/1999	1,76,910	1,02,962	6,46,150	2,70,091	3,76,059
C'type qtr. (6 unit)	716	30/04/1999	24,69,105	14,37,019	90,18,213	37,69,613	52,48,600
D' Type qtr.(5 blocks)	716	20/07/1999	57,70,453	33,58,404	2,10,76,127	88,09,821	1,22,66,306
15 units 'B' type	716	20/02/1999	25,86,304	14,80,659	94,46,273	39,48,542	54,97,731
Improving surrounding of 24unit of B type qtr	716	18/12/2000	1,15,945	70,785	3,82,112	1,52,463	2,29,649
Const. Of 40 unit 'A' type qtrs.	716	15/10/1994	31,38,985	15,58,506	1,64,92,536	84,60,671	80,31,865
Const. Of 'C' type qtrs.	716	15/05/1994	6,41,609	3,12,464	33,71,077	17,29,362	16,41,714
Add. Alteration 'A' & 'B' qtrs.	716	30/03/1993	8,29,295	3,80,232	47,67,517	25,36,319	22,31,198
Prov. Flyproof door in res, qtr	716	05/05/2010	26,63,205	17,35,522	54,16,383	11,32,024	42,84,359
prov. Courtyard paving in res.	716	02/02/2011	34,18,347	22,81,747	61,61,212	11,70,630	49,90,582
Prov. Glazed tiles in kitchen & bath resid qtr	716	02/04/2011	83,99,301	57,39,523	1,51,38,860	28,76,383	1,22,62,477
Refurnishing of quarters at port colony	716	18/12/2000	1,84,953	1,12,914	6,09,537	2,43,205	3,66,332
Repl of mosquito net in Residential Bldg & HC	716	03-01-00	3,57,691	35,769	11,78,817	4,70,348	7,08,469
TOTAL			**5,79,85,510**	**2,97,61,217**	**30,89,26,492**	**17,64,36,510**	**13,24,89,982**
				-			
Gear Room for Jetty	718	30/08/1978	94,445	17,284	12,10,785	11,50,246	60,539
Control Room	718	30/04/1980	19,440	4,296	2,49,221	2,42,679	6,542
P.O.L. room	718	01/03/1982	15,200	3,792	1,94,864	1,80,493	14,371
Watch Man's cabin at sinhan dam.	718	30/08/1978	30,720	5,622	3,93,830	3,74,139	19,692
Watchman'S cabin	718	31/12/1979	39,224	8,297	5,02,852	5,01,595	1,257
Store Room for Guest House	718	31/12/1980	14,230	3,280	1,82,429	1,77,640	4,789
Helipad	718	30/04/1981	18,950	4,548	2,42,939	2,30,792	12,147
Labour room	718	01/04/1981	58,320	13,997	7,47,662	7,10,279	37,383

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
False ceiling in W.S./bldg.	718	30/04/1982	18,668	4,835	2,39,324	2,21,674	17,650
Stage incl.green room-school	718	31/03/2000	5,68,423	3,36,223	18,73,313	9,34,315	9,38,998
Providing Fencing Behind W/S Complex	718	04-01-05	7,280	364	19,392	7,369	12,023
TOTAL			**8,84,900**	**4,02,539**	**58,56,611**	**47,31,219**	**11,25,391**
GRAND TOTAL			**12,34,09,248**	**6,50,84,941**	**59,14,77,158**	**32,85,42,027**	**26,29,35,130**

Wharves, Roads & Boundaries:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Compound wall 'C' type qtr.	722	01/02/1980	23,760	1,188	3,04,603	2,96,607	7,996
Comp. wall around colony & school	722	06/04/1979	3,68,250	18,413	47,20,965	47,09,163	11,802
Comp. wall around water tank	722	30/11/1979	28,080	1,404	3,59,986	3,59,086	900
Intr. water distribution - C.wall	722	01/04/1977	1,19,880	5,994	15,36,862	14,60,019	76,843
Comp.wall at estate office	722	30/11/1979	12,960	648	1,66,147	1,65,732	415
Comp.wall at Guest house	722	15/04/1979	32,400	1,620	4,15,368	4,14,330	1,038
Comp. wall around H/centre	722	15/04/1979	28,055	1,403	3,59,665	3,58,766	899
Bound.wall-south of Main ent. to end of store bldg	722	30/04/1983	1,17,612	11,468	13,83,290	12,48,419	1,34,871
Raising of boundary wall of port colony	722	30/04/1986	5,53,852	93,463	53,38,634	44,37,739	9,00,894
Comp.wall to school bldg.	722	30/04/1986	1,33,100	22,461	12,82,964	10,66,464	2,16,500
Comp. Wall to H/Centre	722	30/04/1986	64,620	10,905	6,22,878	5,17,768	1,05,111
Construction of boundary wall	722	04/10/2005	55,24,171	34,90,586	1,47,14,828	55,91,634	91,23,193
MS Angle & Bared wire on comp wall at PC, Vdr	722	01/05/2016	14,40,072	12,69,063	17,06,542	2,02,652	15,03,890
Const of compound wall and kitchen facility	722	12-01-15	2,99,776	2,60,618	3,75,969	53,576	3,22,393
Providing curbing wall from CISF gate to Jetty	722	04-01-17	3,09,864	2,80,427	3,53,292	33,563	3,19,729
Prov & fixing signboard on road side of colony	722	04-01-17	4,12,194	3,33,877	4,69,964	44,647	4,25,317
TOTAL			**94,68,646**	**58,03,537**	**3,41,11,956**	**2,09,60,162**	**1,31,51,793**
				-			
Const. Of Internal Roads	723	01/06/1982	6,47,483	-	83,00,732	76,88,553	6,12,179
Asphalt surface dressing to W.B.M road	723	01/03/1978	1,50,763	-	19,32,782	18,36,143	96,639
Remateling & Asphalting & prov carpet to roads	723	01/04/1980	7,14,738	-	91,62,941	89,22,414	2,40,527
Approach road to residential bldg.	723	01/05/1984	1,09,295	-	12,07,898	10,61,441	1,46,458
Improv. & regradation of roads.	723	01/06/1982	1,69,354	-	21,71,118	20,10,998	1,60,120
Upgradation of Internal Roads	723	01/02/2000	26,30,469	3,68,266	86,69,052	43,23,690	43,45,362
Prov. Internal road from residence to main road	723	May-07	4,50,756	1,98,333	11,12,111	3,69,777	7,42,334
Prov. C.C. internal road in port colony phaseI	723	30/06/2009	90,83,261	47,23,296	1,99,56,654	56,87,646	1,42,69,007
Prov. C.C. internal road in port colony phaseII	723	20/04/2011	68,11,725	40,87,035	1,22,77,421	29,15,887	93,61,533
Prov.approach road to STP	723	30/06/2009	19,41,341	10,09,497	42,65,282	12,15,605	30,49,677
Imp Appr & berth jetty & app rd nr NR bldg	723	30/08/2012	37,66,925	24,10,832	61,62,198	13,17,170	48,45,028
Approach road to Guest House	723	01/05/1986	40,279	-	3,88,253	3,22,735	65,518
Road from Colony To Jetty	723	01/03/1978	19,37,140	-	2,48,34,135	2,35,92,428	12,41,707
Approach Road To Auto Garage	723	01/05/1980	1,15,466	-	14,80,274	14,41,417	38,857
Raising of road from A,K to C point.	723	01/04/1990	5,86,600	-	43,72,216	32,19,044	11,53,172
Providing CC internal road in PC, vadinar	723	20/04/2011	5,44,938	3,26,963	9,82,194	2,33,271	7,48,923

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Providing CC internal road at jetty, vadinar	723	12-01-17	57,64,734	49,57,671	65,72,670	6,24,404	59,48,267
TOTAL			**3,54,65,267**	**1,80,81,892**	**11,38,47,931**	**6,67,82,623**	**4,70,65,308**
				-			
H.P.Culvert	724	01/04/1978	58,278	2,914	7,47,124	7,09,768	37,356
U/G Drainage in Port Colony	724	01/04/1978	2,52,356	12,618	32,35,204	30,73,444	1,61,760
Improv. To U/G drainage system.	724	01/04/1989	1,61,127	8,057	12,83,014	9,75,091	3,07,923
Augmentation of sewage system in colony	724	01/02/1999	17,252	4,960	63,012	32,924	30,088
Construction of underground reservior tank	724	15/02/2012	3,33,819	2,13,310	5,46,084	1,16,726	4,29,359
TOTAL			**8,22,832**	**2,41,860**	**58,74,438**	**49,07,951**	**9,66,487**
GARND TOTAL			**4,57,56,745**	**2,41,27,289**	**15,38,34,324**	**9,26,50,737**	**6,11,83,587**

Floating Craft:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Dinky boat 2NOS.	731	01/04/1978	84,800	12,720	10,87,136	10,32,779	54,357
Water barge - 300T	731	01/04/1980	10,20,000	1,02,000	1,30,76,400	1,24,22,580	6,53,820
MT Ashwini	731	01/12/2006	18,29,57,183	5,69,45,424	47,06,84,718	22,35,75,241	24,71,09,477
Mooring Launches- 2 Nos.	731	February-11	1,93,72,847	97,10,640	3,49,17,526	1,10,57,217	2,38,60,309
Poc.45 Nos. of Fans for Cheetah, Gajraj & Ashwini	731	11/03/2015	74,250	3,712	93,122	17,693	75,429
TOTAL			**20,35,09,080**	**6,67,74,495**	**51,98,58,902**	**24,81,05,510**	**27,17,53,392**

Docks, Sea Walls, Navigational Aids:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Berthing jetty-survey & investigation	741	01/04/1982	89,03,085	26,53,120	11,41,37,544	5,63,83,947	5,77,53,597
Rubble Mound Approach	741	01/04/1980	1,74,44,878	45,70,558	22,36,43,336	11,61,45,439	10,74,97,897
Prov shore prot to S/w portion of guide bund jetty	741	03-08-13	10,04,969	7,48,702	15,12,479	1,53,265	13,59,214
Shore protec-S/Nth of guide bund jetty,vadinar	741	07/08/2012	7,39,908	5,40,133	12,10,393	1,37,985	10,72,408
Modification of existing service jetty	741	04-01-15	69,71,025	57,16,241	87,42,827	6,64,455	80,78,372
TOTAL			**3,50,63,865**	**1,42,28,754**	**34,92,46,579**	**17,34,85,090**	**17,57,61,489**
				-			
CMB in Path finder chennal, OOT vadinar	744	06-19-15	1,32,78,390	(26,55,678)	1,66,53,314	12,65,652	1,53,87,662
TOTAL			**1,32,78,390**	**(26,55,678)**	**1,66,53,314**	**12,65,652**	**1,53,87,662**
				-			
Navigational Beacons - 2NOS.	745	01/04/1980	3,13,841	31,385	40,23,438	38,22,266	2,01,172
TOTAL			**3,13,841**	**31,385**	**40,23,438**	**38,22,266**	**2,01,172**
				-			
Navigational lights	746	30/04/1980	1,04,545	10,455	13,40,267	12,73,254	67,013
20/2swatt FM set	746	13/03/1995	45,100	4,510	2,23,236	1,83,798	39,438
4 NOS. VHF set	746	18/01/1999	52,000	5,200	1,89,926	1,32,315	57,611
Imerset mini M.terminal	746	16/07/1999	1,66,500	16,650	6,08,128	4,23,663	1,84,466
Motorola VHF set	746	07/02/2002	23,000	2,300	69,231	41,654	27,577
Procurement of walky talkies for marine	746	07/02/2002	2,63,945	26,395	7,94,474	4,78,009	3,16,466
Procurement of Multi Channel VHF	746	03-01-05	76,004	7,601	2,02,453	1,02,576	99,877
4 Nav. Beacon in pathfinder creek,OOT vadinar	746	20/05/2016	2,06,19,260	1,59,79,927	2,44,34,635	38,68,817	2,05,65,818
TOTAL			**2,13,50,354**	**1,60,53,038**	**2,78,62,351**	**65,04,085**	**2,13,58,265**
GRAND TOTAL			**7,00,06,450**	**2,76,57,498**	**39,77,85,682**	**18,50,77,094**	**21,27,08,588**

Cranes & Vehicles:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Proc.of addl. portable mechanical crane	756	01/08/2003	40,939	14,411	1,17,358	1,11,491	5,868
2NOS. mahindra jeep	756	24/02/2003	4,39,793	43,986	12,60,739	11,97,702	63,037
Repl. Of two nos. jeeps	756	01/02/2012	3,61,239	46,661	5,90,939	3,36,835	2,54,104
Repl. Of 32 seater bus	756	01/02/2012	21,84,993	1,09,250	35,74,364	20,37,387	15,36,976
Repl of 32 seater bus	756	01/02/2012	21,84,994	1,09,251	35,74,364	20,37,388	15,36,977
Repl of 32 seater bus	756	01/02/2012	23,18,298	1,15,915	37,92,433	21,61,687	16,30,746
Replacement of 2 Nos ambulance	756	0108/2013	23,46,894	2,34,690	35,32,075	17,89,585	17,42,491
Replacement of Air Compressor for Vehicle	756	01/04/2010	67,432	6,743	1,37,142	95,542	41,600
Procurement of multi utility vehicles	756	01/04/2017	7,57,570	3,03,028	8,63,745	2,18,815	6,44,929
Depreciation Adjustment due to Deletion		-	-	(2,04,171)			
GRAND TOTAL			**1,07,02,150**	**7,79,762**	**1,74,43,159**	**99,86,431**	**74,56,727**

Plant & Machinery:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Lathe machine	762	30/04/1987	1,36,000	13,600	12,45,371	11,83,103	62,269
Generator welding set	762	30/04/1987	17,700	1,770	1,62,081	1,53,977	8,104
Bench grinder	762	30/04/1987	22,000	2,200	2,01,457	1,91,384	10,073
Shaping machine	762	10-06-89	4,35,000	43,500	34,63,789	32,90,599	1,73,189
Corn drilling machine	762	10-09-92	1,03,657	10,367	6,67,780	6,34,391	33,389
TOTAL			**7,14,357**	**71,437**	**57,40,479**	**54,53,455**	**2,87,024**
				-			
Winches for workshop	763	04/10/1984	54,661	5,467	6,04,098	5,30,851	73,247
TOTAL			**54,661**	**5,467**	**6,04,098**	**5,30,851**	**73,247**
				-			
Garage equipments	764	10-04-87	63,534	6,354	5,81,790	5,52,700	29,089
Creation of facilitation centre at OOT,Vadinar	764	02/08/2015	89,89,496	55,73,488	1,12,74,326	32,13,183	80,61,143
X-Ray equipment	764	30/04/1985	2,93,500	29,350	30,10,136	28,59,629	1,50,507
Water cooler for hospital	764	10-05-89	25,000	2,500	1,99,068	1,89,115	9,953
Replacement of 4 AC	764	08-01-13	86,000	4,300	1,29,430	49,183	80,247
Oxygen concentrator	764	03/02/1999	2,04,078	20,408	7,45,380	7,08,111	37,269
Procurement of theodolite & instrument	764	20/03/2015	1,69,050	99,458	2,12,017	60,425	1,51,592
Repl of AC in guest house hall and dining room	764	01/04/2010	99,996	30,332	2,03,370	1,06,261	97,109
Supply & installation of Air Conditioner and Geysers at Guest House at Port colony, OOT, Vadinar	764	10-07-2019	1,92,000	1,19,040	2,06,400	19,608	1,86,792
Video Surveillance System [CCTV]	764	29-06-2020	1,95,600	1,58,436	2,03,722	9,677	1,94,045
TOTAL			**1,03,18,254**	**60,43,665**	**1,67,65,639**	**77,67,892**	**89,97,747**
				-			
Repl of Ac.in signal station & GH, OOT vdr	765	04-01-17	4,12,080	3,07,686	4,69,834	89,268	3,80,565
Procurement of water cooler & refrigetor at OOT.	765	04-01-17	5,00,400	3,73,632	5,70,532	1,08,401	4,62,131
TOTAL			**9,12,480**	**6,81,318**	**10,40,365**	**1,97,669**	**8,42,696**
GRAND TOTAL			**1,19,99,752**	**68,01,888**	**2,41,50,582**	**1,39,49,868**	**1,02,00,714**

Installations of Water, Electricity, Telecom & Fire Fighting:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
300KV transformer at jetty	771	16/07/1979	44,230	2,212	5,67,029	5,65,611	1,418
L.T.distribution board at jetty	771	06/05/1980	29,820	1,491	3,82,292	3,72,257	10,035
Procurement of DG set for Jetty.	771	21/12/1996	2,42,955	28,669	11,08,428	6,58,129	4,50,299
11KV power supply line at jetty	771	10-04-82	4,68,873	23,444	60,10,952	55,67,644	4,43,308
Prov. Light with high mast 3nos. Tower at Jetty	771	31/11/2004	30,15,486	1,50,775	83,27,168	33,62,094	49,65,074
Providing automatic power factor connection panel	771	2010-11	4,59,000	22,950	8,27,299	1,96,483	6,30,815
L.T.distribution board at colony	771	10-05-86	1,05,067	5,254	10,12,751	8,41,849	1,70,902
Boundary Lights	771	30/04/1988	5,43,800	27,190	46,47,677	36,42,617	10,05,060
Conv of OH into U/G lines in port colony, vadinar	771	10-06-99	6,46,410	1,34,453	23,60,962	12,33,603	11,27,359
Prov. DG set for Colony.	771	04/12/1999	3,80,132	85,911	13,88,402	7,25,440	6,62,962
Purchase of 400KVA Transformer.	771	08/03/2000	5,15,739	1,16,557	16,99,685	8,47,718	8,51,967
Special repairs to elec wiring in A,B & c qtrs	771	31/07/2002	13,16,866	65,844	39,63,767	17,88,650	21,75,117
Laying of additional cable at colony	771	26/08/2003	4,37,568	21,879	12,54,362	5,36,240	7,18,122
Replac. Of Power Board Panel	771	10-10-03	1,63,080	8,154	4,67,496	1,99,855	2,67,641
Proc of 125 KVA DG set for port colony, vadinar	771	15/09/2006	9,30,236	46,512	23,93,171	8,52,567	15,40,604
Procurement of 2 Nos of 30 HP submersible pump	771	07-01-13	1,69,754	88,272	2,55,480	48,541	2,06,939
250KV transformer	771	20/04/1978	23,800	1,190	3,05,116	2,89,860	15,256
External Electrification	771	20/07/1999	21,68,771	1,08,439	79,21,266	41,38,862	37,82,405
Electrification of children park	771	30/03/1989	2,44,460	12,223	19,46,570	14,79,393	4,67,177
Electric wiring at H/centre	771	12-04-01	2,42,070	12,104	7,28,631	3,46,100	3,82,531
Extention of control room incl. Panel board	771	06/02/2002	2,44,485	12,225	7,35,900	3,32,075	4,03,825
Laying of add.cable at jetty	771	18/04/2001	3,42,046	17,103	10,29,558	4,89,040	5,40,518
Auto Power Factor Control panel with cap, jetty	771	15/07/2006	4,95,720	24,786	12,75,314	4,54,331	8,20,983
Repl.elec energy meter-resi/non-resi bldg, colony	771	30/11/2006	10,43,564	52,179	26,84,724	9,56,433	17,28,291
Replacement of 3 AC	771	06-01-13	88,500	4,425	1,33,193	25,307	1,07,886
Replacement of 4 AC	771	08-01-13	1,22,000	6,100	1,83,610	34,886	1,48,724
Replacement of TV at Guest House	771	01-01-14	1,84,500	9,225	2,52,430	41,966	2,10,463
Providing ceiling fans in residential quarters	771	26/05/2012	13,69,167	68,460	22,39,779	4,78,753	17,61,026
Procurment of 2 Nos water cooler-Jetty A.O.bldg	771	27/06/2009	78,400	3,920	1,72,251	49,092	1,23,160
Procurment of 1 No water cooler-School A.O.bldg	771	27/06/2009	39,200	1,960	86,126	24,546	61,580
Procurement of 1 No. Water Cooler -School	771	27/06/2009	4,360	218	9,579	2,730	6,849
Procurement of 1 No. Water Cooler at A.O. Bldg	771	01/02/2011	41,000	2,050	73,898	17,551	56,347

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Procurement of 1 No. Water Cooler at CISF barrack	771	01/02/2011	41,000	2,050	73,898	17,551	56,347
Procurement of 1 No. Water cooler at Auto Garage	771	01/02/2011	41,000	2,050	73,898	17,551	56,347
Procurement of 1 No. Water Cooler at Work Shop	771	01/02/2011	18,900	945	34,065	8,091	25,975
Pro of 1No.Water Cooler at Security office, colony	771	01/02/2011	21,000	1,050	37,850	8,989	28,861
Procurement of 1 No. Water Cooler for Guest house	771	31/03/2010	21,000	1,050	42,709	11,158	31,552
Pro of 1 No. Water cooler for CISF main gt, jetty	771	31/03/2010	21,000	1,050	42,709	11,158	31,552
Procur of 1 No. Water Cooler for Canteen, jetty	771	15/12/2000	40,850	2,043	1,34,626	67,145	67,482
Procu of 1 No. Water Cooler for A.O. gr floor	771	26/10/2006	33,350	1,668	85,798	30,565	55,232
Procurement of copier machine	771	18/10/2014	1,19,000	5,950	1,62,814	27,068	1,35,746
Proc. Of Diesel Generator Set	771	01/04/2010	1,87,678	9,384	3,81,696	99,718	2,81,978
Generator Welding set input 400-40v AC, 3Phase	771	06/10/2016	1,29,150	18,727	1,53,048	18,174	1,34,873
High Mast Tower at 0 point circle at PC, vadinar	771	21/05/2015	4,74,000	23,700	5,94,475	84,713	5,09,762
Cont. of 10KV UPS	771	17/04/2015	3,29,500	16,475	4,13,248	58,888	3,54,360
Ac at A.O.Building	771	04-01-17	4,89,200	1,17,408	5,57,762	52,987	5,04,775
Supply, installation of AC at AO	771	04-01-17	4,16,880	4,16,880	4,75,306	45,154	4,30,152
Supply, installation of AC at AO	771	04-01-17	-	-	-	-	-
11 KV HT Electrical Power Sypply System	771	09-03-2021	9,63,317	9,63,317	9,63,317	-	9,63,317
10 KVA UPS	771	15-02-2021	1,46,949	1,32,989	1,46,949	-	1,46,949
TOTAL			**1,96,94,833**	**28,82,910**	**6,08,19,035**	**3,11,59,131**	**2,96,59,904**
				-			
Laying of U/G cable	772	31/07/1988	6,67,722	66,773	57,06,797	54,21,457	2,85,340
Intercomm facility at opn.bldg	772	30/04/2001	3,05,684	30,569	9,20,109	8,74,103	46,005
Providing intercom facility	772	April 2000	1,46,241	14,624	4,81,956	4,57,858	24,098
OFC cable colony to jetty	772	April 2015	22,12,108	10,17,570	27,74,352	15,81,381	11,92,971
OFC cable colony to jetty	772	04-01-17	4,09,320	2,61,965	4,66,687	1,77,341	2,89,346
TOTAL			**37,41,075**	**13,91,501**	**1,03,49,901**	**85,12,141**	**18,37,760**
				-			
U/G Reseviour	773	08/01/1978	1,53,660	7,683	19,69,921	18,71,425	98,496
R.C.C. elevated tank	773	07/05/1978	3,30,260	16,513	42,33,933	40,22,237	2,11,697
Filtration plant	773	01/08/1978	1,70,030	8,502	21,79,785	20,70,795	1,08,989
300 MM W/S Pipeline	773	01/09/1978	41,13,710	2,05,686	5,27,37,762	5,01,00,874	26,36,888
200 MM W/S Pipeline	773	31/01/1979	18,31,080	91,554	2,34,74,446	2,23,00,723	11,73,722
Pumphouse	773	01/02/1978	44,340	2,217	5,68,439	5,40,017	28,422

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Internal water supply	773	20/10/1978	1,88,920	9,446	24,21,954	23,00,857	1,21,098
Intr. water distribution	773	01/04/1977	1,39,810	6,991	17,92,364	17,02,746	89,618
Safety & security of 300 MM Q pipeline	773	01/04/1977	4,04,270	20,214	51,82,741	49,23,604	2,59,137
150 MM Q water supply Pipeline	773	01/01/1981	5,33,700	26,685	68,42,034	64,99,932	3,42,102
U/G water tank at sinhan	773	30/04/1988	1,24,406	12,441	10,63,257	10,10,094	53,163
Tube well for OOT	773	31/03/1986	1,88,930	-	18,21,115	17,30,059	91,056
U/G.Resevoir & main fold chamber at sinhai dam	773	30/04/1988	81,000	30,213	6,92,280	6,57,666	34,614
Elect. pump set	773	30/04/1988	46,400	4,640	3,96,565	3,76,737	19,828
Add. repl.OF 150MM DIA pipeline	773	30/06/1988	4,18,961	41,897	35,80,720	34,01,684	1,79,036
Special repairs to W/S line.	773	30/08/2000	2,21,548	81,973	7,30,140	4,85,543	2,44,597
Repl of 150 M Dia Water supply line	773	12-08-09	3,41,148	2,11,512	7,49,529	2,84,821	4,64,708
Add. Sedi. Tank at port colony, vadinar	773	15/05/2012	29,54,048	20,67,834	48,32,438	13,77,245	34,55,193
Const. Of u/g reservior at port colony, vadinar	773	15/02/2012	35,95,905	24,57,202	58,82,432	16,76,493	42,05,939
Replace of 200mm dia W/s PL from colony to jetty	773	12-01-17	1,06,53,522	81,67,700	1,21,46,629	15,38,573	1,06,08,056
Repl of RCC internal W/s PL at port colony,vadinar	773	01-01-18	46,54,873	35,68,736	51,51,165	4,89,361	46,61,804
Providing STP in Port Colony, Vadinar	773	06-01-09	19,83,543	3,96,709	43,58,003	16,56,041	27,01,962
Providing STP in Port Colony,Vadinar	773	12-01-09	14,33,084	3,34,386	31,48,601	11,96,468	19,52,132
Providing toilet block at water supply complex	773	12-01-15	2,997	1,898	3,759	714	3,045
Replacement of Water pipeline	773		3,60,180	3,60,180	3,60,180	-	3,60,180
Depreciation Adjustment due to Deletion		-	-	2,05,537			
TOTAL			**3,49,70,325**	**1,79,78,168**	**14,63,20,191**	**11,22,14,710**	**3,41,05,482**
GARND TOTAL			**5,84,06,233**	**2,22,52,579**	**21,74,89,127**	**15,18,85,982**	**6,56,03,145**

Oil Installation:

Name of Assets	Asset Code	Date of Comm.	Cost	Net Block as on 31.03.2021	Current Replacement Cost	Depreciation	Depreciated Cost
Tier-1 spill Response Equipments.	778	12-01-17	6,10,79,845	1,83,23,954	6,96,40,278	1,32,31,653	5,64,08,625
DESMI INDIA LLP-OIL SPILL	778	12-01-17	10,26,381	10,26,381	11,70,230	2,22,344	9,47,886
TOTAL			**6,21,06,226**	**1,93,50,335**	**7,08,10,508**	**1,34,53,996**	**5,73,56,511**

Assumptions, Limiting Conditions & Important Notice Cum Disclaimer:

- We have no responsibility to modify this report for events and circumstances occurring subsequent to the date of this report. We have, however, used conceptually sound and generally accepted methods, principles and procedures of valuation in determining the value estimate included in this report.
- The valuation analyst, by reason of performing this valuation and preparing this report, is not to be required to give expert testimony nor to be in attendance in court or at any government hearing with reference to the matters contained herein, unless prior arrangements have been made with an analyst regarding such additional engagement and which, the analyst shall be at a liberty to accept or decline.
- Any matters related to legal title and ownership are outside the purview and scope of this valuation exercise. Further, no legal advice regarding the title and ownership of the subject property has been obtained while conducting this valuation exercise. Valuation may be significantly influenced by adverse legal, title or ownership, encumbrance issues.
- For the present valuation exercise, we have also relied upon information available in the public domain. However, the accuracy and timeliness of the same has not been independently verified by us.
- Provision of valuation recommendations and considerations of the issues described herein are areas of our regular corporate advisory practice. The services do not represent accounting, assurance, financial due diligence review, consulting, transfer pricing or domestic/international tax-related services that may otherwise be provided by us.
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solicitation of an offer to buy, purchase or subscribe to any securities mentioned therein, and neither this Report nor anything contained herein shall form the basis of or be relied upon in connection with any contract or commitment whatsoever, apart from the specific purpose as mentioned above. It may be noted however, that nothing in these materials is intended to be construed as legal, accounting, technical or tax advice.

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- The delivery of this Report at any time does not imply that the information in it is correct as of any time after the date set out on the cover page hereof, or that there has been no change in the status of the subject or anyone else since that date. Analysis including the Valuation analysis and results under this Report are specific to the purpose of valuation under this Report and is as on a particular date. It may not be valid for any other purpose or as at any other date. Also, it may not be valid if done on behalf of any other entity. I, however, have no obligation to update this Report for events, trends or transactions relating to the Company or the market/economy in general and occurring subsequent to the date of this Report.
- We are not responsible for arithmetical inaccuracies/logical inconsistencies of any financial model or business plan or other information / data provided by the Company and used in connection with this Report. Also, we have been given to understand that it has not omitted any relevant and material factors and that it has checked out relevance or materiality of any specific information to the present exercise with us in case of any doubt. I assume no responsibility for any errors in the information furnished and their impact on the present exercise.
- There will usually be differences between estimated and actual results because events and circumstances may not occur as expected, and those differences may be material. Under such circumstances, no assurance can be provided that the assumptions or data upon which any estimates have been based are accurate or whether these estimates will actually materialize. All assumptions and commercial inputs with regard to financial projections have been obtained and in certain cases such inputs/assumptions have been modified as per the updates provided by them. We have not carried out any due diligence independently in verifying the accuracy or veracity of data provided by the Company. Therefore, financial projections and ratios (if any) presented in this Report are forecast on the basis of these given information. Neither we nor any of our associates, nor any of their respective directors, employees or advisors or controlling persons make any expressed or implied representation or warranty and no responsibility or liability whether direct or indirect, express or implied, contractual, tortuous, statutory or otherwise, is accepted by any of them with respect to the accuracy, completeness or reasonableness of the facts, opinions, estimates, forecasts, or other information set forth in

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- This Report has not been approved and will or may not be reviewed or approved by any statutory or regulatory authority in India or by any Stock Exchange in India. While due care and prudence has been exercised to incorporate all the necessary and material important information required to carry out the present engagement, we wish to state that this Report may not be all inclusive and may not contain all the information that the recipient may consider material.
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- We are not responsible for authentication of the Ownership of the properties valued by us.
- Public information estimates and industry and statistical information contained in this report have been obtained from sources considered to be reliable. However, we independently did not verify such information and make no representation as to the accuracy or completeness of such information obtained from or provided by such sources.
- Possession of this report, or a copy thereof, does not carry with it the right of publication of all or part of it nor may it be used for any purpose by anyone other than those enumerated in this report without the written consent of us. This report and the conclusion of value arrived at herein are for the exclusive use of our client for the sole and specific purposes as noted herein.
- Our valuation report is confidential to the addressees and should be used only for the purpose as required by the relevant regulations. It should not be quoted from or used by any other party without our prior written consent. No other party is entitled to rely on our report for any purpose whatsoever.
- Valuation is an economic concept and various valuation approaches provide only an estimate of value based on the assumptions involved. It is pertinent to note that valuation, being a highly subjective exercise dependent on assumptions, is a matter of individual perception, and hence may vary from valuer to valuer.
- Financial information of the subject company is included solely to assist in the development of a value conclusion presented in this report and should not be used to obtain credit or for other purpose. Because of the limited purpose of the information presented, it may be incomplete and contain departures from generally accepted accounting principles. I have not audited, reviewed or compiled this information and express no assurance on it.
- We have not carried out any verification and certification and attestation of the financial information provided to us and we assume no responsibility for their accuracy, though we

have reviewed the basis of preparation of the same and cross checked with the various statutory records in a broad manner.

- The conclusion of value arrived at herein is valid only for the stated purpose as of the date of the valuation and may not be used out of the context presented herein.
- The valuation contemplates facts and conditions existing as of the valuation date. Events and conditions occurring after that date have not been considered, and we have no obligation to update our report for such events and conditions. We have not any present or contemplated future interest in Corporate Debtor, any personal interest with respect to the parties involved, or any other interest that might prevent us from performing an unbiased valuation. Our compensation is not contingent on any action or event resulting from the analyses, opinions, or conclusions in, or the use of, this report.
- This report is only to be used in its entirety, and for the purpose stated in the report. No third parties should rely on the information or data contained in this report without the advice of their lawyer, attorney or accountant. We acknowledge that we have no present or contemplated financial interest in the Company. Our fees for this valuation are based upon our normal billing rates, and not contingent upon the results or the value of the business or in any other manner.
- The fees for the engagement are not contingent upon the results reported.

22nd June, 2021

Kolkata

V. S. Modi
(DIRECTOR)

Additions in KANDLA- FY-23-24

Sr. No.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.
	Warehouse			
	Construction of Dome shaped Storage sheds inside cargo jetty area	**1714**	460856183.9	30-12-2022
	Total		**460856183.9**	
	Building - Non-residential			
	Improving of oil jetty gate & canteen building at old kandla	1715	8729707.42	22-07-2022
	Const. of Fire Brigade Station at Old Kandla	1715	20126158.56	06-01-2023
	Modernisation of offices of AO building, Gandhidham -stage -II	1715	15332420.88	03-06-2022
	Development of tanker parking including toilet block and allied facilities in front of Estate Office, Old Kandla (Renamed as Development of Oil tanker parking plot and amenity centre)	1715	3942628.56	13-04-2022
	Construction of RCC Floor on surface of dismantled godown No. 3 & 4 inside cargo jetty area	1715	39947453.88	01-07-2023
	"Construction of 3Nos of Toilet Blocks on Central Road"inside cargo jetty area	1715	18930331.08	28-08-2022
	Providing Labour Amenities Centre at various location inside cargo jetty area	1715	18366618	08-10-2023
	Imroving of Non-Residential building at old Kandla-ACP panelling ACP panelling of existing ERC building and Gate Office at oil jety area at Old Kandla	1715	3525943.46	02-05-2023
	Construction of watch tower inside CJA	1715	30513320.2	01-11-2023
	Providing power supply arrangement for AC unit installedat AO Building	1715	5780281.31	21-03-2022
	Total		**165194863.35**	
	Residential Building			
121	Strengthening of Multi storey building with micro concreting, plinth protection at Gopalpuri.	1716	61476463.08	01-10-2022
	Construction of A,B,C & D type quarters at Gopalpuri.	1716	191308249.1	04-09-2023
	Total		**252784712.15**	
	Other Structures			
	SITC of Sprinkling System for coal dust Supression in 34 hector coal yard	1717	129497813	03-04-2023
	Total		**129497813.00**	
	Other Structures			
	Providing shed for parking of vehicles at A.O. Building	1718	9845607.26	01-04-2022
	Total		**9845607.26**	
	Wharves, Quays & Pavements			
61	Upgradation of Kutcha plot C1 to C6 (66 hectare) and SWD network inside cargo jetty area	1721	253463118.9	15-11-2023
	Improving existing OiI Jetty structures at Oil jetty no.1,2,4	1721	104312215.2	20-09-2022
	Upgradation of Plots, Roads & SWD behind berth No.7 to 10 inside CJ Area	1721	68846261.7	19-05-2022
	Development of land in west of existing 66 hectare area for storage of cargo (extension of custom bounded area)	1721	468559651.5	02-03-2023
	Development of plots, roads & SWD in 34 hector area inside CJ Area	1721	567579652.7	06-05-2023
	Development of back up area of oil Jetty No.8 to 11.	1721	952286972.8	20-03-2024
	Total		**2415047872.80**	
	Boundry Wall & Fences			
	Strengthning of RCC custom fencing wall of oil jetty & providing CCTV & lighting arrangement at old kandla.	1722	9659241.06	28-02-2022
	Total		**9659241.06**	
	Roads			
	Development of Smart Industrial Port City at Kandla-Gandhidham-Adipur complex-Construction of Road & SWD at SIPC location 2 (K) at Kandla -Gandhidham-Adipur Complex.	1723	9201093	12-01-2023
	Resurfacing of Internal Roads of Port Colony Gopalpuri	1723	17858725.56	19-04-2021
	Upgrading the road network of 66 hectors renamed as Upgrading of Kutcha plots of 66 hectares.	1723	164968149.6	23-09-2021
	Resurfacing the road Network inside cargo jetty area	1723	94828662.59	24-02-2024
	Providing of concrete flooring under neath pipeline inside oil jetty area at old kaldla	1723	11717683.6	00-01-1900
	Providing RCC nd asphalt roads inside and outside of oil Jetty area at old kandla.	1723	60297972.25	01-01-1900
	Total		**358872286.60**	
	Drains & Culverts			
	Strengthening of Sewage, Drainage, SWD, Culvert network at Gopalpuri, KDLB Colony	1724	18559684.44	22-04-2022

Sr. No.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.
		1724	21306598.56	12-09-2022
	Improving storm water drainage system at old kandla	1724	36948908.16	01-02-2023
	Upgradation of Sewage Treatment plant at Gopalpuri			
	Total		**76815191.16**	
	Bridges			
	Construction of interchange cum road overbridge LC-236 in the state of Gujarat under ELC mode	1725	2712515000	12-08-2023
	Total		**2712515000.44**	
	Rly.Permanent Way			
	Provd. Rail connectivity to berth no. 13,14,15 & 16 from take off point to west & off berth	1737	1329995380	21-08-2021
	Railway connectivity from LC 236 to Kutch Salt Junction for Berth No. 14 to 16	1737	492020000	11-11-2019
	Modification to existng rail network at port renamed as modernisation and upgradatio of existing network within cargo jetty at New Kandla	1737	492708139	20-01-2021
	Total		**2314723519.00**	
	Dock, Wall, Pier & Jetty			
	Marine GEO technical investigation at proposed Container Terminal at Barge Jetty near Tuna Tekra	1741	26425870	28-01-2018
	Total		**26425870.00**	
	Fender Duoy Moooring			
50	Improving yhe Fendering arrangement inside CJA	1744	30438425.16	15-06-2023
	Total		**30438425.16**	
	Vehicles			
	Replacement of motor cycle for CISF	1756	206352	09-01-2018
	Total		**206352.00**	
	Other Machinery			
	ac FOR ell CRANES	1764	115577.62	31-05-2023
	Total		**115577.62**	
	Water Coolers			
	Blue star 150 Liters/hour L Water Coolers,	1765	788983	10-01-2023
	Total		**788983.00**	
	Electricity Supply etc.			
	Strengthing of 11 kv OH line from thermal to port power house & OJ at DPA	1771	41873853.44	28-04-2023
	Providing power supply from 11KV overhead line to 7th oil jetty illumination at kandla	1771	14935521.96	13-04-2023
	Const. Of 16th Berth-supply of high mast towers at berth16 for Multipurpose Cargo other than liquid at CJ	1771	31348083.46	15-12-2023
	A) SITC of High mast lighting tower at berth No. 14	1771	34147351	15-07-2023
	SITC of Power Transformer at 66 KV Switchyard.	1771	37779967.57	10-01-2024
	Construction of Dome shaped Storage sheds inside cargo jetty area- electrification	1771	15988795	07-11-2023
	Total		**176073572.43**	
	Computers			
	254 All in one HP Desktop	1777	14287500	,19-9-2023
	Total		**14287500.00**	
	TOTAL		**9154148570.92**	

DELETIONS IN FY-23-24 KANDLA

Sr. No.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.
	Land			
4	Prov. Bins for stacking of sukpher in cargo jetty	1711	1162565	26/12/85
5	Developing the area on the north/east of sulphor bins of cargo jetty	1711	561434	15/4/91
	Total		**1723999.00**	
	Building - Residential			
11	Replacement of AC sheets with ridges of godown no. 8 inside CJA	1713	5245132	25/6/2011
1	First floor on northern panel of the existing Transit shed no.4 for supervision staff	1713	756661	27/9/99
5	Const.of 2 godown at Kandla	1713	5707469	30/11/84
	Total		**11709262.00**	
	Ware House			
2	Const. Of Godown no. 3 & 4 in repl.	1714	17091295	7-2-95
14	Transit shed for 4th & 5th cargo berth	1714	5029428	8-1-98
1	Const. Of additional godown no. 7,8 and 9 -Value Deletion-(=10999426/3)	1714	7332950.66	30/8/93
8	Additional storage godowns inside cargo jetty area of Plot E	1714	15825171	6-22-05
10	New godown in place of godown no.1	1714	4387905	6-24-05
13	Const. Of 3 new godowns inside cargo jetty	1714	29752076	6-20-05
	Total		**79418825.66**	
	Non-Residential Building			
105	Providing false ceiling in community hall at New Kandla	1715	72148	1/3/84
140	School building at New Kandla	1715	79794	16/10/57
141	Const.of boundry wall to school building at N.P. site	1715	18795	1/4/76
142	Extension of school building at New Kandla	1715	44347	1/10/70
143	Extension of school building at N.P. colony Port 'C' super structure work, Laboratory, Kandla	1715	111278	1/10/70
144	Const. Of library & reading room over laboratory for school at NPC	1715	436782	33061
148	Grills in open varanda of Kandla school	1715	254327	31/3/99
149	Extension of school building at N.P. colony Part'B'	1715	10315	1/4/76
150	Const.of addl. Room for school bldg. At NPC	1715	234060	1/3/82
151	Extension of school building at Kandla	1715	940080	1/3/82
154	Const.of additional room in school building at New Kandla.	1715	233031	1/4/1979
232	Extension of Community Hall at Kandla	1715	1607019	3/7/03
99	Garrange building for keeping machinery at Time Office	1715	524061	14/1/00
130	Const. Of dispensary of Old Kandla	1715	749050	15/7/94
190	RCC elevator tower near west gate no.2	1715	1762590	1/4/02
71	a)Const. Of staff club at NPC,	1715	729289	31232
195	Modification of club into library and laboratory for school at New Kandla	1715	2622	30/9/87
64	Club building at Kandla	1715	63856	21103
102	Addition to staff club, N.Kandla	1715	424952	20/12/01
1	Const. Of lock fast room at south of transit shed no.4 at cargo jetty	1715	241390	33879
175	Office accommodation for Wharf Sup. Working at Berth No.IV & V of C.J.	1715	522256	15/9/86
222	Renovation of Model room for hanger at Kandla	1715	49179	1/3/88
22	Const.of gate office at W.G. NO.2 and S.O.B. at New Kandla	1715	413200	1/3/88
258	Extension of electrical sub station building at Warehouse D - Civil Work	1715	4024106	30/4/06
	Total		**13548527**	
	Residential Building			
5	Type-IV 6 nos. qters at New Kandla	1716	166267	1-8-57
6	Type V quarters at New Kandla	1716	135138	1-8-57
7	Const. Of qtrs for Booster Staff	1716	562550	1/4/70
10	Const. Of type V & VI quarters at Gopalpur (Type V - 3nos.)	1716	2105837	1-4-57
12	Const. Of additional 174 quarters at New Kandla Port 'A' reclamation (SFR 107, 708)	1716	111171	1/4/79
18	Const. Of additional qtrs. At New Kandla super structure for IV qtrs.	1716	125214	1/4/74
28	Const.of residential quarters for fire brigade staff pile casting & drilling	1716	2550105	1/3/89
29	Const.of superstructure in fire brigade staff quarters at New Kandla(type-I)	1716	2016777	1/3/89
43	Conversion of w/c and bath room of 240 quarters into A.C. & bath at Old Kandla	1716	447159	2-9-94
17	Const. Of 174 quarters at Kandla Super structure-3688376 partial 152 quarters deleted	1716	3688376	5-27-05
	Total		**11908594**	
	Minor Structures			
9	Providing paved bins for storage of rock phospate at south/west of newly developed land at N.Kandla	1718	821940	9-12-91
	Total		**821940**	
	Boundry Wall & Fences			
37	Barbed wire fencing alongside custom fencing in CJA.	1722	85637	1/4/98
	Total		**85637**	
	Floating Craft			
4	35 Ton MT Kalinga	1731	121041258	30/10/99

Sr. No.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.
	Total		**121041258**	
	Rly.Permanent Way			
7	Providing rail lines in cargo jetty	1737	38263882	31/5/02
8	Providing railway lines inside CJA - Stage II	1737	65584612	30/06/05
9	Prov. Railway siding in the back up rea of berth no. 7 to 10 in CJA	1737	45221048	29/10/07
13	Replacement of detoriorated Rly track no. 10 & its siding on west of godeown no. 9 inside CJA	1737	47137992	10-5-10
14	Providing connectivity of escape route of Rly track no. 11, siding from WB no. 3 to 66 kv sub station	1737	12777552	17/2/2010
15	Improving the existing infra facilities along berth no. 7 to 10 and its backup area. Prov and lying Rly siding	1737	26838379	31/12/2011
	Total		**235823465**	
	Dock,Wall,Pier,Jetty			
44	Construction of 14th Berth for Multipurpose cargo at Kandla (22054, 22056) Value Deletion---1806861	1741	1806861	8/03/19
45	Construction of 16th Berth for Multipurpose cargo at Kandla (22055) Value Deletion---4934215	1741	4934215	8/03/19
49	Construction of Oil Jetty No. 07 -20044 VAL-74719928.92	1741	74719928.92	2-28-23
	Total		**81461004.92**	
	Vehicles			
94	Purchase of 01 No. additional Trailer Fire Pump	1756	938800	09/07/12
86	Fire Jeep no. TATA chasis GJ 12 G 8119	1756	1774201	17/7/10
72	Repl. Of Ambulance No.GJ-12G-8024 with new one GJ-12W-1763	1756	737658	4/7/05
78	Repl.of Tata tempo 707 no. GJ-12G-8522	1756	595972	27/2/07
	Total		**4046631**	
	Water Supply			
83	Prov.security arrangement at Water Tower	1773	341392.00	21/5/93
	Total		**341392.00**	
	Fire Fighting			
80	Augmentation of F.F. equipments	1774	534600	25/3/11
	Total		**534600.00**	
	TOTAL		**562465135.58**	

Detailed Valuation Summary as on 31st March 2024 – Kandla
(INR)

Particulars	Gross Block as per F.A. R as on 31.03.2021	Net Block as per F.A. R as on 31.03.2021	Current Replacement Cost	Depreciation	Updated Fair Value of Assets	Current Replacement Cost of Deleted Asset	Cost of Asset Addition during the year	Value of Assets 31.03.2022	Addition of Assets FY 2022-23	Deletion of Assets FY 2022-23	Value of Assets as on 31.3.2023	Addition of Assets FY 2023-24	Deletion of Assets FY 2023-24	Value of Assets as on 31.3.2024
A. Land						-	-							
Land	2584654366	2584654366	-	-	-								1723999	
Sub - Total: A	**2584654366**	**2584654366**	-	-	-	-	-						1723999	
B. Capital Dredging														
C. Building Shades & Other Structures														
Transit Sheds	31091863	11589807	16,37,95,970	129087141	34708828	0.00	0.00	163795970.00	-	-	16,37,95,970.00		1,17,09,262.00	15,20,86,708.00
Ware Houses	1119748868	716693174	2,57,76,20,178	836402179	1741217999	0.00	0.00	2577620178.00	-	-	2,57,76,20,178.00	46,08,56,183.89	7,94,18,825.66	2,95,90,57,536.23
Non-Residential Building	599594946	402337462	1,95,99,29,154	988454103	971475051	0.00	441087960.54	2401017114.54	5,29,34,747	-	2,45,39,51,861.54	16,51,94,863.35	1,35,48,527.00	2,60,55,98,197.89
Residential Building	353111617	226033452	1,19,68,45,672	591037127	605808545	283405.24	4008162.86	1200570429.62	-	15,88,149	1,19,89,82,280.92	25,27,84,712.15	1,19,08,594.00	1,43,98,58,399.07
Other Structure	313734102	235475757	52,70,46,050	112960947	414085103	0.00	16154667.90	543200717.90	27,74,461	-	54,59,75,178.90	12,94,97,813.00		67,54,72,991.90
Minor Structures	191408408	118486641	40,69,95,805	147397524	259598281	0.00	6079602.94	413075407.94	29195509	-	44,22,70,916.94	98,45,607.26	8,21,940.00	
Sub - Total: C	**2608689804**	**1710616295**	**6832232829**	**2805339021**	**4026893808**	**283405.24**	**467330394.23**	**7299279818.00**	8,49,04,717	15,88,149	7,38,25,96,386.30	1,01,81,79,179.65	11,74,07,148.66	8,28,33,68,417.29
D. Wharves Roads & Boundaries														
WharvesQuaysPays	4163533968	3159398398	9252201702	3514706087	5737495615	0.00	154887189.64	9407088891.64	6,94,522	-	9,40,77,83,413.64	2,41,50,47,872.80		
Boundry Wall & Fences	213435646	105792962	750017804	342108390	407909415	0.00	13828052.72	763845856.72	1,52,62,258	-	77,91,08,114.72	96,59,241.06	85,637.00	
Roads	2200362394	1340787722	4911157801	1888768683	3022389117	0.00	305623603.01	5216781404.01	685016849	-	5,90,17,98,253.01	35,88,72,286.60		
Drains Culverts	373803966	189832108	1079617116	524356907	555260209	0.00	19189.74	1079636305.74	3,93,29,567	-	1,11,89,65,872.84	7,68,15,191.16		
Bridges	29119902	15667706	78061365	26564571	51496793	0.00	0.00	78061365.00	-	-	7,80,61,365.00	2,71,25,15,000.44		
Sub - Total: D	**6980255876**	**4811478896**	**16071055788**	**6296504638**	**9774551150**	**0.00**	**474358035.10**	**16545413823.10**	74,03,03,196	-	17,28,57,17,019.20	5,57,29,09,592.06	85,637.00	22,85,85,40,974.26
E. Floating Craft														
											-		12,10,41,258	
F. Railway & Rolling Stock														
Locomotives						0.00	0.00	0.00	-	-	-			
Wagons	1,600	1,600	0.00	-	-	0.00	0.00	0.00	-	-	-			
Rly.Permanent Way	1338562513	889672532	2542574954	529390598	2013184356	0.00	0.00	2542574954.00	-	-	2,54,25,74,954.00	2,31,47,23,519.00	23,58,23,465.00	
Signling Interlocking	11,404	-	146199	138889	7,310	0.00	0.00	146199.00	-	-	1,46,199.00			
Sub - Total: F	**1338575517**	**889674132**	**2542721154**	**529529488**	**2013191666**	**0.00**	**0.00**	**2542721153.00**	-	-	2,54,27,21,153.00	2,31,47,23,519.00	23,58,23,465.00	4,62,16,21,207.00
G. Docks Sea Walls Navigational Aids														
DockWallPierJetty	6045996488	4958029937	16702380511	8179645435	8522735076	0.00	1180378879.90	17882759390.90	985752873.5	-	18,86,85,12,264.40	2,64,25,870.00	8,14,61,004.92	
Dry Dock	57969899	2925714	743174105	706015400	37158705	0.00	0.00	743174105.00	-	-	74,31,74,105.00			
Fender Duoy Moooring	125740701	32493563	365274446	129558928	235715518	0.00	175050.70	365449496.70	-	-	36,54,49,496.70	3,04,38,425.16		
Nav.Aids & Structure	21678426	5448759	101298947	79928563	21370384	0.00	0.00	101298947.00	-	-	10,12,98,947.00			
Nav.Aid Equipment	64728922	14736074	247796792	173908019	73888774	0.00	0.00	247796792.00	-	-	24,77,96,792.00			
Sub - Total: G	**6316114436**	**5013634047**	**18159924802**	**9269056344**	**8890868458**	**0.00**	**1180553930.60**	**19340478731.60**	98,57,52,874	-	20,32,62,31,605.10	5,68,64,295.16	8,14,61,004.92	20,30,16,34,895.34
H. Cranes & Vehicles														
Mobile Cranes	1002919082	524705322	1329137328	252131792	1077005536	0.00	0.00	1329137328.00	-	-	1,32,91,37,328.00			
Wharf Cranes	1207001400	841345267	1832058361	487385851	1344672510	0.00	0.00	1832058361.00	-	-	1,83,20,58,361.00			
Vehicles/Mobile Section	61947031	8608442	191440491	161948078	29492413	1837175.00	1281639.53	190884955.53			19,08,84,955.53	2,06,352.00	40,46,631.00	
Sub - Total: H	**2271867513**	**1374659031**	**3352636180**	**901465720**	**2451170460**	**1837175.00**	**1281639.53**	**3352080644.53**	-	-	3,35,20,80,644.53	2,06,352.00	40,46,631.00	3,34,82,40,365.53
I. Plant & Machinery														
Workshop Machine Tools	4840382	392152	56223413	53374364	2849050	0.00	0.00	56223413.00	-	-	5,62,23,413.00	1,15,577.62		
Winches Captans	194535	9,727	2493939	2369242	124697	0.00	0.00	2493939.00	-	-	24,93,939.00			
Other Machinery	550491082	326506779	760820396	257524066	503296330	0.00	17577407.41	778397803.41	36,79,774	-	78,20,77,577.41			
Water Coolers	2726356	1201850	3551749	966692	2585057	0.00	0.00	3551749.00	-	-	35,51,749.00	7,88,983.00		
Weigh Bridges	52102389	23728382	102847912	49828097	53019815	0.00	15773557.75	118621469.75	-	2,98,09,655	8,88,11,814.75			
Sub - Total: I	**610354744**	**351838890**	**925937408**	**364062460**	**561874949**	**0.00**	**33350965.16**	**959288374.16**	36,79,774	2,98,09,655	93,31,58,493.16	9,04,560.62		93,40,63,053.78
											-			
J. Installations of Water Electricity Telecom & Fire Fighting											-			
Electric Supply Etc.	692635536	254779947	1835470814	761328706	1074142108	11570.00	45964098.98	1881423342.98	5,94,35,521	-	1,94,08,58,864.42	17,60,73,572.43		
Telephone & Telecom	12206598	956626	38159905	35782840	2377064	0.00	0.00	3815990S.00	-	-	3,81,59,905.00			
Water Supply	212497266	84429603	648262687	395975895	252286792	0.00	0.00	648262687.00	-	-	64,82,62,687.00		3,41,392.00	
Fire Fighting	316705290	105255354	791725042	548068535	243656507	19109758.00	17102305.44	789717589.44	5,41,82,157	-	84,38,99,746.44		5,34,600.00	
Mis. Unclassified	117545951	21960706	146652286	69449593	77202693	0.00	0.00	146652286.00	-	-	14,66,52,286.00			
Computers	92747368	1084642	310145236	294637975	15507262	298300924.00	0.00	11844312.00	-	-	1,18,44,312.00	1,42,87,500.00		
Sub - Total: J	**1444338009**	**468466877**	**3770415970**	**2105243543**	**1665172426**	**343170885.00**	**63066404.41**	**3516060122.41**	11,36,17,678	-	3,62,96,77,800.85	19,03,61,072.43	8,75,992.00	3,81,91,62,881.28
K. Oil Installation														
Oil Installation	69890045	5953650	391725616	367559506	24166110	0.00	0.00	391725616.00	-	-	39,17,25,616.00			
Sub - Total: K	**69890045**	**5953650**	**391725616**	**367559506**	**24166110**	**0.00**	**0.00**	**391725616.00**	-	-	39,17,25,616.00			39,17,25,616.00
											-			
Grand Total (A+B+C+D+E+F+G+H+I+J+K) (Excluding Craft and Dredging	**30731790787**	**20433820634**	**60357455804**	**24345769669**	**36011686135**	**345291465.24**	**2219941369.03**	**53,94,70,48,283**	1,92,82,58,239	3,13,97,804	55,84,39,08,718.13	9,15,41,48,571	56,24,65,136	64,43,55,92,153.47

ADDITIONS IN FY-23-24 VADINAR

Sr. No.	Name of Assets	Asset Code	Cost of Acquisition	Date of Comm.
	OTHER MACHINERY			
11	Procurement of self supporting cartwheel mounte	764	65807	31-01-2024
12	Procurement of 01 nos copier machine for OOT va	764	123560	17-01-2024
			189367	

Detailed Valuation Summary as on 31st March 2024 - Vadinar(INR)

Particulars	Current Replacement Cost	Cost of Asset Addition during the year	Value of Assets 31.03.2022	Addition of Assets FY 2022-23	Deletion of Assets FY 2022-23	Value of Assets as on 31.3.2023	Addition of Assets FY 2023-24	Deletion of Assets FY 2023-24	Value of Assets as on 31.3.2024
A. Land									
Land	-	-	-						
Sub - Total: A	**-**	**0.00**	**0.00**						
B. Capital Dredging									
Capital Dredging	-	-	-						
Sub - Total: B	**-**	**0.00**	**0.00**						
C. Building Shades & Other Structures									
Transit Sheds	-	-	-						0.00
Ware Houses	-	-	-						0.00
Non-Residential Building	276694056.00	6786766.953	283480822.95	505167.00		283985989.95			283985989.95
Residential Building	308926492.00	0.00	308926492.00			308926492.00			308926492.00
Other Structure	0.00	0.00	0.00			0.00			0.00
Minor Structures	5856611.00	0.00	5856611.00			5856611.00			5856611.00
Sub - Total: C	**591477158.00**	**6786766.95**	**598263925.95**	**505167.00**		**598769092.95**			**598769092.95**
D. Wharves Roads & Boundaries									
WharvesQuaysPays	0.00	0.00	0.00			0.00			0.00
Boundry Wall & Fences	34111956.00	0.00	34111956.00			34111956.00			34111956.00
Roads	113847931.00	3424619.52	11,72,72,550.52			117272550.52			117272550.52
Drains Culverts	5874438.00	0.00	5874438.00			5874438.00			5874438.00
Bridges	0.00	0.00	0.00			0.00			0.00
Sub - Total: D	**153834324.00**	**3424619.52**	**157258944.52**			**157258944.52**			**157258944.52**
F. Railway & Rolling Stock									
Locomotives	-					0.00			0.00
Wagons	-					0.00			0.00
Rly.Permanent Way	-					0.00			0.00
Signling Interlocking	-					0.00			0.00
Sub - Total: F	**-**	**0.00**	**0.00**			**0.00**			**0.00**
G. Docks Sea Walls Navigational Aids									
DockWallPierJetty	349246579.00	0.00	349246579.00			349246579.00			349246579.00
Dry Dock	0.00	0.00	0.00			0.00			0.00
Fender Duoy Moooring	16653314.00	0.00	16653314.00			16653314.00			16653314.00
Nav.Aids & Structure	4023438.00	0.00	4023438.00			4023438.00			4023438.00
Nav.Aid Equipment	27862351.00	219414	24654050.00			24654050.00			24654050.00
Sub - Total: G	**397785682.00**	**219414.00**	**394577381.00**			**394577381.00**			**394577381.00**
H. Cranes & Vehicles									
Mobile Cranes	0.00	0.00	0.00			0.00			0.00
Wharf Cranes	0.00	0.00	0.00			0.00			0.00
Vehicles/Mobile Section	17443159.00	0.00	981103.00			981103.00			981103.00

Particulars	Current Replacement Cost	Cost of Asset Addition during the year	Value of Assets 31.03.2022	Addition of Assets FY 2022-23	Deletion of Assets FY 2022-23	Value of Assets as on 31.3.2023	Addition of Assets FY 2023-24	Deletion of Assets FY 2023-24	Value of Assets as on 31.3.2024
Sub - Total: H	**17443159.00**	**0**	**981103**			**981103**			**981103.00**
I. Plant & Machinery									
Workshop Machine Tools	5740479.00	0.00	5740479.00			5740479.00			5740479.00
Winches Captans	604098.00	0.00	604098.00			604098.00			604098.00
Other Machinery	16765639.00	0.00	16636209.00			16636209.00	189367.00		16825576.00
Water Coolers	1040365.00	507780	1078311.00			1078311.00			1078311.00
Weigh Bridges	0.00	0.00	0.00			0.00			0.00
Sub - Total: I	**24150582.00**	**507780**	**24059097**			**24059097**			**24248464.00**
J. Installations of Water Electricity Telecom & Fire Fighting									
Electric Supply Etc.	60819035.00	0.00	58673855.00			58673855.00			58673855.00
Telephone & Telecom	10349901.00	0.00	8947836.00			8947836.00			8947836.00
Water Supply	146320191.00	0.00	146320191.00			146320191.00			146320191.00
Fire Fighting	0.00	0.00	0.00			0.00			0.00
Mis. Unclassified	0.00	0.00	0.00			0.00			0.00
Computers	0.00	0.00	0.00			0.00			0.00
Sub - Total: J	**217489127.00**	**0**	**213941882**			**213941882**			**213941882.00**
K. Oil Installation									
Oil Installation	70810508.00	0.00	70810508.00			70810508.00			70810508.00
Sub - Total: K	**70810508.00**	**0**	**70810508**			**70810508**			**70810508.00**
Grand Total (A+B+C+D+E+F+G+H+I+J+K) (Excluding Craft	**1992849442.00**	**10938580.47**	**1459892841.47**	**505167.00**	**0.00**	**1460398008.47**			**1460587375.47**

Draft Sum Insured details of assets to be insured under Port Package basis the Kandla & Vadinar Working Sheets as provided by DPA

all numbers in INR

	Particulars	Kandla 2024-25	Vadinar 2024-25	Total 2024-25
C	Building, Shades & Other Structures	8,28,33,68,417	59,87,69,093	8,88,21,37,510
D	Wharves, Roads & Boundaries	22,85,85,40,974	15,72,58,945	23,01,57,99,919
F	Railway & Rolling Stock	4,62,16,21,207	0	4,62,16,21,207
G	Docks, Sea Walls, Navigational Aids	20,30,16,34,895	39,45,77,381	20,69,62,12,276
H	Cranes & Vehicles	3,34,82,40,366	9,81,103	3,34,92,21,469
I	Plant & Machinery	93,40,63,054	2,42,48,464	95,83,11,518
J	Installations of Water, Electricity, Telecom & Fire Fighting	3,81,91,62,881	21,39,41,882	4,03,31,04,763
K	Oil Installation	39,17,25,616	7,08,10,508.00	46,25,36,124
	TOTAL	**64,55,83,57,410**	**1,46,05,87,375**	**66,01,89,44,786**

Port Package Asset bifurcation between section 2 and section 3

Section 2: Real and Personal Property

Particulars	Kandla 2024-25	Vadinar 2024-25	Total
Building, Shades & Other Structures	8,28,33,68,417	59,87,69,093	8,88,21,37,510
Wharves, Roads & Boundaries	22,85,85,40,974	15,72,58,945	23,01,57,99,919
Railway & Rolling Stock	4,62,16,21,207	0	4,62,16,21,207
Docks, Sea Walls, Navigational Aids	20,30,16,34,895	39,45,77,381	20,69,62,12,276
Installations of Water, Electricity, Telecom & Fire Fighting	3,81,91,62,881	21,39,41,882	4,03,31,04,763
Oil Installation	39,17,25,616	7,08,10,508.00	46,25,36,124
TOTAL	**60,27,60,53,991**	**1,43,53,57,808**	**61,71,14,11,800**

Section 3: Handling Equipment

Particulars	Kandla 2024-25	Vadinar 2024-25	Total
Cranes & Vehicles	3,34,82,40,366	9,81,103	3,34,92,21,469
Plant & Machinery	93,40,63,054	2,42,48,464	95,83,11,518
TOTAL	**4,28,23,03,419**	**2,52,29,567**	**4,30,75,32,986**

दीनदयाल पत्तन प्राधिकरण
DEENDAYAL PORT AUTHORITY

IMPORTANT NOTE

The Crisis Management Plan (CMP) outlines the steps required for the management of emergency contingencies responses to the natural and other emergency crisis occurring within DPA ports.

The CMP would provide guidance for quick response in case of an emergency & is a document covering identified Hazards, Risk and Vulnerability analysis and provides actions, roles, delegation of authority and responsibility of each involved team member in the organization.

This document should be read/ referred to in conjunction with the DPA- more comprehensive Disaster Management plan, OSCP and NDMA Guidelines.

Table of Contents

1. AIM OBJECTIVE

1.1 AIM

The aim of this plan is commitment to the safety and to define the roles and actions necessary to prepare for and respond to any crisis situation in an effective and coordinated manner. This plan will enable the DPA to minimize or avoid the potential losses from hazards caused due to human error or natural phenomena in the Port and adjoining waters (Port limits), through the implementation of rapid, effective and appropriate response procedures and effective recovery.

CMP is intended to provide guidance to all concerned departments within the port with a general concept of potential emergency assignments before, during and following emergency situations.

1.2 OBJECTIVE

The primary objectives of the CMP are to:

a. Protect the lives of the DPA employees, contractors, stakeholders, visitors and neighbouring population,
b. Protect the environment,
c. Limit damages of port assets,
d. Safely restore operations back to normal as quickly as possible after occurrence of any accident,
e. To establish a robust Response mechanism,
f. To initiate Off-site emergency plan in-case of necessity.

2. SCOPE OF THE PLAN

The scope covers

- the identification of emergencies;
- the mitigation measures that attempt to reduce the risk;
- the preparedness to develop plans for actions when disaster or emergencies occur;
- the responses that mobilize the necessary emergency services including responders like fire service, police service, medical service including ambulance, government as well as non-governmental agencies;
- the initiation of Off-site emergency plan, should the situation escalate to call for support of civic administrations (district and/or state) and their resources;
- Post disaster recovery with aim to restore the affected area to its original conditions.

3. CRISIS CONTINGENCY PLANS IN ACTION

Immediately on the occurrence of a Crisis, the local Internal Action Plan under the Disaster Management Act, 2005 would be put into effect by the local/District and the state authorities. If the situation has wider ramifications and warrants response at the State/National level, the Chairman/ Deputy Chairman will contact the Nodal Ministry of the State / Central Government and seek the required help. The concerned authorities would activate its control room, call for a meeting of the Crisis Management Group and put into operation its contingency Plan.

3.1. FIRST INFORMATION

As and when a critical crisis situation develops, the first information would be sent by the Chairman/Deputy Chairman to the State/Central Nodal Ministry through Wireless/Cellular Mobile Phone/Fax/e-mail or any other quickest possible means.
Security measures at Vital Installations are inspected by I.B. periodically. The Deputy Conservator and Traffic Manager shall implement the recommendations of I.B. with the help of CISF, made from time to time for beefing up/strengthening the security at important vital installations.

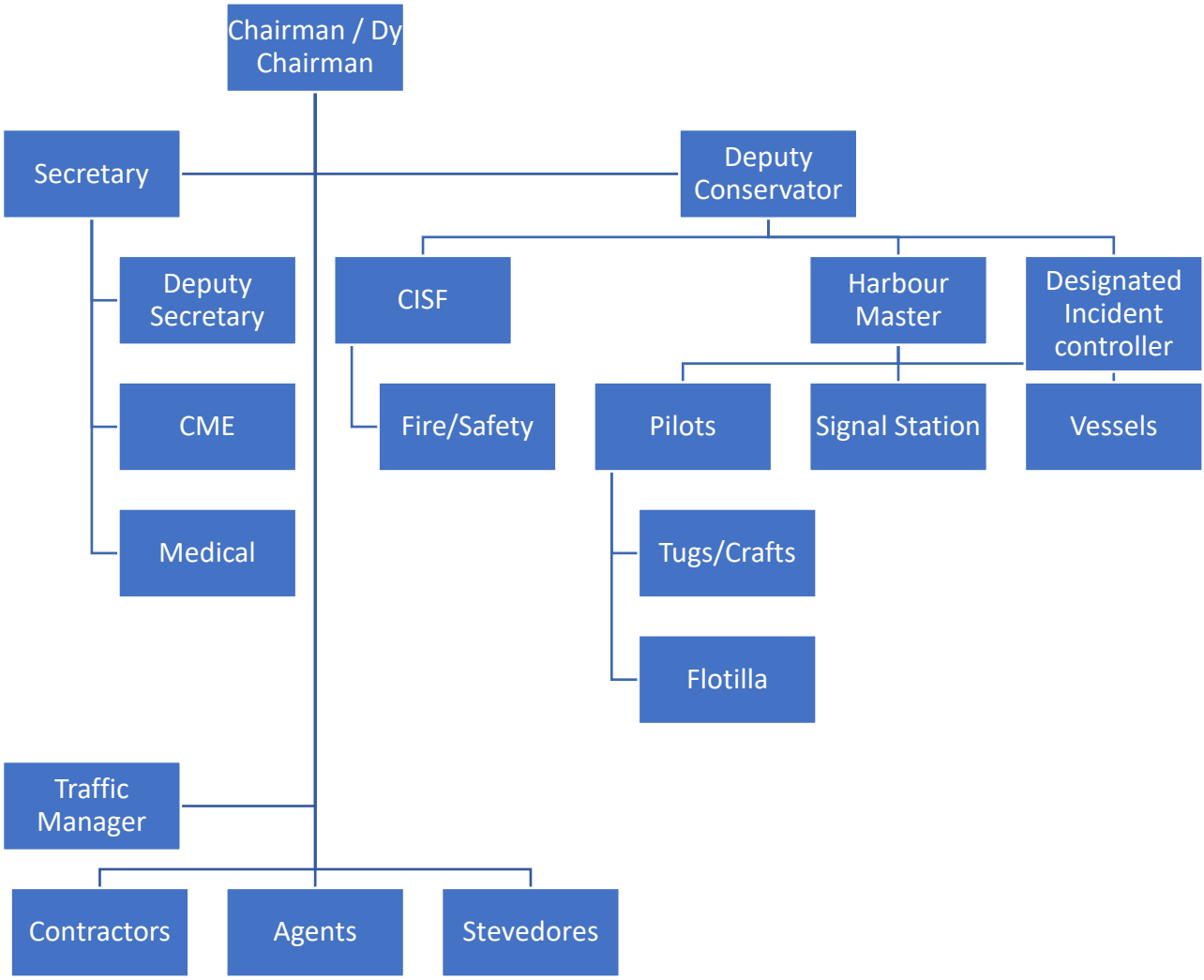
3.2. PROCEDURE FOR CO-ORDINATION

The overall responsibility of the Emergency management lies with the Chairman, Deendayal Port. He assumes the responsibility of Chief Site Controller on receipt of the information of an emergency or an impending emergency.
Some of the critical functions are:

Activation of the emergency response organization

- An ongoing emergency assessment, including upgrading or downgrading of the emergency alarm level
- Notification of outside governmental agencies
- The decision to ask for outside help and resources
- The decision to evacuate the people
- Decisions involving the safety of off-site vulnerable points (e.g. recommendations to evacuate or take shelter, in the case of a toxic vapour release).
- Decisions to shut down/restart the Port.

The Chairman / Deputy Chairman shall be responsible for designating the Incident Controller, Secretary and deputy conservator will further assist accordingly. Following flow chart for line of actions will be as per action plans of various scenarios of crisis.


Chairman / Dy Chairman
Secretary
Deputy Conservator
Deputy Secretary
CME
Medical
CISF
Fire/Safety
Harbour Master
Pilots
Signal Station
Designated Incident controller
Vessels
Tugs/Crafts
Flotilla
Traffic Manager
Contractors
Agents
Stevedores

3.3. AREA COVERED

This plan covers the entire DPA administered port areas.

3.4. BASIC DEFINITIONS

ON-SITE PLANS- address incidents originating within the port area

OFF-SITE PLANS- incidents originating outside the port area but affecting the port operations or from port to outside

RISK - The chance of an adverse event occurring in a specific circumstance.

HAZARD - A phenomenon which may cause disruption to persons and Their infrastructure; and is an undesirable outcome in the process of engaging in an activity

DISASTER - An event which can cause immense damage and disruption to the (Port and its) infrastructure causing loss to lives and property;

CRISIS - Unstable situation of extreme danger. and may lead to the following elements; - Surprise- -Rapid flow of events-Lack of or insufficient information-Internal conflict-confusion

PREPAREDNESS - Measures undertaken in advance to ensure that individuals and agencies will be ready to react, such as emergency plans, logistical support and resource, inventories, and emergency information & communications systems

RESPONSE - Those measures undertaken immediately after a disastrous or hazardous event has occurred and for a limited period of time thereafter, primarily to save human life, property, treating the injured, prevent further injury and other forms of property loss and to mitigate disruption. They include response plan activation, declaration and communication of emergency to the concerned potential population and facilities at risk, opening and staffing of emergency operation centres, mobilization of resources, issuance of warnings and directions and provision of aid.

MITIGATION - Those measures and activities aimed at reducing or eliminating hazards or lessening the impact of the event.

PREVENTION - Mitigation of hazard effects through public education, early warning or detection systems, safety systems, building and land- use codes and regulation.

RECOVERY - Those measures undertaken to restore normal conditions. The time frame for recovery begins as soon as a reduction in critical response activities permits the re-allocation of resources. and could include physical restoration and reconstruction.

ALL CLEAR – Direction given by the incident coordinator (or authorised person) that the emergency situation has been revoked and that there is no further damage.

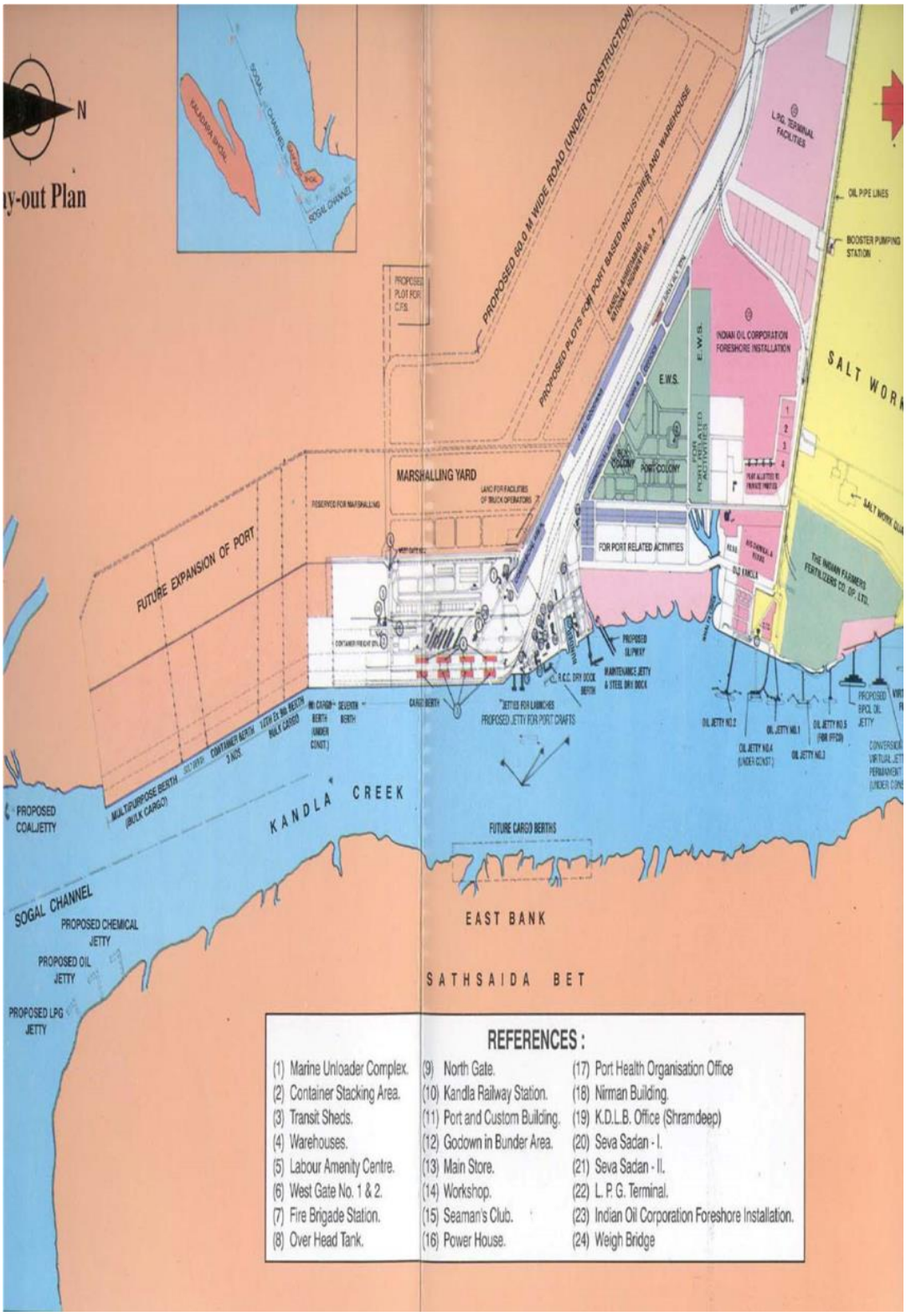
ASSEMBLY AREAS – On decision of evacuation, the place where people will move first to assembly area where further instruction will be given.

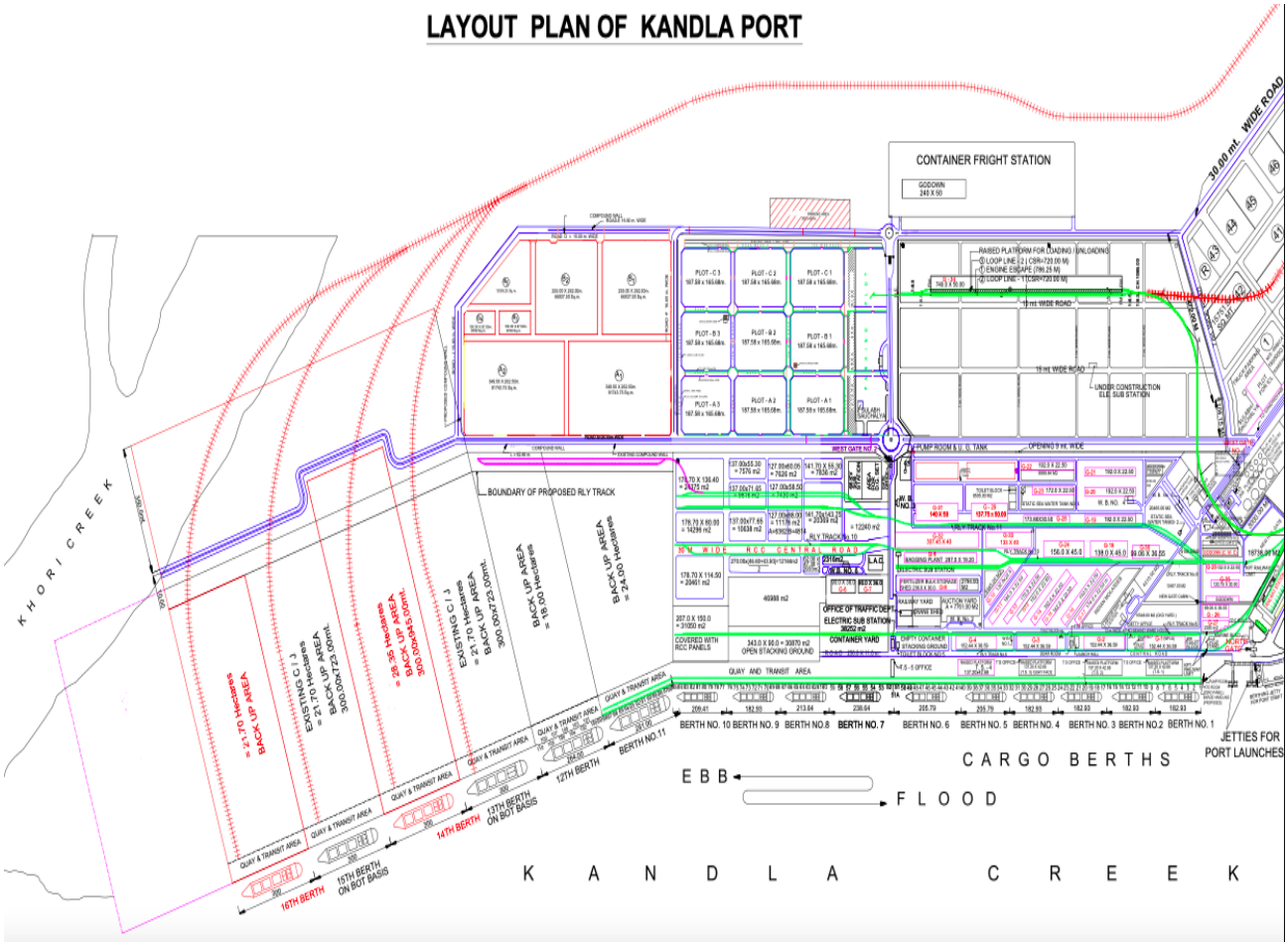
SUSPECT DEVICE – Any item that contains an explosive or mechanical device designated to explode by means of timer, touching, impact or by remote control

a suspect device may appear suspicious by its placement, the circumstances surrounding its location or other information that may cause any person to become suspicious and decide that further investigation is necessary.

4. DEENDAYAL PORT AUTHORITY (KANDLA) INTRODUCTION:

Kandla (DPA) Port is a natural harbour situated in Kandla Creek and is 49 Nautical Miles from the mouth of Gulf of Kutch. Geographically, the port is spread in three locations, Kandla, Vadinar and Tuna Tekra. Reference charts & site locations are as shown in the following images including satellite images below.




LAYOUT PLAN OF KANDLA PORT
CONTAINER FRIGHT STATION
GODOWN
240 X 90
30.00 mt. WIDE ROAD
15 mt WIDE ROAD
UNDER CONSTRUCTION
ELE SUB STATION
PUMP ROOM & U. G. TANK
OPENING 9 mt. WIDE
BOUNDARY OF PROPOSED RLY TRACK
KHORI CREEK
BACK UP AREA = 21.70 Hectares
EXISTING C / J BACK UP AREA = 21.70 Hectares 300.00x723.00mt.
BACK UP AREA = 28.35 Hectares 300.00x945.00mt.
EXISTING C / J BACK UP AREA = 21.70 Hectares 300.00x723.00mt.
BACK UP AREA = 18.00 Hectares
BACK UP AREA = 24.00 Hectares
RCC CRANE TRACK
RLY TRACK NO.10
OFFICE OF TRAFFIC DEPT.
ELECTRIC SUB STATION
CONTAINER YARD
OPEN STACKING GROUND
QUAY AND TRANSIT AREA
BERTH NO. 10 BERTH NO. 9 BERTH NO.8 BERTH NO. 7 BERTH NO. 6 BERTH NO. 5 BERTH NO. 4 BERTH NO. 3 BERTH NO.2 BERTH NO. 1
JETTIES FOR PORT LAUNCHES
CARGO BERTHS
EBB
FLOOD
16TH BERTH
15TH BERTH ON BOT BASIS
14TH BERTH
13TH BERTH ON BOT BASIS
12TH BERTH
BERTH NO.11
K A N D L A C R E E K


Kandla
Kandla Port
Kandla Creek


Tuna Tekra

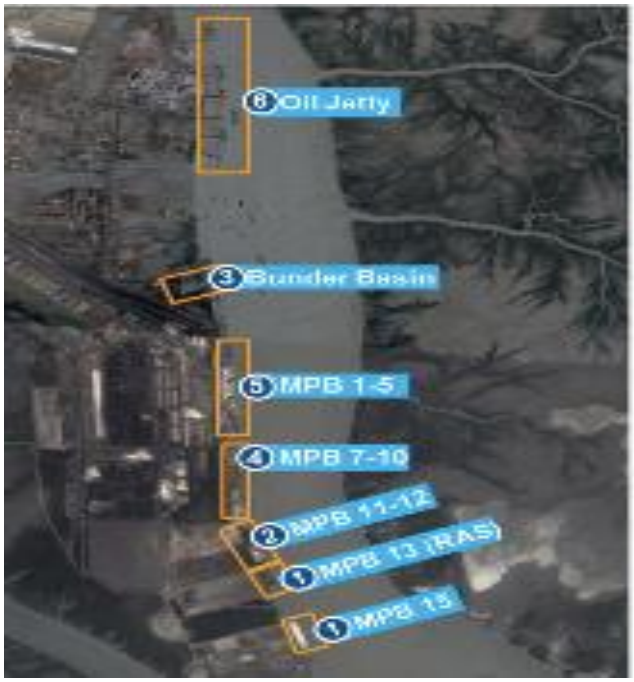
Port is well connected by the network of rail and road. It caters to the trade requirements and provides gateway port for export and import of traffic of one of the most highly productive granary and industrial belt of the country stretching across the hinterland states of northern India.

Kandla Port is the busiest port of India and serves as the gateway for the trade generating from/to the entire Northern India. In the terms of cargo handling, Kandla Port has achieved the first position among all the Major Ports of India.

Kandla is a natural, all weather harbour, protected from swell /waves during the monsoon period which has grown to become one of the most economical major ports & #1 major port in terms of cargo volumes handled in India. It has an location advantage of port facilities.

Kandla port is a natural tidal harbour and is connected to deep water by a dredged channel. The generic locations of the berths are shown in the following images.

Kandla CJ & OJ **Tuna Tekra**



Tuna Barge Jetties

Vadinar

4.1. CLIMATE & WINDS:

The climate at Kandla is governed by the monsoons. Predominantly during the months May / June-September, the south-west monsoon occurs. The later period is often indicated as the post-monsoon period, followed by North East Monsoon. Non cyclonic maximum winds (25-30 knots) occur during May-August. Wind speeds are relatively less during North East Monsoon.

4.2. Tides:

The tides at Kandla are semi-diurnal with tidal levels, relative to the Chart Datum, as follows:

	Kandla Creek	**Tuna Tekra**
Highest High Water	+ 7.59m	+6.5m
Mean High Water Spring (MHWS)	+6.66m	+5.8m

Mean High Water	+ 6.185m	+5.2m
Mean High Water Neap (MHWN)	+5.71m	+4.6m
Mean Sea Level (MSL)	+3.884m	+3.4m
Mean Low Water Neap (MLWN)	+1.8m	+2.1m
Mean Low Water	+ 1.3m	+1.55m
Mean Low Water Spring (MLWS)	+0.8m	+1.0m
Lowest Low Water	+ 0.4m	+0.5m
Average Spring Range	5.86m	4.8m
Average Neap Range	3.91m	2.5m
Mean Range	4.885m	3.65m

4.3. Topography:

Topography at the port site is flat. Kandla Port has been developed from the area at Kandla creek by raising the area which was marshy land to the current level. To the west of Kandla creek is Khori creek with salt pans where salt activities are carried out. To the east of the creek is completely marshy land, which is underwater most of the time and are generally exposed during low tidal conditions.

5. CRISIS PERILS CLASSIFICATION

When severe weather is predicated or threatened preparation is made by site personnel.

The most probable severe weather events at the Kandla Port will involve High winds, Heavy rains, Cyclone, Storm, Tsunami, and Lightning & Earthquake.

- Man-Made: Chemical Disaster; Biological Disaster.
- Natural Disasters: Cyclone; Earthquake ; Tsunami; Flood; Landslides; Urban Floods; Heat wave.

6. PRIMARY ROLES & RESPONSIBILITIES FOR VARIOUS CRISIS.

CRISIS	AUTHORITIES RESPONSIBLE FOR REPORTING	REMARKS
Natural Disasters	District Magistrate or District Collector Indian Meteorological Department State/Central Water Commission	Information relating to forecasting/warning of the natural calamity will be sent by the IMD, State/Central Water Commission to the Relief Commissioner as laid down in the contingency Action Plan of the State/Central Ministry.
Chemical/Biological Disasters	Chairman / Deputy Chairman	The Chief of the Public Sector/Undertakings would be equally responsible to send the first information through his channel to the Nodal Ministry.

Major Disaster having off-site implications	Chairman/Deputy Chairman	
Break-down in Power Generation/Supply	Chief Mechanical Engineer and Executive Engineer (Electrical) through Gujarat Electricity Board Authority.	
Major Fire/ Oil Spill	Chief or In-charge of the Oil Installation through his channel to the Nodal Ministry.	
Hijack of an Indian Merchant ship or Indian Crew in a Foreign ship	Chairman/Deputy Chairman	Commandant of CISF, Traffic Manager, Deputy Conservator would inform to Chairman/Dy.Chairman immediately.

6.1. Department wise primary action plan (for detailed action matrics refere to section 21 SOP)

6.1.1. General Administration Department

The overall incharge for setting up control room at Gandhidham will be the Secretary. He shall ensure setting up the control room at AO Building within two hours of warning and the matter reported to the Chairman/Dy. Chairman. Two telephones should be kept in the control room, one for receiving and the other for **outward calls. Tel. No. 238055** will be used for **incoming calls and 239055** for outgoing calls.
Labour Officer and Head Master (Secondary) and Head Master (Primary) of BVM School shall reach and open the schools/community hall etc, and keep them ready for accommodating the shifted people.

The SE (Land Section) should ring up major salt leaseholders and advising them to evacuate their labourers and report the action to the Chairman within two hours. Action taken should be confirmed in writing thereafter, Sr. Dy. Secretary will guide them and will do the overall supervision of this job.

Law Officer shall ring up all the private/public sector companies of the area and inform them about their situation and tell them to evacuate their people and take necessary steps.

Personnel Officer, Labour Officer along with Executive Engineer (R) and Head Masters of BVM School shall ensure that temporary evacuation centers are established in the school/community center of Gandhidham-Kandla area.

Sr. Dy. Secretary shall ensure that the telephones of all the Head of Departments and other responsible officers of different Department are functioning properly; and in case telephone is not functioning, matter has to be taken with the Higher Authority of Telephone Department.

The staff attendance on days when the Action Plan is in operation shall be collected from PA to HoDs and compiled by Sr. Asstt. Secretary and reported to Chairman/Dy.Chairman every day with separate list of absentees.
Secretary will do the overall supervision of the work and report compliance to the Chairman/Dy. Chairman within two hours of the warning received.

Secretary will be the overall incharge for liaison work with central/state government officials/IMD, Ahmedabad/Pune Laboratory/ Delhi Laboratory in which he can take the help of Sr. Dy. Secretary and Dy. Hydraulic Engineer and report the matter to the Chairman/Dy.Chairman immediately. They shall remain present in all the meetings relating to the Action Plan and report the proceedings of the meetings to the Chairman/Dy.Chairman. They shall also communicate the action to be taken to the concerned Head of Departments.
All Head of Department shall have to send Action taken report to the Secretary/Control Rooms in writing by fax or on telephone with regard to the action required of them as per the Action Plan. If the report is not received from any of the HoDs, the Officer Incharge,

Control Room shall obtain the information, compile it and submit the same to the Chairman/Dy.Chairman on 12 hourly bases i.e. twice a day.

6.1.2. Marine Department

As soon as the message on anticipated cyclone/flood/natural calamity is received from the State Government Authority/Indian Meteorological Department/Cyclone Warning Centre/Indian Navy, etc. by any official of the Port Trust, the same shall immediately be informed to the Deputy Conservator (Nodal Officer), who in turn shall get such message confirmed from the above sources and apprise the Chairman and Dy. Chairman accordingly. On approval of Chairman, the Action Plan as stipulated hereunder shall be put into operation for which the Deputy Conservator shall inform all the officers-in-charge of the Control Rooms as well as the Heads of Departments, including Chief Operation Manager, OOT, Vadinar about the decision of the Chairman.
Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Kandla and stay there till the Action Plan is in operation. Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the Signal number, which must be hoisted. If, it is impossible to remove them, all other steps should be taken to ensure safety of the vessels at the Port as also it would not cause any damage to the Port. Dy. Conservator shall also ensure adequate stock of fuel for all crafts.

As soon as warning of Cyclone Signal No. 5 or above is received, following measures shall be taken:

- Setting up of Control Room at Signal Station.
- Pilots and other Supervisory personnel in Flotilla Section should reach Kandla to tackle emergency, if any.
- Evacuation of Ships and securing all Port Crafts at Shortest possible time on direction of Deputy Conservator.
- No leave shall be granted to Pilots, Flotilla Superintendent, Fire-Cum-Safety-Officer, 2nd Officer, BS, AFS and similar other supervisory staff.
- Essential Staff (Fire Brigade) will not be given any kind of leave.
- The following personnel of Marine Department will not be granted any leave and they shall report for duty including holidays, during such time when Action Plan is put into operation.

⇒ All Operational Staff in Flotilla Section and Signal Station.
⇒ Ministerial Personnel apart from P. A.

- For dewatering, if required, Fire-Cum-Safety-Officer will make arrangements by operating the Fire Pumps available with him.

<u>Actions For Ships In The Port</u>

⊛ All the Pilots of the Port should reach Kandla immediately in case of emergency.
⊛ Dy. Conservator/H.M./Pilots should be availble at Kandla during emergency.
⊛ Removal of vessels whenever the cyclone is located in close proximity to the danger line plotted between 65 degree E longitude 18.2 degree

N latitude and 73 degree E longtude 18.2 degree N latitude.
Under such a situation the ships shall be removed during 1st/next availble tide. It will be the duty of Harbour Master and DC to ensure that the ships are removed during 1st/next available tide as soon as the storm reaches to close proximity to the danger line as defined above without seeking any further instruction from the higher authorities. This action shall be taken automatically and suo-moto without any confusion and for which purpose Traffic Manager shall stop all loading and unloading operations immeidately upon instructions from Dy. Conservator, so as to enable him to remove the vessels in time. The removal shall be done with the help of all the available Pilots plus all empanelled Pilots together at one go in the shortest possible time, so as to ensure that all the vessels cross the bar before the tide restriction sets in.
Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Kandla and stay there till the Action Plan is in operation.
Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the Signal number, which must be hoisted. If, it is impossible to remove them, all other steps should be taken to ensure safety of the vessels at the Port as also it would not cause any damage to the Port. Dy. Conservator shall also ensure adequate stock of fuel for all crafts.

Securing Of All Crafts

Dy. Conservator /Harbour Master shall immediately arrange for securing all the Port Crafts at safer places, so that there is no loss to the Port and send a report to the Chairman/Dy. Chairman as early as possible after operation of this Action Plan. Flotilla Supdt. shall be overall incharge of each craft for ensuring their safety.
For placement of Port crafts on Cyclone Warning are mainly identified, viz. Bunder Basin, Launch Jetty and Maintenance Jetty.

1) Maximum number of crafts such as mooring launches, GS lauches and pilot launches will be placed in **Bunder Basin**.
2) In the inner side of **Passenger Jetty**, one pilot launch and one G S launch will be kept.
3) Three tugs will be kept in the inner side of **maintenance jetty.**

Priority will be given to the Port crafts for parking in the bunder basin and other areas. Rest of the places available in the Northern side of bunder basin area will be allowed to the self propelled barges and private crafts. Dumb barges will be allowed on the beach between maintenace jetty and oil jetty area.
Mr. Sreekumar,BS will render all possible assistance to FS, being the over all incharge of the crafts. The flotilla staff will take care of the crafts.

Private Barges/Crafts

The parties who have been Harbour Crafts License by the DC have to keep their barges and crafts inside the port limits being earmarked for the purpose.
Necessary instructions shall be issued to all these people having valid license immediately. The work of informing these parties will be carried out by the Office Supdt. of Dy. Conservator's office and will personally ensure that the instructions are carried out and reported to Harbour Master within two hours of the Action Plan coming into operation. The representatives of the above parties shall reach Kandla at once, failing which the Dy.

Conservator will cancel the license granted to them and take over the barges/crafts of the party who violates the instructions.
The position shall be appraised to Chairman/Dy.Chairman within two hours of the receipt of warning and at frequent intervals.

Sections

Sr. No.	*Name*
1	***Flotilla Section***
2	***F/S***
3	***Signal Station***
4	***Fire Station***

Fire Station

The Port Fire Brigade has its Head Quarter at Old Kandla Oil Jetty area with two Sub-Stations at Dry Cargo Jetty at New Kandla.

Designation
Main Station (Emergency Response Centre)
Cargo Jetty West Gate No. 1 (Tilak Fire Stn.)
Cargo Jetty (Azad Fire) Nr. Berth No. 8
Fire cum Safety Officer
Dy. Fire cum Safety Oficer

The Resources Availability Is Given Below

A. MAN POWER.

1)	FcSO		-	1
2)	Dy. Fire Officer		-	1
3)	Station Officer		-	15
4)	Leading Fireman	-	27	
5)	Pump Operation-cum-Drive	r	-	24
6)	Fireman		-	42

B. EQUIPMENTS

1)	Safety Jeep		-	1
2)	Water Tender	-	5	
3)	Foam Tender	-	3	
4)	DCP Tender		-	-
5)	Multi-purpsoe Fire Tender		-	1
6)	Fire Float (Agnishanti)	-	-	
7)	Ambulance		-	1
8)	Portable Pump		-	8
9)	Trailor Pump		-	6

In case of any fire, or other crisis an information is received through telephone - or VHF channel - Fire Station Control Room, the Duty telephone attendant raises the fire alarm bell and lights the vehicle indicating light (turn-out bell and Turn out light)
The Duty Station Officer proceeds to the scene of fire with fire Tenders and crew. Station Telephone Attendant should inform other officers like Fire-cum-Safety-Officer, Dy.

Conservator and Port Control. Telephone Attendant should inform hospital and if fire is in wharf should inform Traffic Manager. Fire cum Safety Officer after apprising the situation should inform Deputy Conservator directly or through the Telephone Attendant immediately.

Fire Dewatering Pumps

There are 10 Nos. of Dewatering Fire Pumps available with Fire-Cum-Safety Officer at various points. The details of which are as under:-

Dewatering Pump	Old Kandla Fire Stn.	Tilak Fire Station (West Gate-I)	Azad Fire Station (West Gate -II)
Portable Fire Pump :270 LPM	04	01	01
Trailer Fire Pump :1800 LPM	-	01	01
Trailer Fire Pump:2250 LPM	02	-	-

All the above Fire Pumps will be operated by the Fire-Cum-Safety-Officer. The maintenance of major nature and breakdown will be attended by Executive Engineer (Mechanical).
In case of Natural Calamity, first start with rescue operations, restoration activities on war footing on the advice of Chairman/Dy.Chairman, Dy. Conservator/ Harbour Master/Fire-Cum-Safety-Officer/Flotilla Supdt as the case may be.

6.1.3. Traffic Department

After, the warning of Cyclone or any other Natural calamity is issued at the Port, Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation. Traffic Manager should also ensure that responsible persons make announcements in a proper way, so as not to create any misunderstanding/panic.
Notwithstanding above, Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator, so as to enable the latter to remove the vessels in time.
The responsibility of evacuating the Port Shore Workers and Private Shore Labourers rest with Traffic Manager. He along with Sr. Dy. Traffic Manager, Safety Officer and Dy. Commandant, CISF should ensure that the Port is completely evacuated and there is no fresh entry in the Custom bounded area. Sr. Dy. Traffic Manager should get in touch with the Main Contractors in the regard.
Traffic Manager shall render necessary help to procure requisite number of Trucks for Public Announcement and evacuation.
Traffic Manager shall inform all the Stevedores.

6.1.4. CISF

Commandant, CISF with the help of Police shall ensure that all incoming traffic to the Port is stopped except those which are coming for rescue operations and essential services at three places i.e. KASEZ Junction, Railway crossing and Kharirohar Road. He shall

immediately erect two temporary tents and post sufficient number of personnel of CISF in coordination with Police, who shall identify which person has to be allowed. Commandant, CISF shall also ensure that those allowed do not cause any hindrance for those who are supposed to function as per the Internal Action Plan.
Commandant shall ensure that Public Address System is fitted on Jeeps provided to CISF. He will make arrangements for announcements, with the coordination of Police through Public Address System mounted on atleast 03 Vehicles. The CISF Personnel will procure truck with the help of TM.

6.1.5. Medical Department

Two Casualty Emergency Wards, one at Gopalpuri and other at Kandla Hospital shall start functioning as soon as warning of Cyclone is received. Chief Medical Officer will ensure that no Doctor is given leave during the emergency period. These casualty emergency wards will function round the clock with posting of Doctors and Staff round the clock and the functioning of casualty emergency wards at Gopalpuri and Kandla. A Register shall be maintained at both the places wherein the record of patients attended would be maintained. Adequate number of chlorine pills should be distributed after Cyclone to avoid epidemic from spreading. Chief Medical Officer shall submit a report every evening to Chairman/Dy. Chairman.

During Crisis

(1) Maximum alertness of staff members for their safety.
(2) Ambulances/vehicles with Drivers to be kept standby awaiting further orders.
(3) Liaison with: - Control Room, Crisis Site/Spot, P.A.s to all HoDs, New Kandla Hospital.

(Action : P.A. to CMO)

Post Disaster Phase:

I. TACKLING OF PATIENTS :

(1) Use of ambulance will be purely on priority basis. The A.C. Ambulance can be used as an Emergency Mobile Van for carrying medicines alongwith a doctor and other essential Para-medical staff, to the site of crisis.

(**Action: SMO)**

(2) Line of treatment to be decided by attending Doctors, such as Indoor/Outdoor/Under observation etc.

(Action : All Doctors)

(3) Cases will be attended depending upon the gravity of injury/condition of case, i.e. very serious, stable.

(Action : All Doctors)

(4) To ensure supply of adequate medicines and any other items.

(Action : SMO)

(5) Dead bodies to be shifted to Govt. Hospital, Rambaug promptly for identification, disposal, issue of death certificate etc.

(Action: Mamlatdar/PSI/Medical Supdt., Rambaug Hospital/PAtoCMO)

(6) If needed be, liaison with local Medical Practitioners, Local Hospitals, etc..

(Action: **P. A. to CMO.)**

(7) If need be, to arrange for outside ambulance, in consultation with FA&CAO to whom details have been submitted earlier.

(Action: P. A. to CMO.)
Transfer of serious patients to Govt. Hospital, Bhuj/ Rajkot/ Jamnagar be made but such transfer to be restricted.
(Action: All Docotors on approval by CMO)
(8) To mobilize additional nursing /para-medical staff to cope with additional workload.
(Action: Sr. Dy. CMO)
(9) Re-deployment of Manpower from Gopalpuri Port Hospital to Kandla Hospital and vice versa.
(Action: C.M.O.)

Prevention Of Epidemics
1) Chlorination of drinking water at source.
(Action: Sr.Engr.(P/L)& Estate office In-charge)
2) Mass Survey of residents of Port Colonies at Kandla and adjoining areas.
(Action : Doctor & Volunteers)
3) To get chlorine tablets from DHO-Bhuj and arrange for distribution thereof.
(Action : SMO and Volunteers)
4) To educate residents/public to promote hygienic condition in and around their dwelling place, use boiled water
(Action : Doctor, S.M.O. and Volunteers)
5) To shift cases afflicted by contagious or infectious diseases to Govt. Hospital and notify such cases to the notice of State Authorities.
(Action : Doctor, S.M.O.)
6) To ensure hygienic condition/cleanliness in both hospitals and colony in coordination with concerned staff of respective Estate Office.
(Action : SMO, Doctor with In charges of respective Estate Officers)
7) In Rehabilitation Centre, Medical care will be looked after by Doctors besides supply of Chlorine Tablets.
8) To provide on the spot medical-aid at New/Old Kandla Port colonies.
(Action : Sr. Dy. CMO)
9) Antidotes of all the poisonous gases to be kept ready.
(Action : Sr. Dy. CMO/ Safety Officer)
10) Any further actions depending upon the conditions and restoration in the matter being decided by Administration.
11) Re-deployment on services as mentioned before.
12) In life threatening condition of Staff members - their evacuation.

6.1.6. Finance Department
As soon as the Calamity/Cyclone warning Signal No. 5 is hoisted the Sr. Dy. Director (EDP) should monitor it through Internet and give two hourly printouts to Dy. Conservator, Secretary, Chief Engineer, FA&CAO, Dy. Chairman and Chairman. And Dy. Director (EDP) will monitor the website in the A O Building, Gandhidham.

Designated person along with Sr. Hydraulic Surveyor will monitor the weather report through website at Kandla and Designated persons, JSA (Met) will assist and send the daily bulletin to Harbour Master, Traffic Manager, Chief Mechanical Engineer, Executive Engineer (Harbour) and Senior Commandant, CISF.

All Head of Departments would make a judicious assessment regarding the requirement of funds by them to meet with the different exigencies, which they may have to handle on account of the Cyclone/Calamity situation. The Head of Departments would inform the FA&CAO on telephone or in writing or through a Messenger regarding the requirement of advances. The FA&CAO in turn would examine the advances sought by the Head of Departments and sanction the advances early without any further delay. The FA&CAO would keep the Chairman and Dy. Chairman informed about the amount released by him and seek approval.

6.1.7. Mechanical Engineering Department

Chief Mechanical Engineer I/C , XEN (E) shall ensure that all Generator Sets are properly functioning at A.O. Building, Seva Sadan-III, P&C Building, Hospitals, and Guest House. They will ensure quick restoration of Power supply arrangements by keeping close liaison with the officials of Pachim Gujarat Vija Co. Ltd. They will report to the Chairman / Dy. Chairman every day.

After the warning of Cyclone or any other Natural Calamity is issued at the Port, Chief Mechanical Engineer shall ensure immediately that the cranes are secured and properly locked as per procedure and report submitted to the Chairman/Deputy Chairman after the operation of the Action Plan.

The responsibility of evacuating all concerned Mechanical & Electrical workers from port premises rests with Chief Mechanical Engineer with the assistance of respective Executive Engineers.
The maintenance of major nature and fire pumps operated by Fire-Cum-Safety-Officer will be attended by Superintending Engineer (Mech).
XEN (M)/(DD) and AE(FC) shall ensure that the Steel Floating Dry Dock and Electric Wharf Cranes at the maintenance jetty are properly secured as per the procedure and compliance reported to the Chief Mechanical Engineer i/c immediately. XEN (M)/(DD) shall monitor the safety of Steel Floating Dry Dock.

- Marine Engineer/Engineer Incharge should be available in emergency cell and remain in constant touch with Chief Mechanical Engineer I/C / Signal Station and Assistant Engineers posted on Shipping Tugs.
- All Assistant Engineers (D/T & F/C) should be available on operational tugs irrespective of their duties. They should keep main engines and associated equipment in readiness all the times.

- Assistant Engineers posted in tugs Kalinga, Heera, Jyestha and Kritika should contact M E Gr. I/ Engineer In-charge for all technical & personal problems.
- Assistant Engineer (F/C) will be responsible for timely supply of food packets and drinking water to officers and staff of tugs.
- Executive Engineer (Mech.) will be responsible for Securing all ELL AND HMCs at Cargo Jetty. He may, if need be inform about requirement of advance and to draw accordingly SE (M)/XEN (M). He will be responsible to run 2 X 1000 KVA Generator Sets at Cargo Jetty Area in case of Power failure and also maintain additional Generator sets required

at Kandla/Gopalpuri and Attending work of maintenance of major nature and breakdown.

- XEN (M) and AEN (Mech) will be responsible for timely supply of Drinking Water/Food Packets to the staff of Mechanical Engineering Department during operation of the action plan.
- AXEN (Mech.) will be responsible to attend breakdown of Fire Fighting Pumps. AE (M) will be responsible to attend break down/manning/utilisation of DG Sets of 2 X 1000 KVA at Kandla.
- Steel Floating Dry Dock and one Electric Wharf Crane at maintenance jetty are to be properly secured by Executive Engineer (Dry Dock) with help of his team mentioned below, as per prescribed procedure and concerned officers shall constantly monitor the safety of the Steel Floating Dry Dock and Electric Wharf Cranes in side Bunder Area. He shall ensure all the required wedges, wire ropes, shackles etc.. and other fixtures as required to be kept ready so that the same can be fixed without loss of time & to check the site for the requirement, from time to time.

Action: XEN (D/D) and Asstt. Engineer (FC) will lead the team of AEN (Mech) and will be in contact with Executive Engineer (Mech) and Chief Mechanical Engineer/Deputy Chief Mechanical Engineer.

- All the V.H.F. and other Wireless Sets, and other required equipments of VHF Unit, including the sets kept at S.F.D.D. should be kept in perfectly working condition and the batteries are fully charged and to be kept in ready position and staff will remain in touch with control room till the emergency is called off to attend all communication equipments. It shall be responsibility of the Control Room Staff to ensure that timely information is passed on and timely and proper monitoring is done.

Action: Assistant Engineer (F/C) and Technician will render all possible assistance to Ex. Engineer(DD) during the course of calamity period.

- All the vehicles belonging to the Mechanical Engineering Department to be kept in perfectly working condition and sufficient stock of fuel and lubricant to be kept in ready position.

Action: Assistant Executive Engineer (Mech.) with the help of Assistant Engineer (M).

- During the course of calamity all the vehicles lying inside the premises of Auto Workshop should be kept in the parking ways meant for parking the individual vehicles and inside the shed. No vehicle is to be parked under any tree or under any such structure where there is possibility of falling such structure or tree over the vehicles. All the concerned drivers to be informed accordingly well advance to avoid such possible damage to vehicles and to remain present at duty place in consultation, Vehicle –in-charge of Pipeline Division.

Action: Assistant Executive Engineer (Mech) with the help of A E (M).

- Record of attendance of the employees during these periods to be kept ready and to be fed to the Control Room or any official responsible for such duties.

Action: XEN (D/D), Assistant Engineer (Mech) with the help of Head Clerk (Mechanical Division) and Divisional Accountant for all the remaining sections.

- Assistant Engineer (F/C) to remain in Control Room at New Kandla to attend the communications with help of Technician.
- M E Gr. II is to be associated with S E (M) to constantly monitor the safety of the Port Crafts.
- The heave up water barge "BHIMSEN" is shifted to Bunder Area and secured properly in Naval Aid Salvage Section and Floating Craft. Absent/Present report of the above staff will be reported to the concerned section immediately on starting of each shift and maintenance of major and breakdown etc…

Action: A E (Mech)

- All the telephones and intercom telephones and their allied communication systems and equipments should be kept in perfect working condition to ensure that timely information is passed on and timely and proper monitoring done till the emergency is called off. He will ensure quick restoration of telephones by keeping close liaison with the concerned personnel. He will report to the Executive Engineer (Electrical) every day and to carry out all work assigned by the Executive Engineer (E) in case of emergency.

Action: Assistant Executive Engineer (E).

- Executive Engineer (E) shall be responsible for liaison with the PGVCL for receiving power in case of power failure. In the event of disturbance in the distribution network necessary arrangements shall be made by them as per the requirement depending upon the situation.
- If any additional Generator Sets are required at Kandla or Gopalpuri, the following officers shall be contacted who shall immediately hire/procure or provide in whatever manner the DG Sets giving preference to the operational area.

1	XEN (D/D)
2	XEN (Elect.)
3	AXEN (Elect.)
4	AXEN (E)

The above officers shall also be responsible for operation and maintenance of Generators provided at various locations and submit daily report to the Chief Mechanical Engineer I/C about the working of Generators.
Additional requirements, if any, will be assessed by S E (E) and the same shall be submitted to Chief Mechanical Engineer I/C for hiring, well in advance so that XEN(E) can take necessary action for hiring, installation etc…

- After the warning of Cyclone or any other Natural Calamity is issued at the Port, Chief Mechanical Engineer shall ensure immediately that the cranes are secured and properly locked as per procedure and report submitted to the Chairman/Deputy Chairman after the operation of the Action Plan.

The following officers shall constantly monitor the safety of the cranes;

1	S E (E)
2	XEN (Mech.)

The responsibility of evacuating all concerned Mechanical/Electrical workers rests with Chief Mechanical Engineer I/C with the assistance of respective Executive Engineers.
The maintenance of major nature and fire pumps operated by Fire-Cum-Safety-Officer will be attended by Mr. B. J. Solanki, Superintending Engineer (Mech).
The following staffs have to report for duty even if it is a public holiday to actively participate in the Action Plan and they shall be responsible for record keeping of attendance, preparation, and submission of reports etc.

1	Office Superintendent
2	Divisional Accountant
3	Sr. Stenographer
4	Junior Clerk

6.1.8. Civil Engineering Department

Based on the practical experience and seriousness of the two Natural Calamities - the devastating Cyclone in 9th June, 1998 and the Earthquake in 26th January, 2001, the following Action Plan for Civil Engineering Department, is proposed to be implemented.
As soon as the message on anticipated Cyclone/Natural Calamity is received from concerned authorities, the same will be intimated to all the concerned under the Civil Engineering Department and will be instructed to be alert. All the staff members/officers should note that they will come into action on their own as soon as the Warning is issued without waiting for any further instructions. Failure on the part of any employee/officer to carry out the earmarked Action Plan shall attract severe consequences.
Immediately after receiving the information on the Natural Calamity, nobody will be granted any kind of leave and the persons who are already on leave will be called back after canceling the leave.
Absent/Present report of the staff and the officers will be reported to the concerned Section immediately on starting of each shift for this purpose, Sectional Heads of all Divisions will be responsible to report the matter to P. A. to Chief Engineer for compilation of the information and onward transmission to General Administration Department.
The Engineering Department will assist in shifting of the persons to safe places in the event of such action is required.
Water Supply arrangements will be made to various colonies/sites of work/camps where the workers are shifted, etc. The ***Superintending Engineer (Pipeline)*** will be the incharge for supply of water to various destinations.
Sufficient number of vehicles will be arranged for transportation workers/staff/officers. This arrangement will also be made by the ***Sr. Deputy Secretary.***
The Engineering Department will ensure that all Road blockades are got cleared as also blockades caused in Port Quarters due to failing of trees, walls, shed, etc. are got removed immediately. Further, it will be ensured that the colonies are got cleared and whatever logging of water is found is pumped out and disinfected. A report will also be submitted to Chairman/Dy. Chairman.

The following officers are to be contacted in the event of any such problems:

Area	***Designation***

New Kandla Gopalpuri	***S.E.(Road)*** ***XEN (TD)***
Old Kandla	***S.E. (Pipe Line)***
Cargo Jetty	***Executive Engineer (Harbour)***

List Of Duty Roster Of Civil Engineering Department

Designation
Chief Engr.
Dy. Chief Engineer
Supdt. Engr.(C)
PA To CE (T)
P.A. To CE
Exe. Engr (TD)
Exe. Engr. (H)

Periodical Meetings will be conducted with the Executive Engineer's/ DSOs/Staff Member to assess the progress made during the day and to instruct further course of action in the matter.

Generators Sets

Generators of following capacities have been installed at Kandla, Gandhidham, and Gopalpuri to supply power to various installations in case of power failure:

1) Cargo Jetty Area - 2 Nos of 1000 KVA EACH:

These Generators can cater power inside Cargo Jetty Area, Seva Sadan-III, Nirman Building, and Old C.D.C. Building restricted up to 2000 KVA.

2) Kandla Hospital - 25 KVA
3) A O Building - 200 KVA
4) Gopalpuri Hospital - 45 KVA
5) Guest House - 25 KVA
6) Old Kandla Fire Brigade - 5 KVA

In addition to above, small portable generators have been provided in the following locations to cater power need in case of emergency: -

1) Signal Station in Seva Sadan - III - 5 KVA
2) Floating Craft Section - 1.5 KVA
3) ATM's Office inside Cargo Jetty - 1.5 KVA
4) Control Room in A. O. Building - 2 KVA

In addition to above, if any additional Generator Sets are required at Kandla or Gopalpuri, the following officers shall be contacted who shall immediately hire/procure or provide in whatever manner the D.G. Sets giving preference to the operational area.

(i) Executive Engineer (Electrical)
(ii) Executive Engineer (Mechanical)
(iii) Asstt. Executive Engineer (Electrical)

The above officers shall also be responsible for operation and maintenance of Generators provided at various locations and submit daily report to the Chief Mechanical Engineer I/C about the working of Generators.

Additional requirement will be assessed to Chief Mechanical Engineer I/C for approval. Necessary Fuel (POL) shall be procured and stored in advance by the concerned officials of Mechanical Engineering Departments.

6.1.9. Press Management

A Cell shall be created and headed by TP&PRO. The following staff member shall remain in the Press Cell.
(1) TP&PRO
(2) PRA
(3) Sr. Clerk (PR Section)
(4) Photographer

The Press Room shall come into operation immediately in the chamber of TP & PRO. The Press Cell shall issue Daily Bulletin at 2:00pm and 07:00 pm every day. The photographer should collect photos and develop every day, which will depict the situation as well as the work done by the Officers. Sr. Clerk (PR Section) will accompany the photographer and bring the photos to the Cell every evening. He shall also bring daily Paper cuttings of reports. All Media people, Press, Journalists, etc. shall be attended to by the PRO (Spoke person).
PR Section will hire videographers and keep them standby for videography. They will accompany Chairman and Dy. Chairman also. One videographer will be placed at Kandla and another at Gandhidham. Similarly, PR section will also ensure to keep one additional photographer at Kandla for taking photographs and these people should be hired as soon as Signal No. 5 is hoisted.

Secretary will be the overall In-charge of Liaison work with the Central / State Government officials / IMD, Ahmedabad / Pune Laboratory / Delhi Laboratory in which he can take the help of Dy. Secretary, Assistant Secretary and report the matter to Chairman / Dy. Chairman immediately. They shall remain present in all the meetings relating to the Action Plan and report the proceedings of the Meeting to the Chairman/Dy. Chairman. They shall also communicate the action to be taken to the concerned Head of Departments.

7. PERIODICAL REPORTING BY ALL HODS

All Head of Departments shall have to send Action Taken Report to the Secretary / Control Rooms in writing by Fax or through telephone with regard to the action taken by them as per the Action Plan. If the report is not received from the Head of Departments, the Officer In-charge, Control Room shall obtain the information, compile it and submit the same to the Chairman / Dy. Chairman on 12 hourly basis i.e. twice a day.

8. ASSEMBLY POINTS & ESCAPE ROUTES

There are two main escape routes from the port side i.e. by land:

Kharirohar road.
Main NH 8 i.e. leading to Gandhidham.

- The sea route would be the Kandla creek and other creeks i.e. Phang creek, Sara Creek or Rohar Creek or Nakti Creek connecting the same.
- Air evacuation can be undertaken by Helicopter or from Kandla Aerodrome.
- KPT to prepare list of all the personnel in their port colony and have it posted at the assembly area.
- The assembly points in the Cargo Dock for the workers in the area between the North Gate and the Berth No.3 would be the area opposite Passenger Jetty No.2, behind Marine Bhavan.
- The assembly point for the port township (Gopalpuri) could be Sports Complex and Kandla Colony could be Football Ground.
- The assembly point for each of the adjoining berth would be on the road i.e. used for moving between Godown No. 1 & 2.
- However, for the workers working in the godowns as mentioned above the assembly point would be the central road.
- The workers working in open storage the assembly point would be the area at West Gate No. 2.
- The Back-up Area of 60 hectares area, the staging area would be used as CDC Building.
- The Back-up Area of 40 hectares area, the staging area would be used at West Gate No.II.
- The Back-up Area of 34 hectares area, the staging area would be used at West Gate No.III.
- Computer should be installed in the rooms connected to the time office for a list of people inside the port and the same should be made available at CDC Building (Viewers Gallery) (Control Room)
- Assembly Point for 11 & 16 cargo berths in front of Main Gate.
- The PA system at the assembly area should be used to announce “do not carry any luggage or belongings just carry as much is bare essential in clothing”.
- The point of departure from the Dry cargo area would be West Gate 1,2,3,13, 14 ,15 & 16 as well as North Gate and in an extreme case one would have to use the jetty being used by the pilots for evacuation by sea.

9. CYCLONES

Cyclones are caused by atmospheric disturbances around a low-pressure area distinguished by swift and often destructive air circulation. Cyclones are usually accompanied by violent storms and bad weather. The air circulates inward in an anticlockwise direction in the Northern hemisphere and clockwise in the Southern hemisphere.

It causes damage to port infrastructures, passenger waiting halls, ships, jetties and launches/boats etc.

Cyclones are classified by:

- Strength of associated winds,
- Storm surges
- Exceptional rainfall occurrences.

10. INDIAN METEOROLOGICAL DEPARTMENT CRITERIA

The criteria below have been formulated by the Indian Meteorological Department (IMD), which classifies the low pressure systems in the Bay of Bengal and the Arabian Sea on the basis of capacity to damage, which is adopted by the WMO.

10.1. Criterion of classification of type of Disturbance

Type of Disturbances	Wind Speed km/hr	Wind Speed Knots
Low Pressure	Less than 31	Less than 17
Depression	31-49	17-27
Deep Depression	49-61	27-33
Cyclonic Storm	61-88	33-47
Severe Cyclonic Storm	88-117	47-63
Super Cyclone	More than 221	More than 120

10.2. Cyclone categories

Cyclones are classified into five different levels on the basis of wind speed. They are further divided into the following categories according to their capacity to cause damage:

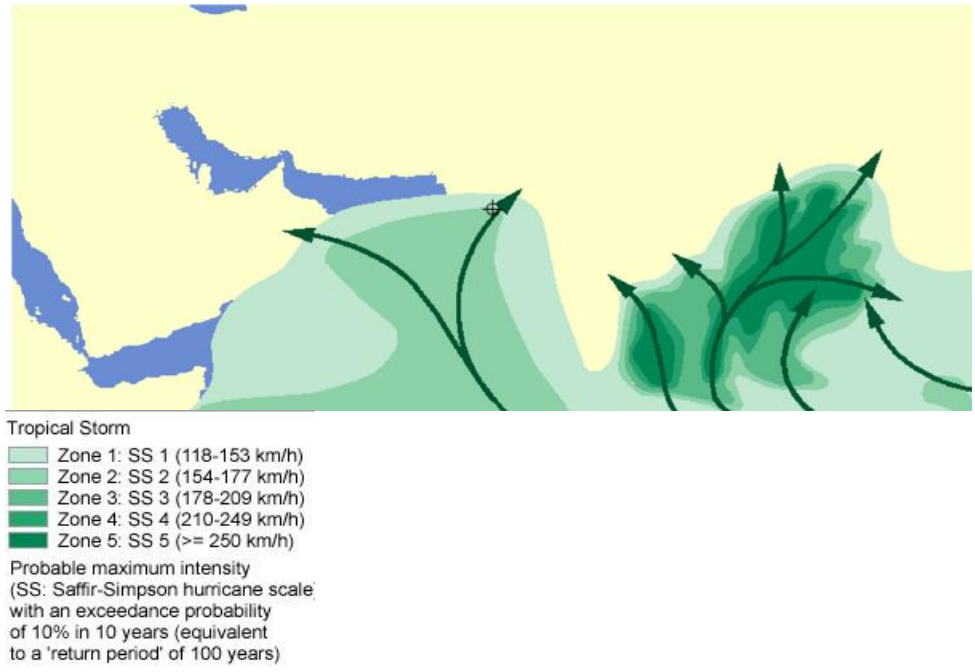
Category of Cyclone

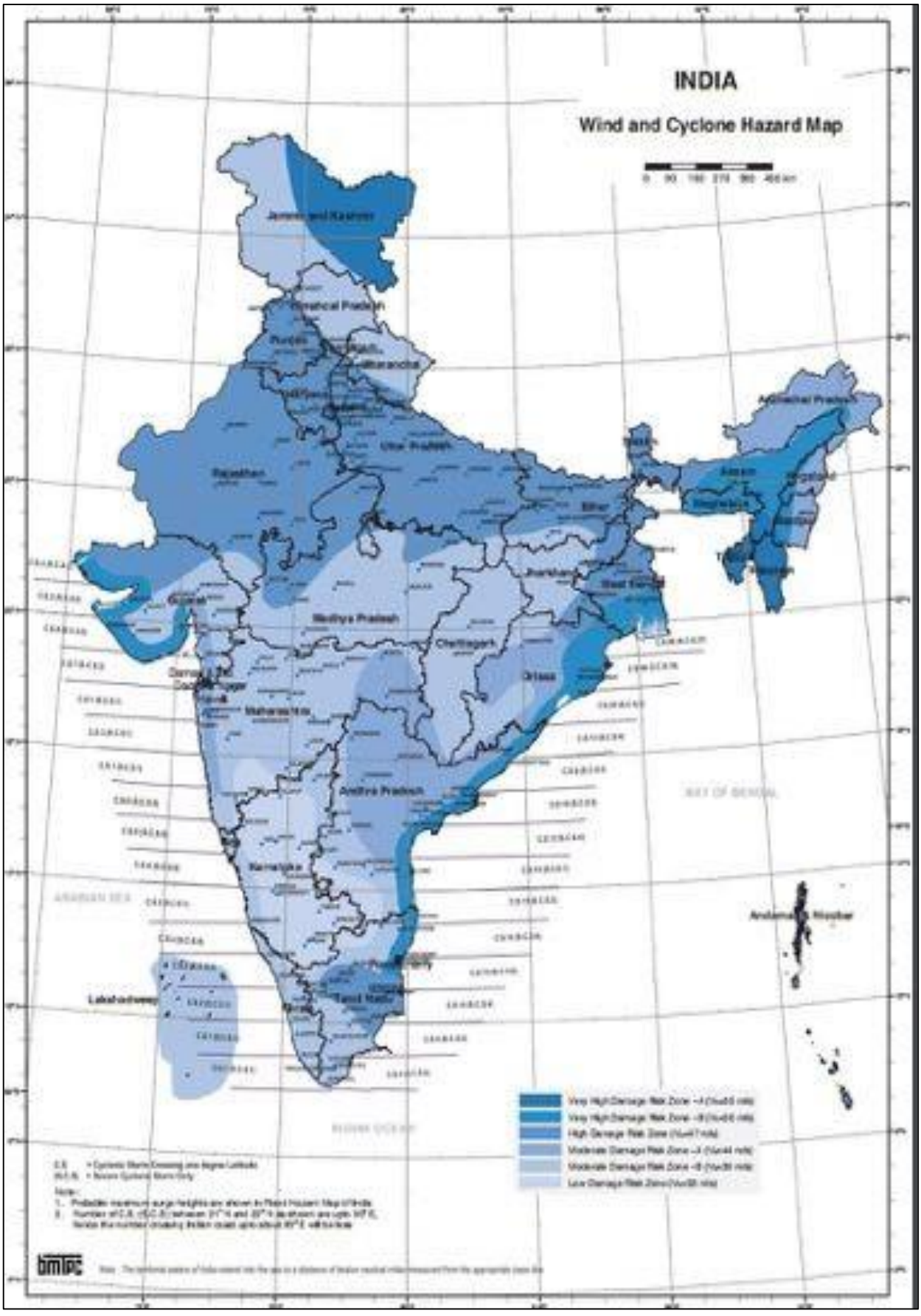
Cyclone Category	Wind Speed in km/h	Damage Capacity
01	120-150	Minimal
02	150-180	Moderate

03	180-210	Extensive
04	210-250	Extreme
05	250 and above	Catastrophic

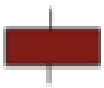
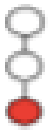
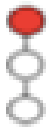
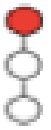
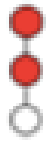
Even though Kandla is within the cyclone area of storms originating in the Arabian Sea and those that enter across the Indian Peninsula from the Bay of Bengal, cyclones are not as severe or frequent as in the Bay of Bengal. Historically, there has been major cyclone in the region in the year 1998.

Hence the exposure to this peril is High.





Wind and Cyclone Hazard Map

PORT WARNING SIGNALS					
Signal/ Flag No.		NAME	Symbols		Description
			Day	Night	
1.	Distant bad weather	DC1			Depression far at sea. Port NOT affected.
2.		DW2			Cyclone for at sea. Warning for vessels leaving port.
3.	Local bad weather	LC3			Port Threatened by local bad weather like squally winds.
4.		LW4			Cyclone at sea. Likely to affect the port later.
5.	Danger	D5			Cyclone likely to cross coast keeping port to its left
6.		D6			Cyclone likely to cross coast keeping port to its right.
7.		D7			Cyclone likely to cross coast over/near to the port.
8.	Great danger	GD8			Severe cyclone to cross coast keeping port to its left
9.		GD9			Severe cyclone to cross coast keeping port to its right
10.		GD10			Severe cyclone to cross over /near to the port.
11.		XI			Communication failed with cyclone warning office.

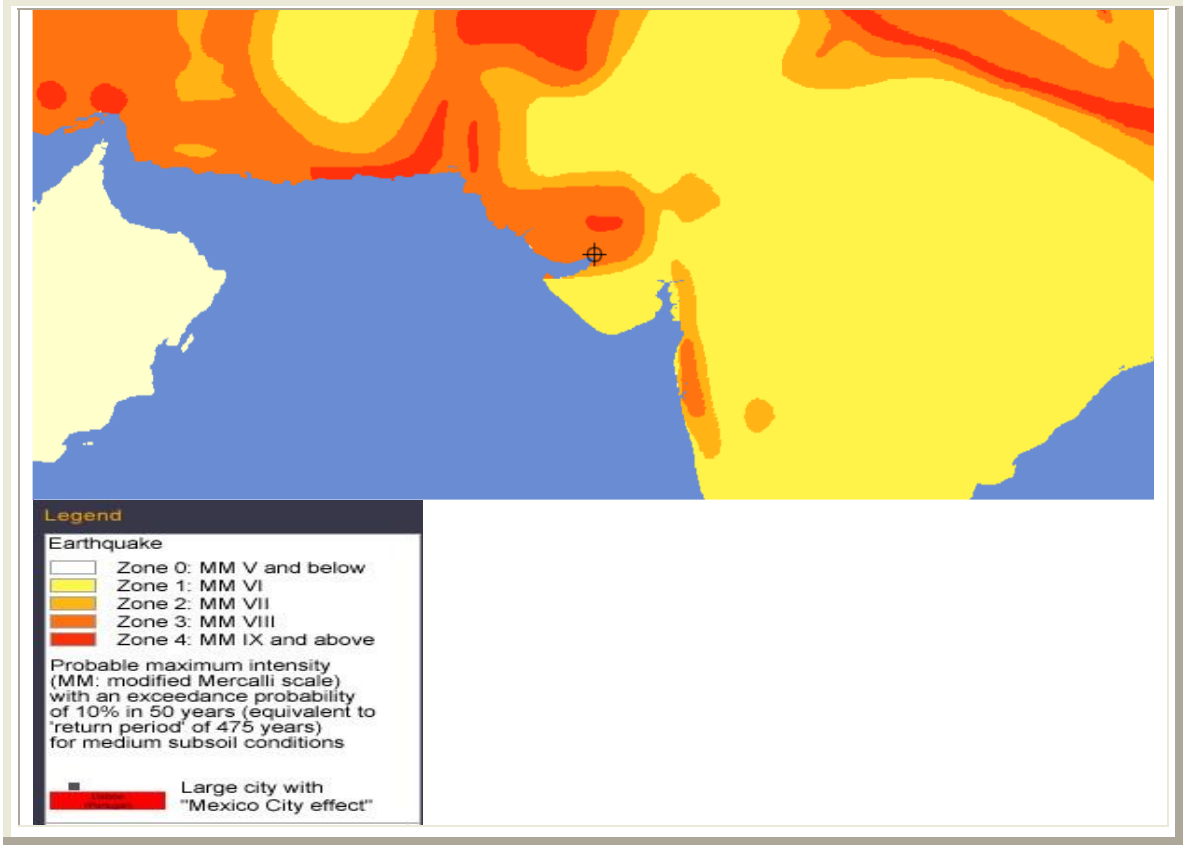
10.3 Earthquake

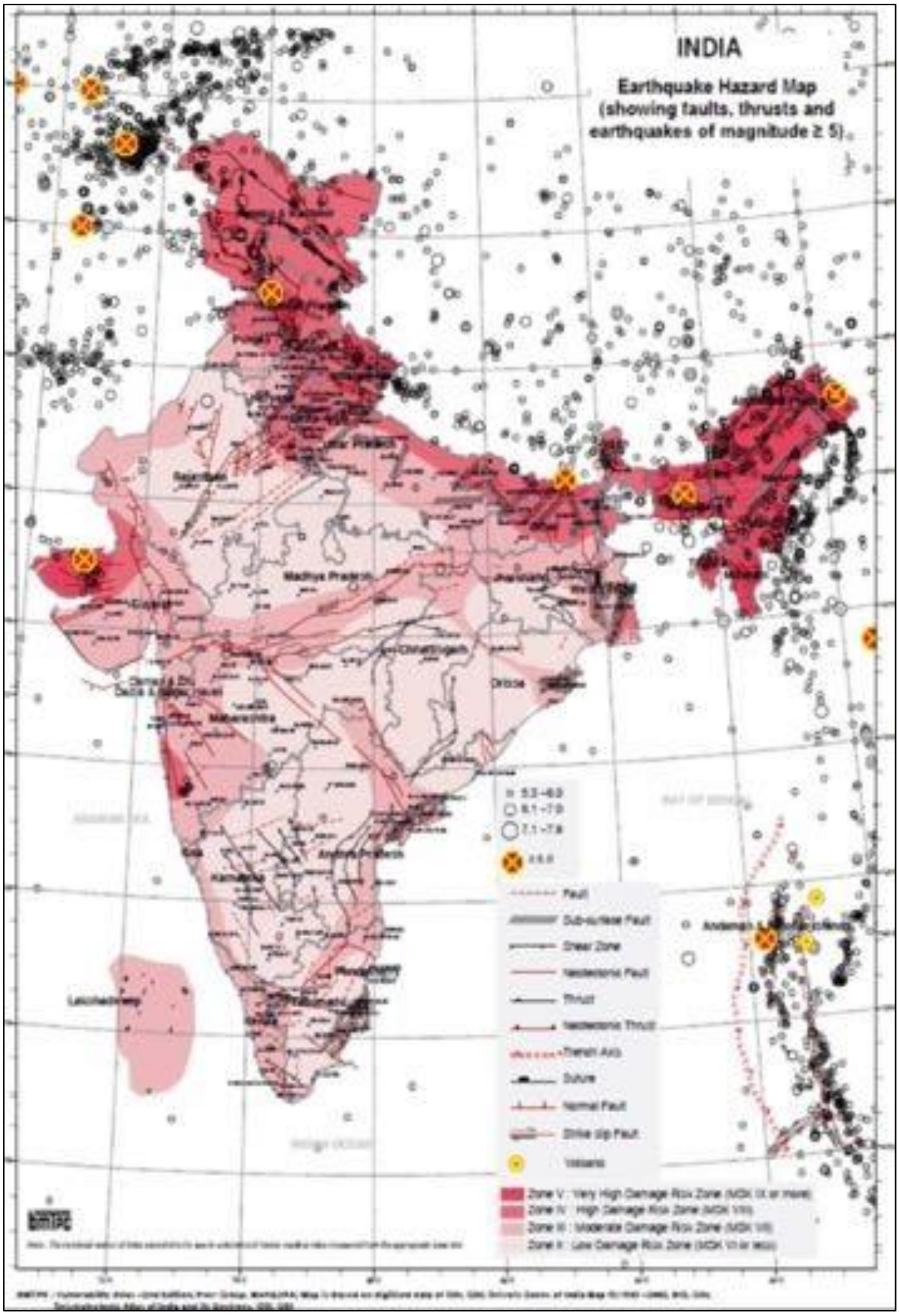
Gandhidham region comes under the Zone III of the earthquake classification as per Indian Standards which is relatively high. However, seismic experts have opined that the Indian land mass is being constantly compressed between the sea and Himalayas and thus the developed stresses are being released in the form of earthquakes in the least expected areas.

The occurrence of an earthquake in a populated area may cause numerous casualties and injuries as well as extensive damage to property.

Classification of Earthquakes

Class	Magnitude
Great	8 or more
Major	7-7.9
Strong	6-6.9
Moderate	5-5.9
Light	4-4.9
Minor	3-3.9





Earthquake Hazard Map

10.4. Tsunami

Gujarat is prone to tsunami risk due to its long coastline and probability of occurrence of near and offshore submarine earthquakes in the Arabian Sea. Makran Subduction Zone (MSZ) - South West of Karachi is an active fault area which may cause a high magnitude earthquake under the sea leading to a tsunami. In past, Kandla coast was hit by a Tsunami of 12 mtrs height in 1945, due to an earthquake in the Makran fault line. Tsunami prone areas in the State include coastal villages of Kutch, Jamnagar, Rajkot, Porbandar, Bhavnagar, Anand, Ahmedabad, Bharuch, Surat, Navsari and Valsad districts.

There is a possibility of surface water accumulation and ingress into buildings and equipment. In addition the above severe hazard conditions can create significant personnel hazards loss of power.

It damages/ collapses port infrastructures, passengers jetties & waiting halls, ships, launches/boats etc.

The Government of India has put in place an Early Warning System for mitigation of such oceanogenic disasters under the control of Indian National Center for Ocean Information Services (INCOIS), Hyderabad, that enables reception of real-time data from sensors, analysis of the data, generation and dissemination of tsunami advisories following a standard operating procedure.

10.5. Floods

The monsoon rain and sometimes cyclones cause flood in the rivers of the state which may create scouring of foundation of water front structures such as jetties, approach road.

Floods are a recurrent phenomenon, which cause huge loss of lives and damage to livelihood systems, property, infrastructure and public utilities. It is a cause for concern that flood related damages show an increasing trend.

11. FIRE / EXPLOSION/TOXICITY

These can be caused due to loss of containment of hazardous cargo (LPG, Naphtha, etc.) handled in the Port. Fire incidents can also occur in the admin building, craft etc. This type of hazard can be due to both Man-Made and Natural Disasters.
Risk Assessment has been carried out for the various scenarios.

12. VARIOUS HAZARDOUS SCENARIOS (INCLUDING SPILLS & POLLUTION)

Gas leak and or Fire
Chemical leak and or Fire
Toxic substance leak and or Fire
Grounding
Collision

Fire on vessel
Fire in port
Natural disasters

13. OIL SPILL CONTINGENCY

Oil spill from terminal, operational spills and in the event of Collision or Grounding accidents, the oil spill response will be as per DPA Oil Spill Contingency Plan (OSCP) and Risk Assessment.

14. CIVIL DISTURBANCE

1. War
2. Terrorist attack

15. CONSEQUENCE & FREQUENCY ASSESSMENT

The above identified incidents at DPA have the potential to cause damage.
Assessment of consequence is basis considering the effect of potential accidents on -

- Life (e.g. personal injury, fatality, etc),
- Property damage (e.g. damage to port, damage to ship),
- Environment (Oil pollution, Air pollution, soil contamination etc),
- Port Business (reputation, financial loss, etc).

Consequence Categorization

Scale	People	Property	Environment	Port Business
C0	No injury	No	Negligible environmental Negligible damage impact	
C1	Minor (Single slight injury)	Minor damage	Minor Tier 1 oil spill, Minimal environmental harm	Minor
C2	Slight (multiple minor or single major injury)	Local damage	Moderate Tier 2 (limited outside assistance) oil spill or environmental amenity impaired, Moderate environmental impact	Moderate Bad local publicity or short term loss of dues, revenue, etc.

C3	Serious (multiple major injuries or single fatality)	Major damage	Serious Tier 2 (regional assistance) oil spill, localized flooding or multiple amenities impaired, Long term or serious	Serious Bad widespread publicity, temporary port closure or prolonged
			environmental damage	restriction of navigation
C4	Major (More than one fatality)	Total loss	Major Tier 3 (national assistance) oil spill, widespread flooding or extensive damage to amenities, Major environmental harm. e.g. major pollution incident causing significant damage or potential to health or the environment	Major Port closes, navigation seriously disrupted for more than 1-2 days. Long term loss of trade

Table 2.21: Frequency Matrix

Category	Descriptive term	Definition
F1	Frequent	An event occurring once a week to once an operating year
F2	Likely	An event occurring once a year to once every 10 operating years
F3	Remote	An event occurring once every 10 operating years to once in 100 operating years
F4	Unlikely	An event occurring less than once in 100 operating years
F5	Rare	Considered to occur less than once in 1000 operating years

16. HAZARD ASSESSMENT

Identified hazards have been assessed considering the history of incidents, vulnerability, risk assessment.

17. RISK ESTIMATION

17.1. Risk Assessment Matrix

For each identified hazard, risk quantification is done based on a scale of 1 (low risk) to 10 (high risk) as described in the Table 2.22 as below:

Risk Assessment Matrix

Consequence	C4	5	6	7	8	10
	C3	4	5	6	7	9
	C2	3	3	4	6	8
	C1	1	2	2	3	6
	C0	0	0	0	0	0
Frequency		F5	F4	F3	F2	F1

Where: -

0 & 1 - Negligible Risk
2 & 3 - Low Risk
4, & 5 - Assessed to be in ALARP region
6 - Heightened Risk
7, 8 & 9 - Significant Risk
10- High Risk

17.2. Risk Ranking:

The risk score of each of the four categories (People, Property, Environment and Business) is analyzed to obtain four indices for each hazardous scenario as follows:

a) The average risk value of the four categories in the most likely set.
b) The average risk value of the four categories in the worst credible set.
c) The maximum risk value of the four categories in the most likely set.
d) The maximum risk value of the four categories in the worst credible set.

The hazardous scenarios list is then sorted in order of the aggregate of the four indices to produce an Assessed Risk Ranking List, in descending order, with the highest risk scenario prioritized at the top.

Risk ranking for DPA for identified hazards

Scenario No.	Rank No.	Area	Category	Hazard Detail	Assessed Risk							
					Most Credible				Worst Credible			
					People	Property	Environment	Business	People	Property	Environment	Business
1,2	1	4	**Leakage-Fire/ Explosion**	Fire /Explosion due to LPG/POL/ Chemical leakage	7	7	3	3	7	7	6	6
3	2	5	**Leakage-Fire/ Explosion**	Fire/explosion on board ship and ashore in the vicinity due to leakage at Jetty during loading/unloading operation	7	7	3	3	7	7	6	6
10.7	3	3	**Collision**	Collision passing vessel in outer harbour (un-regulated traffic)	3	6	0	3	7	6	4	6
14, 15	4	8	**Civil Disturbance**	Fire/Explosion (War and Terrorism, Bomb Threat)	5	5	5	6	5	5	5	5
16.1	5	18	**Natural Disaster**	Cyclone	7	6	3	7	6	6	3	6
16.2	6	4 -	**Natural Disaster**	Flood	4	4	2	6	6	5	3	6
		8										
16.3	7	18	**Natural Disaster**	Tsunami	6	6	2	6	5	5	3	5
4	8	4	**Toxic**	Propylene Oxide leak during operation on Ship or Ashore	6	0	3	3	7	2	2	6
6	9	6	**Fire/Leak**	Crane Accidents (Container drop/crane fall) at Container terminals	6	6	0	3	7	2	2	6
10.11	10	1/2/3	**Fire**	Fire on vessel in navigational channel anchorage/berth	6	3	0	3	6	6	3	6
12	11	8	**Fire/Explosion/Leakage**	Emergency/Disaster in tank farm	6	3	0	3	6	5	3	6

16.4	12	48	**Natural Disaster**	Earthquake	**4**	**4**	**0**	**6**	**5**	**5**	**3**	**5**
10.2	13	2	**Collision**	Collision between two vessels in navigational channel (Regulated)	**4**	**4**	**2**	**4**	**6**	**6**	**3**	**6**
13	14	7	**Fire** MLT	Fire in the Admin building/ Control Room/ **7** room/Port Signal Station	**3**	**3**	**0**	**3**	**7**	**6**	**0**	
	15	1	10.3 Contact/ assisted Allision	Tanker/Container/BC tug berthing **3** Contact/Allision with jetty	**3**	**6**	**0**	**3**	**2**	**5**	**2**	
7	16	3	**Fire**	Fire in Container on container vessel at Anchorage	**4**	**4**	**2**	**2**	**5**	**5**	**3**	**5**
11	17	2	**Blockage of Navigational Channel**	Blockage of Navigational Channel due to Grounding/Sinking of vessel (Wreckage).	**0**	**2**	**0**	**4**	**5**	**5**	**3**	**6**
10.1	18	2	**Collision**	Collision with small craft Tanker/Container/BC in harbour approach	**3**	**3**	**0**	**0**	**6**	**7**	**2**	**2**
10.10	19	2	**Collision**	Collision with channel marking buoys	**0**	**3**	**0**	**3**	**5**	**6**	**5**	**5**
10.9	20	1	**Contact**	Contact During operations in turning circle (large vessels)	**0**	**3**	**0**	**3**	**4**	**6**	**4**	**6**
9	21	1	**Fire**	Fire in Engine room of floating craft	**3**	**3**	**0**	**0**	**6**	**6**	**2**	**2**
10.6	22	2	**Collision**	Collision with dredger within the navigational channel	**0**	**2**	**0**	**2**	**6**	**6**	**3**	**6**
10.4	23	2	**Grounding**	Grounding Tanker/Container/BC transiting in channel	**0**	**4**	**0**	**0**	**2**	**5**	**5**	**5**
5	24	4	**Corrosion**	Acetic acid leakage at MLT	**3**	**3**	**3**	**3**	**4**	**4**	**4**	**4**
10.8	25	3	**Collision**	Collision Anchor dragging	**2**	**2**	**0**	**2**	**5**	**5**	**5**	**5**
8	26	1,	**Fall**	Containers falling into water in case of vessel motion due	**2**	**2**	**0**	**2**	**3**	**5**	**2**	**5**
		2, 3		to extreme weather, vessel collision or grounding.								
10.5	27	2	**Grounding**	Grounding During pilotage of deep draft vessel	**0**	**2**	**0**	**0**	**3**	**5**	**3**	**5**

18. PREVENTION & MITIGATION

18.1. MONITORING OF HAZARDS AND THREATS

Control strategy

Various control strategies can be as follows:

1. Compliance with Legislative and Statutory obligations,
2. Oil Spill Contingency Plan (OSCP),
3. Disaster Management Plan (DMP),
4. Standard Operating Procedures (SOPs),
5. Incident Action Plan,
6. Training and awareness,
7. Drills and Exercise,
8. Incident report and analysis,
9. Safety committee meetings,
10. Periodic Maintenance and Inspections,
11. Security Plan,
12. Ensuring that operators have sufficient information and training on safe industry practices including
    a. Storage and handling of dangerous goods,
    b. OHS compliance,
    c. Management accountability,
13. Speed limits for vehicles,
14. Regular testing of plans, procedures and personnel.

18.2. Control of hazards

- Following Standard Operating Procedures,
- Safety briefings,
- Equipment surveys and inspections,
- CCTV coverage,
- Permits to work/operate,
- Aids to Navigation,
- Proper communication,
- Oil/Chemical Spill response/combat equipment,
- Firefighting equipment,
- Use of appropriate Personal Protective Equipment.

18.3. Monitoring of hazards

For control of vessel movements within the port, two-way communication facility between port personnel ashore and vessels using the harbour is in place.

Also, a number of other methods are used to monitor the movement of traffic within port areas including:

- Visual observation,
- Basic surveillance,
- VTS assisted automatic tracking,
- Closed circuit television (CCTV),

- Automatic Identification System (AIS).

A person managing traffic movements in a port has the option to utilize the following means to communicate with vessels:

- Visual signaling equipment (signal lights, shapes, etc.),
- Sound signals,
- Telephones (fixed and mobile),
- VHF radio,
- Email.

In port, communications links are needed in addition to links provided for communication with calling vessels, e.g.:

- VHF communications with tugs, pilot and other harbour crafts,
- Computer networks, and
- Personal mobile phones.

18.4. PREVENTIVE AND MITIGATION MEASURES

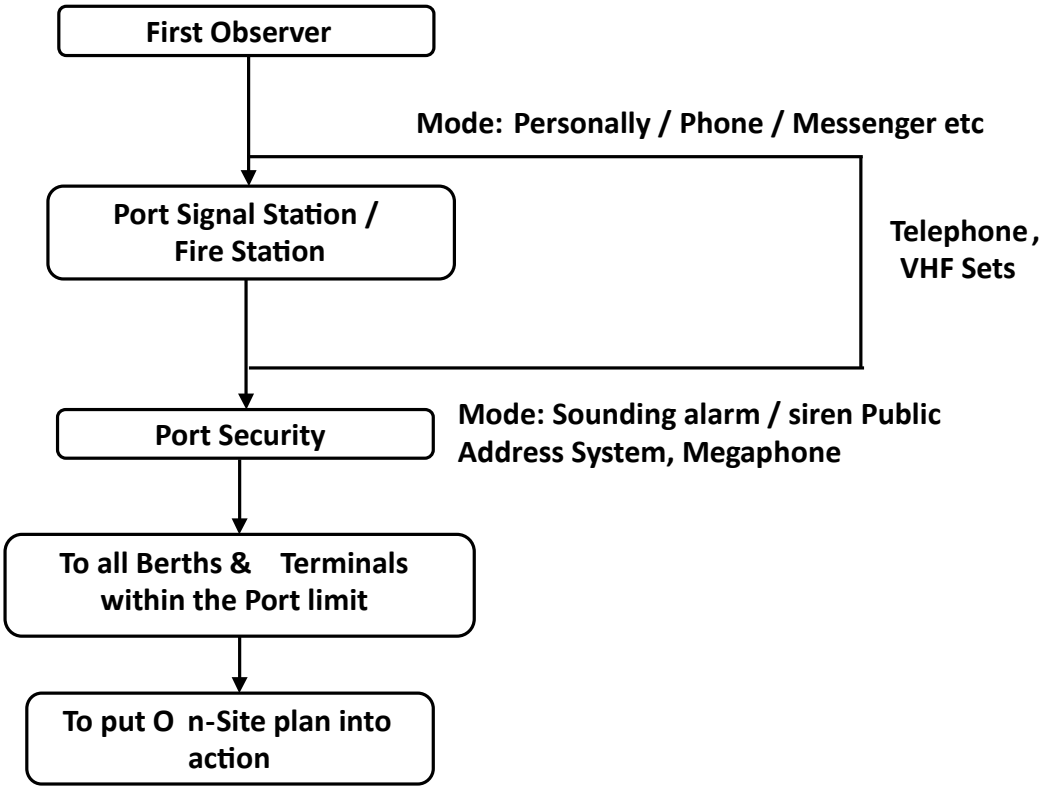
18.4.1. Prevention/ Protection action

Port has a preventive response system for the incidents taking place in the Port premises. Firefighting and oil spill response equipment are located in suitable locations.

18.4.2. Prevention/Protection action include:

- Passage abort procedures (For navigational channel),
- Master/Pilot exchange
- Master to Pilot (The Pilot card),
- Passage plan,
- Patrolling,
- Conduct investigation of the incidents and identify the short-comings
- Warning Signboards,
- Restricted zones.

18.4.3. Prevention/Protection action implementation plan *Following is the typical Prevention/Protection action plan.*



Implementation Plan

The person who observes the emergency first is called as the First Observer. The First Observer, noticing an unusual occurrence like a fire /gas release /collapse of structure etc., should immediately notify the Port Signal Room with available means of communication and also contact the concerned Officer of the area in person.

He would:

1. Raise alarm

2. Call fire station and pass on following information:

   - Introduce himself
   - State briefly the type of emergency
   - Give the location of the incident.

3. Proceed to a safe place. However, he would return to the location of the incident and place himself in a safe area cross-wind to the wind direction and standby to give assistance if he is part of the action group.

After receiving information from the First Observer, the Signal Station would notify all the key personnel of the Port and also direct the security personnel to activate alarm and will subsequently announce on the available means of Public Address System as follows:

- Location of the emergency,
- Type of the emergency,
- Severity of emergency.

19. PREPAREDNESS

19.1. EMERGENCY ACTION CENTRE (EAC)

Emergency Action Centre - Port Signal Station or Chamber of Deputy conservator AO building block or CISF control room or as directed by the Chairman.

19.1.1 Emergency Action Room Equipment

As a general guideline the following equipment should be catered to

- Charts or Maps of areas should be available including a digitized map on the computer,
- Details of terminals storing toxic chemicals and terminals storing flammable chemicals,
- Transportation map depicting transportation route for LPG and chemical tankers by road,
- Map showing sensitive areas,
- Map depicting densely populated areas,
- Emergency lights and torches,
- Computer,
- Fax,
- Printer,
- Telephone,
- Portable PA Sets,
- Walkie talkies / mobile telephone,
- Chemical protective suit,
- Loud hailer,
- VHF sets,
- Binoculars,
- Copy of Disaster Management plan,
- Reference books-chemicals
- Table-seating,
- Chairs,
- Stationery,
- Gas masks with canisters,
- Safety goggles,
- Self-contained breathing apparatus.

19.1.2. MECHANISM FOR ACCESS CONTROL AND ISOLATION OF THE DANGER AREA

1. All gates of the jetties should be guarded,
2. Unauthorized person should not be allowed to the restricted area,
3. Authorized person will be entering the zone with all the necessary PPEs,
4. The area should be cordoned off during operation,
5. Proper signage board and warning should be displayed at the place of the operation,
6. Firefighting facilities and other required resources should be available till the operation is terminated,
7. The restricted areas should be under surveillance at all times.

20. DRILLS & EXERCISES

Emergency drills and integrated exercises have the following objectives. These constitute another important component of emergency preparedness. They refer to the re-enactment, under the assumption of a mock scenario, of the implementation of response actions to be taken during an emergency.

1. To test the adequacy of the effectiveness, timing, and content of the plan and implementing procedures.
2. To ensure that the emergency organization personnel are familiar with their duties and responsibilities by demonstration.
3. Provide hands-on experience with the procedures to be implemented during emergency.
4. Maintain emergency preparedness.

The frequency of the drills should vary depending on the severity of the hazard. However, drills may be conducted and announced at a decided interval Scenarios may be developed accordingly.

1. **Notification exercises**
   - Test communication systems, frequency, Public Warning system

2. **Tabletop exercises**
   - To check availability of participants and check response time

3. **Equipment deployment exercises**
   - Alarm systems to be tested,
   - Frequent tests of firefighting and other response equipment.

4. **Incident management exercises**
   - Simulated emergencies like fire, gas leakage, oil spillage, cyclone and vessel related emergencies like grounding, collusion, leakage, Pollution etc., to be conducted and monitored and feedback to be documented. • Evacuation practice
   - Deployment of Machineries

21. STANDARD OPERATING PROCEDURE HAZARD SPECIFIC

21.1. LPG leakage &/or Fire/Explosion

This plan relates to the Fire/explosion due to LPG leakage during operation on Ship or Ashore.

Aim and Objectives
DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the leakage, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action
In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manger regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

1.1 Scenario- Fire/explosion due to LPG leakage at jetty during operation on Ship or Ashore

1.2 Precautions: Continuous weather (wind) monitoring, MSDS, SOP of LPG terminal and Berthing and un-berthing procedures.

Leaks from LPG pump glands, pipes flanges or pipeline ruptures or from vent emissions due to cargo tank over-pressure or relief valve failure will initially produce vapour. This vapour will not ignite immediately but, if the vapour production is large, there is a hazard of the resultant cold and dense vapour cloud of LPG spreading to a source of ignition before it is diluted below the lower explosive limit. Therefore, in case of release of large quantity of flammable vapour cloud, immediate effort should be directed to eliminate such source of ignition. In such event, eliminate all sources of ignitions i.e. open flames, welding, cutting, operation etc. in the entire port area.

1.3 Impact Zone.

Consequence analysis indicates that the LPG (Propane/Butane) leak from unloading arm would cover approx. 1700 meters for Vapor cloud explosion (VCE) scenario.

1.4 Resources required: Organizational setup and major material and equipment resources.

The vessel upon berthing at the LPG berth will follow standard procedures. However, in a less likely scenario, a leak from the pipeline system may occur at the jetty leading to self-detection by vessel personnel or by the terminal automatic alarm and detection system. Further in a more unlikely situation, due to a possible ignition the leakage might catch fire and lead to explosion. The following actions will be required

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Stop LPG transfer operation (as per SOP of the ship) and inform terminal loading manager and ship owner of the vessel.
- Terminal, Vessel in the vicinity and Port should be informed of any incident on the ship without delay.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Personnel to remain stand by to disconnect metal arms.

- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Also, to remain prepared to un-berth the ship to the safe area (high sea).
- The siren should be continued till the ship is taken to a safe location as per DPA instructions.
- On arrival of port fire services & response team, coordinate with them.
- The Master will follow the instruction of the DPA and be in continuous liaise with the Signal Station.

DC/HM or designated incident controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to incident controller and Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman / Deputy chairman.
- Assess the condition of site and of potential affected area and take decision on evacuation.
- Organize tugs, mooring boats and Pilots for rescue.
- Hire additional crafts, as necessary.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational. Listening watch to be maintained on VHF.
- Notify to all concerned and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.
- On behalf of DPA, the Signal Station should liaise with Revenue/Police/Health/ District Administration for additional assistance.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information from the Master of the Tanker and Terminal Manager.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Initiate CMP.

- Alert vessels within the vicinity.
- Assess the condition of site and of potential affected area and take decision on evacuation in consultation with DC/HM.
- Extend all necessary help to the Master of the vessel to fight the fire.
- Instruct the Safety Officer to keep the fixed firefighting installation and firefighting tugs in a state of readiness & activate if required.
- Instruct Survey & Dredging Officer to keep tugs ready for un-berthing of vessel.
- Coordinate with all functional heads to take actions.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

Fire Fighting Personnel • Raise Alarm (siren).
- Start the pumps as per the requirement.
- Use water sprays and portable nozzles to maintain curtain and to disperse LPG vapors.
- Ensure the gas leak has been stopped. Allow the gas to burn rather than extinguishing.
- Open the water curtain valve to protect shore installations from heat radiation.
- Request fire officers to arrange for fire-fighting vessel and Survey & Dredging officer to arrange for tugs , as required
- Ensure all the ignition sources in the vicinity are extinguished if fire has not occurred.
- If the fire is under control and extinguished, give all clear signal

Duty Pilot
- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches And Other Launches
- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer
- Lead the firefighting team and mobilize fire tenders, personnel & firefighting equipment to the scene & extend all necessary support to the Master of the vessel/Terminal Manager for firefighting.
- Inform all concerned and take necessary guidance.
- Ensure responsible actions for containing the run-off fire water and other water from the damaged units.
- Assist in evacuation of the personnel to the assembly point or as directed.
- Conduct clean- up work during and after the emergency as quick as possible.

- Inform for arrangement of additional equipment as required.
- Liaise with State Fire brigade for any assistance.

Civil Engineer
- Liaise with Marine dept. and Traffic Manager..
- Carry out urgent civil works as required.
- Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer
- Ensure water supply to the hydrants.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer
- Ensure uninterrupted electrical supply to vital equipment and utility at the berth.
- Remain alert on duty for any electrical isolation of equipment during emergency.

Traffic Manager
- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF
- Cordon off the area.
- Control & direct gate security and traffic in the area.
- Facilitate and supervise evacuation, transport, first aid and rescue of personnel from the scene at the time of emergency.
- Control the entry of unauthorized persons and vehicles.
- Check for entry of emergency vehicles.
- Liaise with the State Police.
- Carry out head count of the personnel.

Medical Officer
- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.2. POL/Chemical / Toxic / Corrosive leakage &/or Fire/Explosion

This plan relates to incident due to POL/Chemical / Toxic / Corrosive leakage &/or Fire/Explosion.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the leakage, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manger regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

2.1. Scenario: Fire/Explosion due to leakage of POL/Chemical / toxic / corrosive substance at jetty on ship or ashore.

2.2. Precautions: MSDS, SOP of terminal and berthing and un-berthing procedures.

2.3. Impact Zone: Consequence analysis indicates that the MS leak from pipeline would cover approx. 2300 meters for Vapor cloud explosion (VCE) scenario.

2.4. Resources required: Organizational setup and major material and equipment resources.

The vessel upon berthing at the berth will follow standard procedures. However, in a less likely scenario, a leak from the pipeline system may occur at the jetty leading to self-detection by vessel personnel or by the terminal automatic alarm and detection system. Further in a more unlikely situation, due to a possible ignition the leakage might catch fire and lead to explosion. The following actions will be required

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Stop POL/Chemical transfer operation (as per SOP of the ship) and inform terminal loading manager and ship owner of the vessel.
- Terminal, Vessel in the vicinity and Port should be informed of any incident on the ship without delay.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Personnel to remain stand by to disconnect metal arms.
- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Also, to remain prepared to un-berth the ship to the safe area (high sea).
- The siren should be continued till the ship is taken to a safe location as per DPA instructions.
- On arrival of port fire services & response team, coordinate with them.
- The Master will follow the instruction of the DPA and be in continuous liaise with the Signal Station.

DC/HM or designated incident controller

- Assess the level of disaster and activate the CMP.

- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to incident controller and Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman / Deputy chairman.
- Assess the condition of site and of potential affected area and take decision on evacuation.
- Organize tugs, mooring boats and Pilots for rescue.
- Hire additional crafts, as necessary.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational. Listening watch to be maintained on VHF.
- Notify to all concerned and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.
- On behalf of DPA, the Signal Station should liaise with Revenue/Police/Health/ District Administration for additional assistance.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information from the Master of the Tanker and Terminal Manager.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Initiate CMP.
- Alert vessels within the vicinity.
- Assess the condition of site and of potential affected area and take decision on evacuation in consultation with DC/HM.
- Extend all necessary help to the Master of the vessel to fight the fire.
- Instruct the Safety Officer to keep the fixed firefighting installation and firefighting tugs in a state of readiness & activate if required.
- Instruct Survey & Dredging Officer to keep tugs ready for un-berthing of vessel.
- Coordinate with all functional heads to take actions.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

Fire Fighting Personnel

- Raise Alarm (siren).
- Start the pumps as per the requirement.
- Use water sprays and portable nozzles to maintain curtain and to disperse LPG vapors.
- Ensure the leak has been stopped.
- Open the water curtain valve to protect shore installations from heat radiation.
- Request fire officers to arrange for fire-fighting vessel and Survey & Dredging officer to arrange for tugs , as required
- Ensure all the ignition sources in the vicinity are extinguished if fire has not occurred.
- If the fire is under control and extinguished, give all clear signal

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Lead the firefighting team and mobilize fire tenders, personnel & firefighting equipment to the scene & extend all necessary support to the Master of the vessel/Terminal Manager for firefighting.
- Inform all concerned and take necessary guidance.
- Ensure responsible actions for containing the run-off fire water and other water from the damaged units.
- Assist in evacuation of the personnel to the assembly point or as directed.
- Conduct clean- up work during and after the emergency as quick as possible.
- Inform for arrangement of additional equipment as required.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with Marine dept. and Traffic Manager..
- Carry out urgent civil works as required.
- Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Ensure uninterrupted electrical supply to vital equipment and utility at the berth.
- Remain alert on duty for any electrical isolation of equipment during emergency.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Cordon off the area.
- Control & direct gate security and traffic in the area.
- Facilitate and supervise evacuation, transport, first aid and rescue of personnel from the scene at the time of emergency.
- Control the entry of unauthorized persons and vehicles.
- Check for entry of emergency vehicles.
- Liaise with the State Police.
- Carry out head count of the personnel.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.3. Crane Accidents (Container Drop/Crane Fall) &/or Fire/Leakage

This plan relates to the Fire/leakage due to Crane Accidents (Container drop/crane fall) at Container Terminal and / or cargo jetties.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the fire / leakage, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manger regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

3.1. Scenario Fire/leakage due to Crane Accidents (Container drop/crane fall) at Container Terminal-&/or cargo jetty.

3.2. Precautions: Trained personnel for operation of crane, SOP of the terminal.

3.3. Impact Zone: Surrounding area.

3.4 Resources required: Organizational setup and major material and equipment resources.

The crane operator should raise emergency alarm and inform Terminal Manager and Signal Station.

Terminal & Jetty Personnel
Take personal precautions, protective equipment and follow emergency procedures. Wear respiratory protection.
Environmental precautions: Prevent further leakage or spillage if safe to do so.

- Inform port signal station and ask for assistance.
- Area should be cordoned off.
- Stop transfer operations at the berth.
- Manage Truck movements.
- Assist and provide all necessary equipment.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

The Master of the Ship (Alternate: Chief Officer)
- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Stop cargo operation (as per SOP of the ship) and inform terminal loading manager and ship owner of the vessel.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- The Master will follow the instruction and be in continuous liaise with the Signal Station.

DC/HM or Designated Incident Controller
- Will be stationed at the EAC to review & assess possible developments to determine the most necessary course of action.
- He will give necessary instructions to arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Provide assistance to the Terminal.
- Terminate the response and debrief before allowing normal operation.

Signal Station
- Gather information regarding the incident and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information from the crane operator/terminal manager.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.
- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.4 Fire on vessel in port or at Anchorage

This plan relates to the Fire on vessel in port or at anchorage.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to stop the fire, precautions to be taken to preserve the safety of the terminal in the interim, and measures should be taken for the prevention of fire/explosion/dispersion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.

- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manger regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

4.1. Scenario Fire on vessel at Anchorage..

4.2. Precautions: Navigational Aid, Continuous monitoring and communication with the Signal Station and Pilot.

4.3. Impact Zone: Anchorage area in vicinity of the vessel connected with incident.

4.4 Resources required: Organizational setup and major material and equipment resources. Port tugs for firefighting and evacuation and medical teams.

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Vessel in the vicinity and Port should be informed of incident on the ship without delay.
- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- The Master will follow the instruction of the DC/HM and be in continuous liaise with the Signal Station.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information regarding the incident and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.

Fire Fighting Personnel

- Investigate the incident and provide necessary guidance.
- Assist Master in fighting fire as per Masters Instructions.
- He will mobilize firefighting tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.
- Assist in evacuation of the personnel as directed by DC/HM /Safety Officer.
- Inform Safety Officer for arrangement of any additional equipment as required.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.
- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.

- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.5 Container Falling Overboard In Water

This plan relates to the Containers falling into water in case of vessel motion due to Stability issue, extreme weather, vessel collision or grounding.

Aim and Objectives

DC/HM or designated incident controller will have control of the incident. He should confer with the Master of the Vessel and Terminal Manager regarding plans to recover container, precautions to be taken to preserve the safety & pollution of the terminal in the interim, and measures should be taken for the prevention navigational hazard and pollution.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The port control should be informed of the incident by the Master of the Vessel and Terminal Manager.
- The port control will inform the DC/HM or designated incident controller of the incident.
- To confirm appropriate response measures are in place or standby and inform all authorities as necessary.

The **DPA** will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the wind, and extent of damage to the Jetty or Vessel, prevailing and predicted weather conditions and damage to vehicles, if any.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area.
- Confer with the Terminal Manger regarding plans for need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

- The need to evacuate workers should be discussed with the Terminal Manager.
- The need to evacuate crew and passengers should be discussed with the Master of the Vessel.

All authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

5.1. Scenario ± Containers falling into water in case of vessel motion due to extreme weather, vessel collision or grounding.

5.2. Precautions: Navigational Aid, Designated Pilots, Continuous monitoring and communication with the Signal Station and Pilot. Depending on the level of incidents involving containers falling and their recovery will require a team of tugs and floating cranes apart from measures such as medical assistance to the stricken vessel. Offsite plan in terms of alerting the fishing vessels and normal shipping traffic, Coast guard and Indian navy will have to be activated. Port will remain in touch with vessel and provide assistance within its jurisdiction. Near coastal villages and township authorities need to be alerted. The type of cargo hazardous/ non-hazardous is to be ascertained and communicated by the concerned vessel to the port. Temporary closure of navigation in vicinity of the incident may be required. Radars deployed for monitoring and reporting the floating containers by nearby vessels in port zone. Wreck marking in case of sinking of container will be required.

5.3. Impact Zone: Incident location and vicinity of the coastline involved.

5.4. Resources required: Organizational setup and major material and equipment resources

The Master of the Ship (Alternate: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Vessel in the vicinity and Port should be informed of incident on the ship without delay.
- Shall be responsible for fighting the fire with ships own resources as well as with the available support.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- The Master will follow the instruction of the DC/HM and be in continuous liaise with the Signal Station.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.

- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Signal Station

- Gather information regarding the incident and accordingly convey the message to DC/HM and Safety Officer.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions of DC/HM.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.
- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.6. Grounding/Collision Of Ship

This plan relates to the Ship Grounding/Collision within DPA port limit.

Aim and Objectives of the plan

DC/HM will have control of the incident. should confer with the Master of the vessel regarding plans to refloat the vessel or stop the leakage, precautions to be taken to

preserve the safety of the vessel in the interim, and measures should be taken for the prevention of pollution/fire/explosion.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The Signal station of port control should be informed of the incident by the master of the vessel.
- The Signal station of port control will inform the DC/HM of the incident.
- The Signal station will inform the respective Terminal manager.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, as necessary.

The DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area of fishing and other traffic.
- Confer with the Master regarding plans for the refloating the vessel and the subsequent need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

The need to evacuate passengers and/or crew should be discussed with the Ship’s Master.

Authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness of action plans.
- Inform the informed Authorities about the termination of the response.

Action Plan

6.1. Scenario: Ship Grounding/Collision within port limit.

6.2. Precautions: Navigational Aid, Designated Pilots, Continuous monitoring and communication with the Port Control Centre and Pilot.

6.3. Impact Zone: Navigational Channel, Inner/Outer Harbour, Anchorage area.

6.4. Resources required: Organizational setup and major material and equipment resources

Master of Vessel (Alternate Officer: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan including evacuation of the personnel.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Vessel in the vicinity, Terminal and Port should be informed of any incident without delay.
- Shut down transfer operation (if at berth).
- Take appropriate damage control measures in case of flooding including leak stoppage and pumping out, vessel list correction etc.
- Estimate the extent of under water damage, sounding of tanks and actions for the refloating of the vessel.
- Shall be responsible for fighting the fire (in case of fire) with vessels own resources as well as with the available support.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Notify port of the any need/difficulty.
- On arrival of port fire services, coordinate with them.
- Remain alert for un-berthing (if incident at berth) , if required.
- The Master will follow the instruction of the DC/HM and be in continuous liaise with the Signal Station.

Signal Station

- Liaise with Master of the Vessel/Pilot and gather the information about the type of vessels involved in the incident, cargo and location of the incident and convey the message to DC/HM.
- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM and Safety Officer.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- If possible, accompany DC/HM/Pilot & Survey & Dredging Officer to inspect the vessel.
- Plot exact location of the incident.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF sets or by messenger.
- Notify the other Authorities and stakeholders, if any, as per instructions of DC/HM.
-

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Shall prepare vessels to vacate from berth (if required).
- Organize tugs, mooring boats and Pilots for rescue, if required.
- Hire additional crafts, as necessary.
- Maintain log of events.

Duty Pilot

- Be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.

- He will mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.

Civil / Executive Engineer)
- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer
- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager
- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF
- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer
- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.7. Blockage Of Navigational Channel

This plan relates to the Blockage of Navigational Channel due to Grounding/Sinking of vessel (Wreckage).

Aim and Objectives of the plan
CIC/SIC will have control of the incident. He should confer with the Master of the vessel regarding plans to refloat the vessel or wreckage, precautions to be taken to preserve the safety of the vessel in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

In the event of such an incident occurring, the following actions should be considered:

- The Signal station of port control should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform the respective Terminal manager.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, as necessary.

The DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids.
- DPA vessels on security duty should be directed to proceed to the location of the incident and clear the area of fishing and other traffic.
- Confer with the Master regarding plans for the refloating the vessel and the subsequent need for an alternative berth.
- Advise the District Authority, and determine the need for assistance from any functional services if necessary.
- Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary. In the event of pollution refer to the DPA-OSCP.
- The vessel's agent should be informed of the incident.

Safety Issues

The need to evacuate passengers and/or crew should be discussed with the Ship’s Master.

Authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness of action plans.
- Inform the informed Authorities about the termination of the response.

Action Plan

7.1. Scenario: Blockage of Navigational Channel due to Grounding/Sinking of vessel (Wreckage).

Note: It is assumed in this case all actions to rescue safely the vessel in approach channel have not been successful and the vessel has touched bottom inside the approach channel.

7.2. Precautions: Navigational Aid, Designated Pilots, Continuous monitoring and communication with the Signal Station and Pilot.

7.3. Impact Zone: Navigational Channel.

7.4. Resources required: Organizational setup and major material and equipment resources.

Note: Under the Indian Ports Act, 1908, if a ship is wrecked, stranded or sunk within the port limits, the Conservator of the Ports or in the absence of such an office, the Harbour master may give notice to the owner of the vessel to raise, remove or destroy the vessel within such period as may be specified in the notice and to furnish such adequate security to the satisfaction of the Conservator to ensure that the vessel shall be raised, removed or destroyed within the said period . If the owner does not comply and act upon the notice, the Conservator may raise, remove or destroy the property and claim the compensation from the owner. Mostly, the salvage activity will be done by private salvors in agreement with the Port Trust. Within the port limits, the capacity of the party to carry out salvage, the methods used to raise or remove or destroy the vessel is subjected to the expert opinion of the Deputy Conservator of the port. Normally, the court will not interfere with these technical decisions.

Master of Vessel and Craft In Port (Alternate Officer: Chief Officer)

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Vessel in the vicinity, Terminal and Port should be informed of any incident without delay.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship. As soon as possible he has to establish the extent of grounding and damage to the vessel. He has to ascertain whether the hull has been breached and likely risk of pollution and flooding.
- The Master will provide the Port Authority with details of the incident as quickly as possible and will make regular and frequent reports on the progress of the incident. This is to include position of grounding, damage sustained, pollution or risk of pollution, draft of the vessel prior to grounding and soundings at grounding area, cargo on board and location, and any further information that may be at hand.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
- Notify port of the any need/difficulty.
- The Master will follow the instruction of the DC/HM and be in continuous liaise with the Signal Station.

Signal Station

- Liaise with Master of the Vessel/Pilot and gather the information about the type of vessels involved in the incident, cargo and location of the incident and convey the message to DC/HM.

- Gather information related to the weather conditions. Monitor the wind directions and accordingly convey the message to DC/HM.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- If possible, accompany Survey & Dredging Officer to inspect the vessel.
- Plot exact location of the incident.
- Notify to Dc/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF sets or by messenger.
- Allow vessels directly involved in rescue operations within the vicinity.
- Notify the other Authorities and stakeholders, if any, as per instructions of DC/HM.
- Notify the information to the owner of the vessel as per the instruction of DC/HM/ Master of the Vessel.
- Signal Station should liaise with Police/Health/District Administration for additional assistance.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Decide on clearing of ships in close proximity to the incident location.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.
- Launches and rescue craft will be sent to scene of Emergency. If required they will bring necessary personnel and equipment to site.

Oil Pollution: Will be responsible to activate the Port OSCP on receipt and assessment of the information gathered. Instruct response team and Master of Vessel about the precautionary measures and necessary actions to limit the extent of pollution.

Evacuation: Assessment of condition of site of potential affected area and decision taken for evacuation should be taken in consultation with SIC and Master of Vessel.

Salvage and or floating of the vessel will be controlled either by him or person assigned by him. All operations will have to be sanctioned by him before implementation.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.

Be in constant touch with District and Local Administration for rescue and relief operation.

Once the CMP is activated and underway, he will ensure, at frequent intervals, through Radio and via the telephone and Media, issue of situation reports and information updates.

Press Liaison: A press office will be set up and regular briefings organized and promulgated. He and representatives from each emergency service will attend as circumstances permit to brief media concerns.

Where necessary, the Public Relation team from Port will be alerted to ensure fullest briefings on all aspects of the emergency.

Terminate the response and debrief before allowing normal operation.

NOTES ON SALVAGE:

- If required inform a reputable Salvage Company;
- Thoughts should be given to adding ballast to secure vessel in bad weather;
- Secure topside openings;
- Topside survey;
- Underwater survey with a diver noting all damage on plan of vessel;
- Information on the seabed using diver and soundings;
- Based on survey, draft, stability, condition of vessel openings, cargo, fuel, water etc,;
- Other removable weights;
- Refloating plan must be agreed taking into consideration, draft, stability, a clear passage off (may have to dredge a channel); safety of personnel, fire, pollution (may have to remove bunkers and cargo);
- Availability of tugs, bunkering vessels, divers, salvage companies;
- To be in control of salvage, Salvor in command, all plans approved by DC/HM.

Designated Incident Controller

- During Emergency, proceed to the affected location & communicate & collect all necessary information s from the Master of the ship.
- Discuss with the Master or owner for refloating or salvaging of the vessel.

Endeavour to obtain from owners/agents a General Arrangement Plan of the vessel and, if appropriate the Cargo Plan.

- Gather information from Signal Station regarding position and time. Obtain information regarding stability and hull stress of the vessel.
- He will report the situation to the DC/HM.
- Initiate Port CMP and OSCP.
- Commence search and rescue operation immediately.
- He will instruct Survey & Dredging Officer to keep tugs ready.
- Alert other vessels within the vicinity and the movement of other vessels into, through and near the location should be stopped. Ascertain oil pollution- leak source, if any.
- Assistance may be sought from other suitable and available vessels.
- Inform Salvage association and instruct Survey & Dredging Officer to coordinate.
- In the case of a capsized vessel, make arrangements to hold the vessel in position if drifting would place her in grave danger and, on completion of rescue operations, secure the vessel in position or remove and secure her at some other safe location,

whichever is safest and possible, until such time as salvage operations can be undertaken.

- When clear to do so, arrange for the capsized or sunken vessel to be marked with appropriate buoy(s) and lights, to warn other vessels of her position.
- Discuss with the Master, owner or agent plans for righting, refloating or salvaging the vessel. Action in this regard is particularly important where the vessel is obstructing fairways, channels or approaches to berths.
- Ascertain oil pollution- leak source, if any.
- Inform the approved private parties for safe disposal and providing reception facilities for Oil/Sludge.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Responsible for organizing tugs for search and rescue.
- Arrange for the marking arrangements with appropriate buoy(s) and lights.
- Assist Salvage association.
- Coordinate with the party involved in disposal of the Oil/sludge in a safe manner.
- Liaise with the OSRO team and coordinate with the team in combating the disaster by taking necessary actions as per the OSCP.
- Hire additional crafts as necessary.

Duty Pilot

- Shall be ready for taking the instructions from DC/HM and evacuate/move/shift the vessel from the area.
- He will maintain Log of events.

Master of Tug/Pilot Launches & Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or HM/ Pilot releases them from duty.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Safety Officer

- Shall take orders from DC/HM.
- Make arrangements for oil pollution combat personnel and equipment.
- Instruct the oil pollution response team to maintain a state of readiness and standby.
- Liaise with the OSRO team and coordinate with the team in combating the disaster by taking necessary actions as per the OSCP.
- Extend all necessary support to the Master of the vessel for search and rescue operation.
- Coordinate with the party involved in disposal of the Oil/sludge in a safe manner.
- Supervise and direct personnel to follow the instructions given.

Civil / Executive Engineer)

- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.
- Instruct the contractors to carry out urgent civil works as required.
- Hire the barges for collecting the spilled oil and coordinate with the parties involved in the safe disposal of the oil/sludge.
- Coordinate with Survey & Dredging Officer.

Mechanical Engineer

- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer

- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.8. Emergency/Disaster / Fire within Port Facility, Port Administration Building Signal

This plan relates to the Emergency/Disaster/Fire within the port facility inside the port in Port Administration building/ Signal Station.

Aim and Objectives of the plan

DC/HM / Fire Safety officer will have control of the incident. should confer with the duty personnel for precautions to be taken to preserve the safety of the personnel, environment and property.

Immediate Action

The DPA will then carry out the following actions:

- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain details of the incident, including the location of the incident, direction of the wind, and predicted weather conditions and damage, if any.
- The Fire station should be informed and advised for the required action.
- Authorities to be informed

Post Emergency Actions

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness
- Inform the Authorities about the termination of the response.

Action Plan

8.1. Scenario: Emergency/Disaster/Fire within the port facility inside the port in Port Administration building/ Signal Station.

8.2. Precautions: Contingency plan, Smoke and Fire Detection system, Firefighting system, trained personnel to combat fire, No Smoking zone, and Protected/covered Electrical installations. Good housekeeping and First aid measures.

8.3. Impact Zone: Port facility / Administration building/ Signal Station.

8.4. Resources required: Organizational setup and major material and equipment resources as.

The Observer/ Building-Fire team/ Action Group member

- Shout emergency and / or Fire Fire Fire and should raise alarm.
- Signal Station should be informed of any incident without delay.
- If fire is in the Signal Station, inform Safety Officer and DC/HM.

If trained, try to deal with emergency situation and / or extinguish the fire and try to evacuate people.

Signal Station

- Shall monitor the communication on VHF/any other communication medium & convey and relay messages on the advice from DC/HM.
- Gather information about the weather (wind) and notify DC/HM.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Maintain Log of events.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.

- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities
- Be in constant touch with District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will instruct the Designated Incident controller / Safety Officer to keep the port fire team in a state of readiness.
- Conduct initial Briefing.
- Report the situation to the DC/HM and assist in assessing the incident.
- Extend all necessary help to the terminal.
- Maintain log of events.

Fire Fighting Personnel

- Raise Alarm (siren)
- Collect the information about the exact location of the fire and people trapped in the building. Ensure safe evacuation of the people in the affected area to a safe location.
- He will lead the team and mobilize fire tenders, personnel & firefighting equipments to the scene & extinguish the fire.
- If the fire is out of control, convey the message to DC/HM and seek assistance from Mutual aid partners or other organizations.
- Open the water curtain valve to protect shore installations from heat radiation.
- Control clean-up work during and after the emergency as quick as possible.
- If the fire is under control and extinguished, give all clear signal.
- Mobilize firefighting tugs (if required), personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.
  Assist in evacuation of the personnel as directed by Safety Officer.
- Inform HSE-Manager/Safety Officer for arrangement of any additional equipment as required.

Duty Pilot

- Shall be ready for providing any assistance on site.

Safety Officer

- Shall take orders from DC/HM.
- Investigate the incident and provide necessary guidance.
- Assist the terminal in rescue operation as per the instruction of DC/HM.

- Lead the firefighting team and mobilize fire tenders/tugs, personnel & firefighting equipments to the scene & extend all necessary support in case of fire, if required.
- Liaise with the State Police and Fire Brigade.

Engineer/Master of Tug/Pilot Launches And Other Launches
• Shall be ready for providing any assistance on site.

Civil / Executive Engineer)
- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer
- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager
- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.

Sr. Commandant CISF / Dy. Commandant CISF
- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Medical Officer
- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

21.9. War And Terrorism

This plan relates to the War and Terrorism.

Aim and Objectives of the plan
When war like situation is developed or during the declaration of war the priority is to be given to all important/critical areas to remain vigilant to prevent sabotage, to remain ready to combat emergency and to keep normal operation going.

Prior Emergency Situation (after warnings/inputs)

- Set up Crisis Management Centre and manned continuously.
- Chairman to declare plan/guideline to be followed which could be based on CISF Contingency Plan/Government of India/Statutory bodies/Indian Navy/Air Force/State Government etc. instructions.
- Chairman to ensure utmost vigilance in identified area to ensure the adequate resources in terms of security personnel, experts in handling equipment, trained manpower, and flood lights, earth moving equipment, mobile cranes, and rescue crafts are available to guard all gates, roads etc. In case of any unidentified/unauthorized person is found, he must be handed over to police.
- Chairman to ensure that evacuation plan is prepared and backup systems such as power generator, communication equipment, and safety systems are working. CMG should also ensure that all required manpower such as electricians / technicians / laborer are available at all time.
- All terminals should be informed.
- No movement of the vessels in the port vicinity will be allowed.

During Emergency

- Chairman to adopt relevant CMP to combat the emergency.
- In case of an enemy attack inform relevant authorities & internal security to defend installations till the external support arrives.
- When additional security (army/BSF) arrives, situation is to be handled jointly.
- Chairman to ensure sufficient supply of food and water.
- All vessels inside the port and at the anchorage will observe blackout as per the instructions.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the informed Authorities about the termination of the response.

Action Plan

9.1. Scenario: War and Terrorism

9.2. Precautions: Trained Security Personnel, CCTV, and Continuous Vigilance including radioactive detectors and intelligence from designated local and national agencies.

9.3.Impact Zone: Entire port.

9.4. Resources required: Intelligence inputs from agencies and organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Be in constant touch with CISF and District and Local Administration for rescue and relief operation.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities
- Terminate the response and debrief before allowing normal operation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Review & assess possible developments to determine the most necessary course of action.
- Act as per the CISF Contingency plan.
- Review the situation and accordingly.
- Be in constant touch District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will extend all necessary help to CISF as and when required.
- He will ensure that there is blackout at the port and the vessels at the anchorage area as per the guidance and instruction.
- Report the situation to the DC/HM and assist in assessing the incident.
- Maintain log of events.

Safety Officer

- Ensure all employees (port and contract) within port shifted to safe locations.
- He will keep the firefighting installation in a state of readiness and be in continuous liaise with DC/HM.
- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Master of Vessel (Alternate Officer: Chief Officer)

- He will coordinate and will be responsible for shutting down all cargo operation on board.
- Be ready to take the vessel out of the port as per the instructions .

Duty Pilot

- Shall be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Engineer/Master of Tug/Pilot Launches And Other Launches
• Shall be ready for providing any assistance on site.

Civil / Executive Engineer)
- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer
- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager
- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.

Medical Officer
- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

General Functions of All Departments
- Follow the instruction.
- All the equipment shall be properly secured and kept at safe locations.
- Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored properly

21.10. Bomb Threat

This plan relates to the Bomb Threat.

Prior Emergency Situation (after warnings/inputs)

- Set up Crisis Management Centre and manned continuously.
- Chairman to declare plan/guideline to be followed which could be based on CISF Contingency Plan/Government of India/Statutory bodies/Indian Navy/Air Force/State Government etc. instructions.
- Chairman to ensure utmost vigilance in identified area to ensure the adequate resources in terms of security personnel, experts in handling equipment, trained manpower, and flood lights, earth moving equipment, mobile cranes, and rescue crafts are available to guard all gates, roads etc. In case of any unidentified/unauthorized person is found, he must be handed over to police.
- Chairman to ensure that evacuation plan is prepared and backup systems such as power generator, communication equipment, and safety systems are working. Chairman should also ensure that all required manpower such as electricians/ technicians/ laborer is available at all time.
- All terminals should be informed.
- No movement of the vessels in the port vicinity will be allowed.

During Emergency

- Chairman to adopt relevant CMP to combat the emergency.
- When additional security (army/BSF) arrives, situation is to be handled jointly.
- Chairman to ensure sufficient supply of food and water.
- All vessels inside the port and at the anchorage will observe blackout as per the instruction of Chairman.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

10.1. Scenario: Bomb Threat

10.2. Precautions: Trained Security Personnel, CCTV, and Continuous Vigilance including radioactive detectors.

10.3. Impact Zone: Entire port.

10.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Assess the level of disaster and activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Be in constant touch with CISF and District and Local Administration for rescue and relief operation.
- Assess the condition of site a take decision on evacuation.
- Coordinate with external agencies/authorities
- Terminate the response and debrief before allowing normal operation.

Sr. Commandant CISF / Dy. Commandant CISF

- Provide assistance to the terminal and controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Review & assess possible developments to determine the most necessary course of action.
- Act as per the CISF Contingency plan.
- Review the situation and accordingly.
- Be in constant touch District and Local Administration for rescue and relief operation.
- Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- During Emergency shall proceed to the scene & communicate & collect all information.
- He will assess and report the situation to the DC/HM.
- He will extend all necessary help to CISF as and when required.
- He will ensure that there is blackout at the port and the vessels at the anchorage area as per the guidance and instruction.
- Report the situation to the DC/HM and assist in assessing the incident.
- Maintain log of events.

Safety Officer

- Ensure all employees (port and contract) within port shifted to safe locations.
- He will keep the firefighting installation in a state of readiness and be in continuous liaise with DC/HM.
- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.

Master of Vessel (Alternate Officer: Chief Officer)

- He will coordinate and will be responsible for shutting down all cargo operation on board.
- Be ready to take the vessel out of the port as per the instructions .

Duty Pilot

- Shall be ready on site for taking the ship out of berth and be ready for providing any assistance on site.

Engineer/Master of Tug/Pilot Launches And Other Launches
• Shall be ready for providing any assistance on site.

Civil / Executive Engineer)
- Liaise with the DC/HM, terminal managers and Traffic Manager.
- Carry out urgent civil works as required.

Mechanical Engineer
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer
- Shall be responsible for Electrical supply to vital equipment and systems if required as per the instruction.
- Coordinate and provide support to the terminal as per the instruction.
- Liaise with DC/HM and assist Terminal Manager.

Traffic Manager
- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.

Medical Officer
- Organize and keep ready the first aid team with ambulance & necessary medicines to attend to any injured person at the site of the accident as per the instructions.
- Keep sufficient doctors on duty during emergency.
- Coordinate with the local hospitals and arrange for medical assistance from empanelled hospitals as and when required.

General Functions of All Departments
- Follow the instruction.
- All the equipment shall be properly secured and kept at safe locations.
- Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored properly

21.11. Natural Disasters

As soon as the message on anticipated cyclone/flood/natural calamity is received from the State Government Authority/Indian Meteorological Department/Cyclone Warning Centre/Indian Navy, etc. by any official of the Port Trust, the same shall immediately be informed to the Deputy Conservator (Nodal Officer), who in turn shall get such message confirmed from the above sources and apprise the Chairman and Dy. Chairman accordingly. On approval of Chairman, the Action Plan as stipulated hereunder shall be put into operation for which the Deputy Conservator shall inform all the officers-in-charge of the Control Rooms as well as the Heads of Departments, including Chief Operation Manager, OOT, and Vadinar about the decision of the Chairman.

Cyclone

This plan relates to the Natural Disaster-Cyclone within DPA Port waters and land including where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan

DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

Before the event

- Communication with the IMD and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment • All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client s surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Cyclone, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

11.1. Scenario: Natural Disaster - Cyclone

11.2. Precautions: Continuous weather monitoring, Early warning system.

11.3. Impact Zone: Entire port.

11.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
Be in constant touch with District and Local Administration for rescue and relief operation.
Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
- Monitor the weather map either through Internet or Television and record approximate position of the weather and information about its movement as given in the news.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions.
- Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.

Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.

Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.

Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.
- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
  Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
  Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaise with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- During cyclonic season sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene

oil, hurricane lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.

- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.
- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock. All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.

- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF

- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer

- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments

- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

Immediately on the occurrence of a Crisis, the local Internal Action Plan under the Disaster Management Act, 2005 would be put into effect by the local/District and the state authorities. If the situation has wider ramifications and warrants response at the State/National level, the Chairman/ Deputy Chairman will contact the Nodal Ministry of the State / Central Government and seek the required help. The concerned authorities would activate its control room, call for a meeting of the Crisis Management Group and put into operation its contingency Plan.

Dy. Conservator/Harbour Master/Pilots should be available at Kandla during emergency. All the Pilots of the Port should reach Kandla immediately in case of emergency. Any Pilot not traceable in emergency shall be liable for disciplinary action.

whenever the Cyclone is located in close proximity to the danger line plotted between 65-degree E Longitude 18.2 degree N Longitude and 73 degree E Longitude 18.2 degree N Longitude, the following should be ensured.

i. Under such a situation, the ships shall be removed during the first/next available tide. It will be the duty of Harbour Master and Dy. Conservator to ensure that the ships are removed during the first/next available tide as soon as the storm

approaches in the close proximity to the danger line as defined above without seeking any further instructions from higher authorities. This action shall be taken automatically and suo-motto without any confusion and for this purpose Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator so as to enable him to remove the vessels in time. The removal shall be done with the help of all the available pilots plus all contract/empanelled pilots together at one go in the shortest possible time so as to ensure that all the vessels cross the bar before the tide restriction sets in.

ii. Dy. Conservator shall ensure that all ships are moved out of the Harbour at the earliest. All pilots shall immediately report at Kandla and stay there till the Action Plan is in operation. Dy. Conservator/Harbour Master shall immediately plan removal of vessels to the OTB as soon as the Action Plan is put into operation irrespective of the signal number, which must be hoisted. If it is impossible to remove them, then all other steps should be taken to ensure safety of the vessels at the Port, as also it would not cause any damage to the Port.

iii. M E Gr. II shall enlist the Engine side staff of the Floating crafts to be kept stand by for shifting of crafts to safer places. He will be the in charge of manning these crafts as per the requirement.

For shipping tugs, Marine Engineer / Engineer In charge (Tugs) / will be the in charge for manning the engine side staff for operation of the shipping tugs as per the requirement. Assistant Engineer (DT) and, Assistant Engineer (FC) shall co-ordinate with Marine Engineer / Engineer In charge (Tugs).

iv. After the Cyclone warning Signal No. 5 or above is hoisted at the Port Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships' derricks properly secured and all labourers evacuated from the port area. Public address system shall be installed at the cargo jetty area, which shall be under the charge of TM. He shall use it for necessary arrangements relating to the evacuation. Senior Commandant, CISF shall ensure that Public Address System is fitted on jeeps provided to CISF.

Traffic Manager should ensure that responsible persons make announcements in a proper way so as not to create any misunderstanding / panic.

Immediate Stopping of Operations At The Port

All the Pilots of the Port should reach Kandla immediately in case of emergency. Any Pilot not traceable in emergency shall be liable for disciplinary action.

Dy. Conservator/Harbour Master/Pilots should be available at Kandla during emergency. (i) Removal of vessels whenever the Cyclone is located in close proximity to the danger line plotted between 65 degree E Longitude 18.2 degree N Longitude and 73 degree E Longitude 18.2 degree N Longitude.

v. Under such a situation, the ships shall be removed during the first/next available tide. It will be the duty of Harbour Master and Dy. Conservator to ensure that the ships are removed during the first/next available tide as soon as the storm approaches in the close proximity to the danger line as defined above without seeking any further instructions from higher authorities. This action shall be taken automatically and suo-motto without any confusion and for this purpose Traffic Manager shall stop all loading and unloading operations immediately upon instructions from Dy. Conservator so as to enable him to remove the vessels in time.

The removal shall be done with the help of all the available pilots plus all contract/empanelled pilots together at one go in the shortest possible time so as to ensure that all the vessels cross the bar before the tide restriction sets in.

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Traffic Manager should ensure that responsible persons make announcements in a proper way so as not to create any misunderstanding / panic.

Evacuation Of People From Kandla Area Action Plan

On Hoisting of No. 5 Signal or above in Kandla Port, immediately action shall have to be initiated for evacuation of people in the following areas by the persons responsible as mentioned hereunder: -

The evacuation of the inhabitants of the following areas at Kandla is to be done as these areas are sensitive and prone to natural calamities like cyclone, high-tide and other Crisis like Gas Leak, etc..

Traffic Manager/Deputy Traffic Manager shall arrange to inform all the Stevedores / Agents and other Stakeholders to remove their workers from the operational areas at Kandla.

On Hoisting of No. 5 Signal or above in Kandla Port, immediately action shall have to be initiated for evacuation of people in the following areas by the persons responsible as mentioned hereunder:-

The evacuation of the inhabitants of the following areas at Kandla is to be done as these areas are sensitive and prone to natural calamities like cyclone, high-tide and other Crisis like Gas Leak, etc..

SE (Land) and Asstt. Executive Engineer should ring up major salt leaseholders and advising them to evacuate their labourers and report the action to the Chairman within two hours.

Safety Officer & Librarian shall inform the Public/Private Sector Tank Farms in Kandla about the situation and advise them to shif their people out ht respective areas to safe places.

Traffic Manager/Deputy Traffic Manager shall arrange to inform all the Stevedores / Agents and other Stakeholders to remove their workers from the operational areas at Kandla.

Core Team: -

Asstt. Commandant-CISF, OSD (Estate), ***Ex. Engineer (Harbour),*** Executive Magistrate of State Govt. of Gujarat i.e. the Mamlatdar, Gandhidham and Police Inspector, Kandla shall jointly ensure evacuation of people from Kandla areas. The persons entrusted with the evacuation programme as indicated herebelow will have to report the progress in evacuation to the Dy. Secretary (E) who shall apprise all developments in this regard to Chairman and Deputy Chairman over telephone time to time.

In Kandla Area, there is Residential Habitation in the following areas:

I) ***Places Of Habitation: -***

(I) ***Saltpan Units: -***

Considerable numbers of Salt Workers are engaged in the following Salt Manufacturing Units.

(a) Kutch Salt Works.
(b) New Kandla Salt Works.
(c) Vijay Salt Works.
(d) Friends Salt Works.
(e) United Salt Works on KPT Land.
(f) United Salt Works on State Government Land.
(g) Small Salt Works of State Government, Near Nakti Creek.

The approximate number of Salt Workers that are being engaged/residing in these Salt Works will be around 2575.

(ii) Sirva Labour Camp: -

Plots in Shirva Labour Camps (Near Mosque) have been allotted by Deendayal Port Trust on Leave & License Basis, wherein there are 350 hutments. (approx,)

(iii) Sirva Railway Hutments: -

The Shirva Railway Hutments (alongside J.N. Road/ 2 mile road) is a cluster of Hutments erected on the Railway Land, located near Mobile Towers, Gurudwara and opposite Bapat Bazar: **2500 hutments (approx),** which includes 600 hutments erected on DPT land. Deendayal Port Trust has allotted land to Two Housing Societies known as Kandla Port Workers Co-operative Society and Dr. Jayant Khatri Co-operative Housing Society in Kandla area. Also, there is 1 society namely Dafda Society/Harijan Co-op Housing Society.

(v) ***New Kandla Port Colony, P&T, Customs Colonies:***

The DPT employees, CISF Personnel, Customs employees etc are residing in these areas.

(vi) ***Thermal Hutments: -***

These is a cluster of 180 hutments (approx..) unauthorized Hutments to the Northern side of Whaiyya creek and 35 hutments (approx..), on southern side of GETCO Power House Electric Sub-station/M/s INEOS ABS (1) Ltd., and this land belongs to PGVCL.

(vii) ***Banna Fishermen Hutments: -***

This is an unauthorized Fisherman Colony situated on the Bank of Kandla Creek towards Southern side of (ex-lessee)-NDDB/Mother's Dairy, Old Kandla, wherein 190 hutments (approx.) are erected.

(viii) STP, Fishermen hutments

There are about 200 hutments located near Sewage Treatment Plant, near link road at Kandla, behind New Custom House and near Barge Handling Plots.

(ix) ***Iffco Hutments: -***

There is a cluster of 120 (approx.) unauthorized hutments near IFFCO Plant, opp. M/s. Vopak.

(ix) Mitha Port Hutments

There are 60 hutments erected on DPT land and about 470 hutments are located on State Government Land, near M/s. Ahir Salt & Allied Products Pvt. Ltd., KK Road, Old Kandla.

II) ***Population Of Kandla :-***

The population of Kandla Area is basically a mixture of people from various places and they can generally divided in the following three groups;

(a) People belonging to nearby villages like (i) Tuna (ii) Kharirohar (iii) Mithirohar (iv) Chirai and (v) Gandhidham City.

(b) People belonging to other States like (i) Andhra Pradesh (ii) Rajasthan (iii) Uttar Pradesh, (iv) Bihar and Orissa.

(c) People working in Government establishments residing in the colonies of their organizations.

Most of the people residing in Shirva Labour Camp, Shirva Railway Hutments and Thermal Hutments etc are engaged as Private Labours in the Port and Port related ancillary activities and petty business.

III) ***Shifting Of People To Safer Places: -***

(a) People Of Nearby Villages: -People belonging to nearby villages like (i) Tuna (ii) Kharirohar (iii) Mithirohar (iv) Chirai and (v) Gandhidham City will have to be sent back to their respective village by providing them Trucks and/or ST Bus facilities.

(b) People Of Other States: -People belonging to other States like (i) Andhra Pradesh (ii) Rajasthan (iii) Uttar Pradesh (iv) Bihar and Orissa may not have any relatives or other accommodations facilities in the nearby places like Gandhidham, Adipur. Hence, they will have to be provided Temporary Shelter in the following places at **New Kandla**.

(i) Staff Club, New Kandla. (ii) Officers Club, New Kandla.

(iii) Community Hall, New Kandla.

(iv) Schools and other places at Gandhidham as may be declared as Temporary Shelters in Emergency by Mamlatdar, Gandhidham.

The evacuation of people from different areas at Kandla shall be looked after by the officers named below :-

(a) ***Banna Fishermen Colony***

ACTION BY: Junior Engineer (Civil) and CISF

(b) ***Saltpans (Including Major And Minor)***

ACTION BY: Labour Officer and CISF.

(c) ***Sirva Colony & Sirva Railway Hutmetns***

Action By: SE (Land), Estate Inspector and CISF

(d) ***New Kandla, DPA Colonies, Customs And Thermal Colony:***

ACTION BY: Executive Engineer (C) / (Inspector-Vigilance) with CISF

(e) ***Iffco Hutments And Thermal Hutments:***

Action By: Junior Engineer (Pipeline) and CISF

(f) ***Cargo Jetty And Oil Jetty Areas:***

Action By: Traffic Manager: Private Workers/Shore workers

Administrative / Officer / CHD Workers

HOD: The employees of their respective deptt.

The Traffic Manager/Commandant CISF shall ensure that the Cargo/Oil Jetties are completely evacuated and there is no fresh entry into the operational areas.

V) ***Public Announcement: -***

The Public Announcement for faster evacuation is to be made by (a) CISF on behalf of Kandla Port Trust and (b) Police Inspector, Kandla Police Station.

VI) ***Temporary Shelters : -***

The Temporary Evacution Centres (TEC) will be set up in the Gandhidham area in places like Schools /Community centres etc. as may be decided in consultation with the State Govt. Officials.

Executive Engineer (TD) will have to ensure the following;

Opening, clearing and providing water facility in the Temporary Shelters at (a) Staff Clubs, (b) Officers Club, (c) Community Hall and (d) School Buildings. The toilet blocks attached to these buildings are to be kept in usable condition.

Executive Engineer (Electrical) shall ensure providing of lights and continuous electric supply in the Temporary Shelters as mentioned above.

Labour Officer and the Head Masters of BVM School shall have to ensure opening of the Schools and shifting of school furniture as may be required.

The requirement of amenities / medical aid etc. in the Temporary Evacution Centres will be taken care of by the Executive Engineer(TD)/, Senior Engnieer(PL), and Sr. Medical Officer.

VII) ***Transport Facility: -***

The Traffic Manager shall provide sufficient number of Trucks and Dumpers as may be requested by O.S.D.(Estate) for evacuation purpose.

The hired buses of KPT shall be deployed for evacuation. In case of additional requirement, the Dy. Secretary will co-ordinate with Mamlatdar, Gandhidham for obtaining sufficient number of ST Buses for evacuation purpose.

Secretary shall co-ordinate the above activities.

Ensuring The Functioning Of Telephones

The name and telephone No. of the Officer Telephone Department to be contacted in case of any problem:

1. General Manager, Bhuj
2. District Engineer, Bhuj
3. SDO (P), Gandhidham

Dy. Secretary (Personnel) shall ensure that the telephone of all the Head of Departments and other responsible officers of different Departments are functioning properly by ringing personally. In case any of the telephones does not function or give satisfactory service, he shall take up the matter with the higher authorities immediately.

VEHICLE POOL

As soon as this Action Plan comes into force, the vehicle pool stands formed; the vehicle pool shall be controlled by Senior Engineer (Pipeline) and Senior Labour Officer. There will be vehicles in the Pool

Contact With The Railway & Gsrtc Secretary, Sr. Dy. Secretary & P O I/C should ensure for the smooth movement of workers/employees for which he may get in touch with the following officers of Western Railway/GSRTC and apprise them about the situation so that the movement of Staff is not suffered.

Transport	Contact Person

Western Railway	Area Manager
	Control Room
	Enquiry
GSRTC, Anjar	Depot Manager
GSRTC, Bhuj	Depot Manager
GSRTC, G'dham	Depot Manager

Monitoring Through Internet
As soon as the cyclone warning Signal No. 5 or above is hoisted, the HM and Pilot should monitor it through internet and give two hourly print out to Dy. Conservator, Secretary, Chief Engineer, FA & CAO, Dy. Chairman and Chairman. Dy. Director (EDP) along with Junior Engineer (PMC) and Exe. Engineer (Design) will monitor the website in the A. O. Building, Gandhidham. Website for monitoring - **www.imd.gov.in**

Plotting Of Information On Map
The HM, Pilot and Signal Suptdt. shall be deputed in the Control Room immediately on starting of the control room with relevant charts.

The above persons shall immediately reach the Control Room and stay there till the emergency is called off. They shall plot the movement of cyclone on hourly basis and bring the position to the notice of Traffic Manager, Chief Mechanical Engineer, Dy. Conservator and Dy. Chairman/Chairman.

After scrutinizing the movement of Cyclone on the Charts, Dy. Conservator shall, in consultation with Chairman / Dy. Chairman, if required, take a decision for evacuation of ships immediately as soon as the Cyclone is in close proximity to the danger line as defined above.

All pilots should remain stand by as soon as the warning of Cyclone No. 5 level and above is received. All pilots shall be stationed at Kandla and shall not leave the port without prior permission.
Dy. Conservator shall station himself at Control Room at Kandla and remain continuously in touch with the pilots. The pilots should be in a position to mobilize themselves for evacuation of vessels and securing all Port crafts at shortest possible time.

21.12. Earthquake

This plan relates to the Natural Disaster-Earthquake within DPA Port land where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan
DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

Before the event

- Communication with the IMD/INCOIS and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment
- All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client s surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Earth Quake, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.

- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

12.1. Scenario: Natural Disaster - Earth Quake

12.2. Precautions: Continuous weather monitoring, Early warning system.

12.3. Impact Zone: Entire port.

12.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller
- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
Be in constant touch with District and Local Administration for rescue and relief operation.
Terminate the response and debrief before allowing normal operation.

Designated Incident Controller
- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.

- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
- Monitor through Internet or Television and record information as given in the news.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions.
- Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.

  Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.

  Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.

  Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.

- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
  Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
  Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaise with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- Sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.

- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock. All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.
- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF

- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer

- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.

- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments

- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

21.13. Flood

This plan relates to the Natural Disaster-Flood within DPA Port land where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan

DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action

Before the event

- Communication with the IMD/INCOIS and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment
- All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client s surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Earth Quake, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

13.1. Scenario: Natural Disaster - Flood

13.2. Precautions: Continuous weather monitoring, Early warning system.

13.3. Impact Zone: Entire port.

13.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.

- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
Be in constant touch with District and Local Administration for rescue and relief operation.
Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
- Monitor through Internet or Television and record information as given in the news.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions.
- Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.

  Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.

  Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.

  Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.
- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
  Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
  Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaise with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- Sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane

lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.

- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.
- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock. All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.

- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF
- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer
- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments
- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

21.14. Tsunami

This plan relates to the Natural Disaster-Tsunami within DPA Port waters and land including where its occurrence has potential to interrupt the Port operations.

Aim and Objectives of the plan
DC/HM will have the control. He should confer with the Master of the vessel regarding plans, precautions to be taken to preserve the safety of the vessel and the Port in the interim, and measures should be taken for the prevention of pollution.

Immediate Action
Before the event
- Communication with the IMD/INCOIS and other agencies should be maintained,
- Continuous weather monitoring should be done,
- Should continuously keep track of the conditions on social media, TV channels etc.

Precautions before the event

DPA will then carry out the following actions:

- The movement of all other vessels into or out of the port should be stopped and alternative orders issued as necessary.
- The tug owner's representative should be promptly advised, and tugs requested to be placed on standby and secured.
- The Fire station should be informed and advised for the required action.
- Communications should be maintained and events are to be recorded, as appropriate.
- Ascertain that there are no unsafe conditions due to loosely secured equipment
- All operations at the port should be stopped.
- Confer with the Master regarding plans for the taking the vessel to the anchorage area.
- Advise the District Authority, and determine the need for assistance from any functional services, if necessary.
- Inform all contractors to remove all their equipment from jetty area and safely park at shore.
- Stop loading/unloading of ship and measure the ship cargo quantities along with client s surveyor and communicate Marine department/Shipping agencies to take the ship to anchorage area.

In the event of an incident occurring due to Earth Quake, the following actions should be considered:

- The Signal station should be informed of the incident by the Master of the vessel.
- The Signal station will inform the DC/HM of the incident.
- The Signal station will inform all concerned.
- To confirm appropriate pollution control and response measures are in place or standby and inform Coastguard, if necessary.

Ascertain details of the incident (if any), including the location of the incident, the vessel's particulars, direction of the vessel's head, height of tides, and extent of damage to vessel and port, prevailing and predicted weather conditions and damage to navigational aids. Determine whether any form of pollution of the sea has occurred or is likely to occur. The pollution containment equipment should be deployed as necessary and if possible. In the event of pollution refer to the DPA-OSCP.

- The vessel's agent should be informed of the incident.
- Response team will work as per the instructions of the DC/HM.
- Authorities to be informed

Post Emergency Actions

- Undertake restorative measure and repairs.
- Arrange for a preliminary inquiry into the causes of the incident to be commenced as soon as possible.
- Review the effectiveness.
- Inform the authorities about the termination of the response.

Action Plan

14.1. Scenario: Natural Disaster - Tsunami

14.2. Precautions: Continuous weather monitoring, Early warning system.

14.3. Impact Zone: Entire port.

14.4. Resources required: Organizational setup and major material and equipment resources.

DC/HM or Designated Incident Controller

- Activate the CMP.
- Establish EAC and be stationed to review & assess possible developments to determine the most necessary course of action.
- Give necessary instructions to Signal Station & arrange for external aid as necessary.
- Review the situation and accordingly inform to the Chairman.
- Consult with Chairman and decide on clearing of ships as soon as the cyclone is confirmed to pass in close proximity to the Port.
- Plan movements of vessels such that the vessels are cleared in shortest possible time.

Coordinate with external agencies/authorities such as Indian Navy and Coastguard at the earliest and extent possible.
Be in constant touch with District and Local Administration for rescue and relief operation.
Terminate the response and debrief before allowing normal operation.

Designated Incident Controller

- Proceed to the scene & communicate & collect all information.
- Take over the charge of Signal Station and ensure the action plan is promulgated as per the instructions of DC/HM.
- Inform and ask Masters to keep their ships ready to proceed to the sea at short notice as per the instructions.
- Ensure port hoists appropriate storm signal as per the situation.
- He will report the situation to the DC/HM & the Chairman.
- Keep rescue team ready with rubber boats, Life jackets etc.
- Ensure that the hazardous cargoes are shifted out of the port or secured/stored in a safe manner.
- Ensure that the operations are brought back to normal after the termination of the emergency procedure.
- Ensure that the tugs are on standby.
- Organize tugs and work boats and/or ensure that tugs and work boats are secured.
- Hire additional crafts as necessary.

Signal Station

- Gather information related to the vessel type and position in the port limit. Gather information related to the weather conditions by liaising with competent agencies for issuing warnings.
- Monitor through Internet or Television and record information as given in the news.
- Liaise with Master of the Vessel/Pilot.
- Ensure that telephones, one VHF and one walkie-talkie all are operational in the Port control centre. Listening watch to be maintained on VHF.
- Notify to DC/HM and the vessels moving into, through and inside the port. Keep DC/HM informed of all the messages received by telephone, VHF or by messenger.
- Notify the other Authorities and stakeholders as per instructions.
- Notify the information to all concerned as per the instruction of DC/HM. Pass the information to various Port departments and other port related organizations such as operators through telephones and VHF.

Inform the Survey & Dredging team /Pilot of the any buoys or crafts or any port installations is seen adrift.

Hoist signals or raise alarms, as per the warnings received by the competent agencies for issuing warnings.

Signal Station should liaise with Police/Health/District Administration for additional assistance.

Duty Pilot

- Shall be ready on site for taking the ship out of berth or will not bring the ship to berth as per the instruction given by DC/HM.
- He will inform the Masters of all vessels at the berths to double the moorings and to keep engine ready to proceed out to sea if situation warrants.
- Decision regarding moving ships to the anchorage will be taken depending on the strength of the wind likely to be encountered and number of vessels in the Port.
- He will maintain a close liaison and co-ordination with the Operations Incharge.

Master Of Tug/Pilot Launches And Other Launches

- Masters of respective crafts will notify their staff to remain on board and on standby until they are relieved by next shift staff or Pilot releases them from duty.
- Masters will secure their respective crafts at safe places as directed with additional moorings.
- Masters/Engineers will keep the engines of their crafts ready to proceed at short notice as per the instructions.
- Extra fenders and mooring ropes will be kept ready on board the Tug for use as required.
- If any craft is seen adrift or any other port installation is seen in danger, the Master of the crafts will immediately inform the signal station. Continuous listening watch will be maintained on VHF.
- Engine room entrance doors, sky lights etc. of all the floating crafts to be kept shut.
- Engineers in Charge of all tugs on receiving the cyclone warning must ensure that tugs are in readiness for operation.
- Tugs will be manned as per Marine Department s requirement in that situation and as per the instruction.

Master of Vessel and Craft In Port.

- Should raise ships emergency alarm and activate ship board emergency action plan.
- Having raised the alarm, the Master will be responsible for taking all immediate steps to safeguard his ship.
- Coordinate with Signal Station and provide the Port Authority with details of the vessel.
  Stops cargo operation & informs terminal loading manager and ship owner of the vessel. Notify port of the any need/difficulty.
- On arrival of port fire services & response team coordinate with them.
  Remain alert for un-berthing, if required.
- The Master will follow the instruction and be in continuous liaise with the C Signal Station.

Safety Officer

- Ensure workers within perimeter of safety dangerous / chemical tank farms shifted to safer perimeters. All other workers to move out of port area.
- He will keep fire tenders and pumps on standby. Mobilize fire tenders, personnel & fire-fighting equipment to the scene & extend all necessary support, if required.
- Assist in shifting of hazardous cargo out of the port or to a safe place.
- Sufficient stock of stores like AC sheets, J.Hooks, screw hinges, gunny bags, tarpaulins, ropes and wires for Port Crafts, diesel oil, kerosene oil, hurricane lantern, kerosene lamps, torch lights with batteries and bulbs, electrical items etc. to be kept.
- Liaise with State Fire brigade for any assistance.

Civil Engineer

- Liaise with the terminal managers and DC/HM.
- Arrange for equipment and local contractors -manpower required for cutting and removing debris in case of emergency or for securing equipment and shifting them.
- The Contractors, if any, already engaged in some site works shall be intimated about the warning issued and directed to take necessary precautionary measures to prevent loss of life and damage to machineries/equipment and Port assets.
- Keep enough number of cement bags ready. Form a task force to attend to any emergency.
- Diesel engines for raw water and clean water, all pump house equipment and all generator sets meant for water supply shall be secured, tried out and kept ready.
- As soon as the contingency plan is made operational all the water tanks should be filled up and standby arrangement for supply of water to be made.

Mechanical Engineer

- Ensure water supply to the hydrants. Arrange for pumps and submersible pumps.
- All types of cranes, forklifts, heavy earth moving equipment to be secured in a safe manner.
- Arrange for specialized equipment if required as per the instruction.

Electrical Engineer

- Shall be responsible for making arrangements for electrical supply to vital equipment and systems at the berth.
- All Sub Stations, Power Control rooms will be manned round the clock. All the electrical equipment to be properly secured.

Traffic Manager

- Traffic Manager shall ensure that the loading/unloading operations at the Port are stopped immediately, hatches closed, ships derricks properly secured and all labourers evacuated from the Port Area. Public Address System shall be installed at the Cargo Jetty Area, which shall be under the charge of Traffic Manager. He shall use it for necessary arrangements relating to evacuation.
- Shall be responsible of shutting down of cargo operation & coordinating and rendering necessary assistance
- Arrange to protect cargo in vicinity from damage.
- Submits consolidated list of dangerous goods in port Vessels in port.
- Coordinates with ship in-charge/C & F agents/stevedores.
- Submit consolidated list of dangerous goods in port-tank farms in port area.
- Coordinates with the tank truck contractors. Liaise with cargo handling agents to arrange for pay loaders to remove debris and fallen trees.
- Controls traffic in the area.
- The Manager will make announcement in the adjoining habitats area indicating the precautionary measures to be taken.
- Shall mobilize and dispatch sufficient number of vehicles to the site of emergency or as required.
- Ensure that all the materials and equipment which are likely to get damaged are secured and covered with tarpaulin.

Sr. Commandant CISF

- Controls & directs traffic in the area.
- Shall supervise evacuation of personnel from the scene at the time of emergency.
- Ensure that all barges / small vessels are directed to go to the sheltered area.
- The fishing trawlers and fishing crafts to be sent to safer place.
- Till normality is restored, arrangement will be made for thorough checks on all out-going vehicles to guard against pilferage.
- Round the clock patrolling duty shall be introduced along the electric lines to guard against the removal of copper wires which are likely to be grounded during cyclone.
- A special task force to be set up by the CISF for the rescue operation.

Medical Officer

- Shall be responsible to organize and keep first aid team ready with ambulance & necessary medicines to attend to any injured person at the site of the accident.
- Keep sufficient doctors on duty during emergency.
- Arrange for medical assistance from empanelled hospitals as and when required.

General Functions Of All Departments

- All the equipment shall be properly secured and kept at safe locations. Safety of workmen on duty shall be given priority during action and all efforts shall be made to evacuate departmental held up workmen.
- Operator s cabin doors of all the equipment and vehicles shall be kept shut.
- Doors and windows of permanent buildings must be properly shut.
- Important documents/files/records must be stored well above the floor.
- Power supply to be switched off before leaving the building.

22. LINKS BETWEEN THE ARMY, COAST GUARD & AIR FORCE

Aftermath of any Crisis the recovery and relief operations are conducted on a war footing.

The task involved usually demands rough and tough and dedicated personnel who are trained professionals to meet any challenge be it evacuating people marooned due to flood or making shelters or transporting relief to inaccessible areas. It is for this purpose that the army, air force and the coast guard would be required to assist the Kandla Port Administration.

The Chairman / Deputy Chairman would be the coordinating officials for liaising with the Station Commander (army, navy as well as air force) after consulting the District Administration.

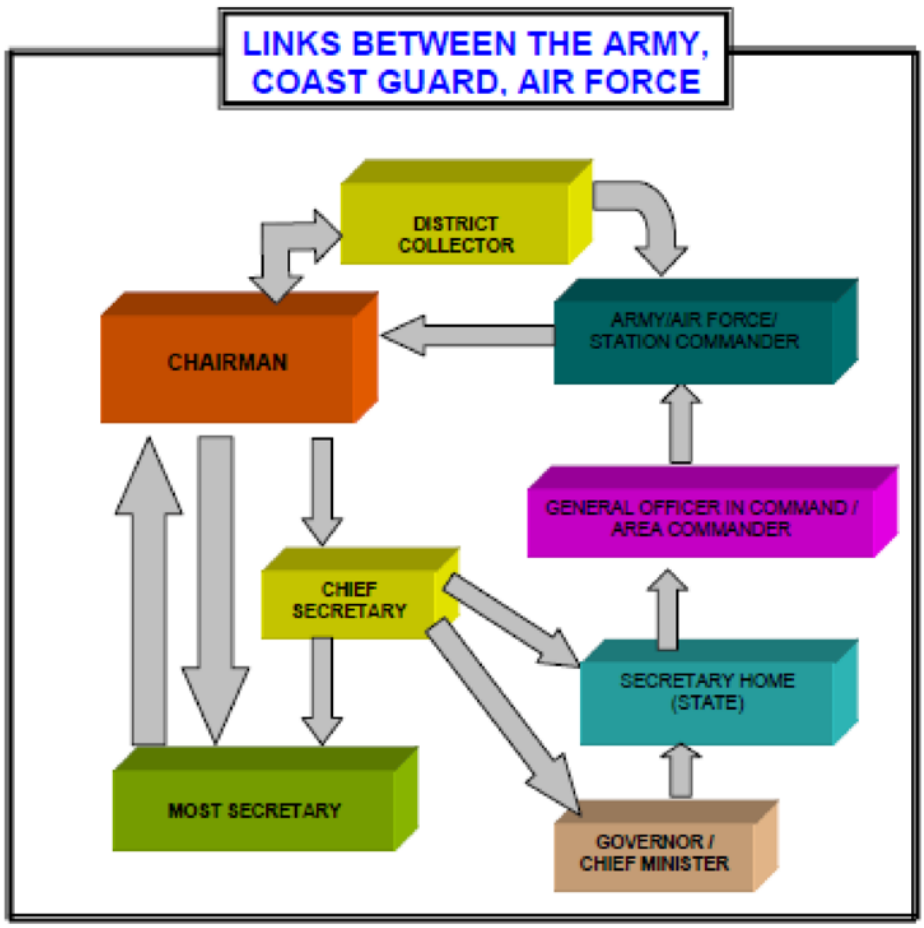
While seeking assistance from the army, air force or the coast guard the following documents should be kept ready for reference:

- Overall plot plan of the Kandla Port
- Clear demarcation of the affected area on the plot plan
- VHF link frequency for establishing contacts with the signal room as well as CISF commandant.
- List of all the important telephone numbers.
- In the event of Cyclone, keep the task force updated on the weather condition.
- Ensure that the emergency team is extending their full co-ordination to the task force.

- For ready reference the Secretary should nominate a person who should be made responsible to taking notes on what is happening and what sequence.
- The areas, which could be used as temporary shelters should be indicated to them.
- Open space which can be used as staging area should be indicated to them.
- All the medical staff should be kept on standby and they should be asked to act after consulting the Army or the Air force teams.
- In the event of air evacuation requirement it should be ensured that the people being evacuated are listed and the number of sorties required is noted.

- In the event of a cyclone and an resultant Ammonia Gas leak it should be noted that the Army and the Air force should be provided with gas mask (if the need be).
- Data pertaining to the number people in the affected areas (an approximate) should be made available to the Army / Air force.

The flow of information for co-ordination: Chairman District Collector Chief Secretary - Ministry of Surface Transport Governor / Chief Minister of the state ARMY/AIRFORCE.



23. STAFF ATTENDANCE

From experience it is observed that several times many officials do not turn up for work under one or the other pretext. This would be viewed very seriously. Immediately on operationalising this Action Plan, even if, it is a Public Holiday, the following staff shall report for duty.

All Operational Staff particularly those of Floating craft Section and Power Supply Section. Head of Departments may hold a meeting with Class-I, & Class-II and staffs and explain their functions as per the provisions of Action Plan during the Natural Calamity and submit a Compliance Report to Chairman/Dy. Chairman on priority basis.

FS- For the Flotilla Staff /SIGNAL STATION

Company Commander, CISF- CISF

FcSO- For Fire Brigade Staff

Leave For Class 1 Class Ii Officers

All Class-I & Class-II Officers, the Technical Staff, the essential staff and other persons assigned with specific functions under this plan who wants to avail leave in the month of May, June and July should invariably submit their leave program in April every year. Secretary shall issue a circular in the first week of April every year to all the Class-I and Class-II Officers and ascertain the period for which officers would like to proceed on leave during the months of May, June and July of that year.

24. CONTROL ROOM

There shall be three control rooms, one at Kandla at Signal Station Seva-Sadan-III, and second one at AO Building, Gandhidham and third at A O Building Off Shore Oil Terminal, and Vadinar. The Control Room at Kandla shall be under the direct supervision Harbour Master, whereas Dy. Secy. (G) will be the overall in charge of the control room at A O Building, Gandhidham. XEN (M&E) will be the overall in charge of control room at Vadinar. They shall rush to the respective control rooms as soon as the action plan is put into force. The officials named in the duty roaster of various departments elsewhere in this Action Plan shall also report to the respective HODs for coordination and to perform duties as may be assigned by the higher authorities. The overall in charge should draw up roster of the said employees and assign duties for the coming five days. The staff should report to the respective control rooms. The Radio Radar Technician will remain in control room to attend all communication equipments.

The overall in charge of the Control Rooms shall ensure the presence of the staff, to which various duties have been assigned. They should attend the meetings as and when called. In case of absence of the staff, the matter should be informed to the disciplinary authority, who shall take disciplinary action against the erring employees.

The information so collected shall be maintained by making hourly log entry in a register.

LIST OF CONTACTS & COMMUNICATIONS

PARTICULARS OF THE ACTION PLAN COMMITTEE MEMBERS

SR. No	Name	Designation	Telephone Nos.			
			Office	Residence.	Fax	Mobile
1	Mr. SANJAY MEHTA,IFS	Chairman	(02836)-233001/ 234601	02836-233002	235982	
2	Mr. NANDEESH SHUKLA IRTS,	Dy. Chairman	(02836) 234121 (02836) 236323	234218 236346	236323	
3	Capt. Pradeep Mohanty	Deputy Conservator	233585 220235	232806	233585	9603123449
4	Shri B. Bhagyanath, FA & CAO	FA&CAO	233174	239250	220047	9526062088
5	Mr. A Krishnan	Deputy FA&CAO	220214	223854	220047	9825227036
6	Mr. Mahesh Chande	Sr. Manager(ICT)	221251		220047	9879462352
7	Shri C. Harichandran, Secretary	Secretary	220167	231939	233172	7036868889
8	Mr. Y K Singh	Sr.Dy. Sectary	221375			9825227079
9	Mr. Deepak Rane	Sr. Asst. Secy	221679	234691		8238057380
10	Shri B. Rajendra Prasad,	Supdt.Engr. (C)		220670	---	9727754360
11	Shri K. Srinivasa Rao	Dy. CE	---	---	---	9427251059
12	Mr. Ravi Maheshwari	P O	223828			9426737553

13	Shri G.R.V. Prasada Rao,	Traffic Manager	270625 270246	263006	270475	9666107773
14	Shri Sudipta Banerjee,	Sr. Dy T.M.	270270	235100		9748437052
15	Capt. Laljee Ram Meena,	Harbour Master	270201	231310		8976741054
16	Mr KV Sriramprasad	Dy.Hydl. Engr	270277	225389		9825227201
17	Shri Nitin Keniya,	Flotilla Supdt.	270280	226121		9978559903

18	Shri Aseem Chakraborty	FCSO(I/C)	270176 270178		270176	9825227041
19	Shri. V. Raveendra Reddy	Chief Engineer	233192	228777	220050	9825227038
20	Shri K. Srinivasa Rao	Dy. CE	222056	---		9427251059
21	Shri Hemantkumar Bhaskar,	XEN (TD)		226323		9718313460
22	Shri S C NAHAK	CME	270426	226067 8249081015		9825235196
23	Mr. P Srinivasu	SE (E)	271010			9825234436
24	Shri Manipuspak Sethi	SE (M)	270352			9825340169
25	Dr. Anil J. Chellani,	CMO	225767 220072	234598		9825505796
26	Dr. Mahesh Bapat	Sr. Dy. CMO		220558		9687607528
27	Dr. S. Suryavanshi	Dy. CMO		233099		9687606995
28	Dr. Rekha Bambhania	Dy. CMO				8758952863
29	Dr. Sunil kumar	MO				9909006995
30	Dr. Milan Lakhiya	MO				9825655954
31	Dr. Vandna Suryavanshi	MO				8980610995
32	Dr. Sudhir Singh	MO				9426702120
33	Shri Abhijeet Kumar, Commandant	Comdt. CISF	271037	229140		9825227282

CONTACTS OF OFFICIALS OF GENERAL ADMINISTRATIVE DEPT.

Sr. No.	Designation	Present incumbent	Contact Telephone Numbers		
			Office	Res	Mobile
1	Secretary	Shri C. Harichandran, Secretary	220167	231939	7036868889
2	Sr. Deputy Secretary	Y K SINGH	221375	234730	9825227079
3	Sr. Asst. Secretary	DEEPAK RANE	221679	-	8238057380
4	Personnel Officer	RAVI MAHESHWARI	223828	228584	9426737553
5	Labour Officer	A. B. PRADHAN	230072	238643	95865 45289
6	TP & PRO	OMPRAKASH DADLANI	220051	223385	96389 43800
7	LAW OFFICER	PRAYAG PIYUSH	231369		9712341380
8	Librarian	Ms. YASASHWINI YADAV	221233		8318503328
9	Head Master, BVM School (Kandla)	Gohil Sir	271049	261998	9374240198

Contact Nos Of CISF Officials

Sr. No.	Designation	Present incumbent	Contact Telephone Numbers		
			Office	Res	Mobile
1	Commandant	Shri Abhijeet Kumar, Commandant	271037	229140	9825227282
	PA to Sr. Comdnt.	NEELAM KUMARI	271037	220192	9951492174
2	Control Room	270140			
3	North Gate		271440	-	-
4	West Gate – I		271039	-	-
5	West Gate II		270876	-	-
6.	West Gate-III (13 to 16)				
7,	13 to 16 berths				

List Of Duty Roster Of Marine Department (Ministerial Staff)

Sr. No.	*Name*	*Office*	*Resi.*
1	*office supdt.*	*221971*	
2	*Signal Supdt*	*270549*	*9825427400*
3	*Supd. A/C.*	*221971*	
4	*PA TO DC*	*220235*	*7567425706*
5	*Assistant*	*221971*	
6	*Sr. Clerk*	*270427*	
7	*Messenger*	*221971*	

Pilots

Sr. No.	*Name*	*Office*	*Resi.*
1	*Capt. S. K. Pathak*	*231310*	**98258 03499**
2	*Capt. A K Sharma*	*238154*	*98796 03642*
3	*Capt. Vipul M. Madan*	*221478*	*98796 03643*

Contract/Empanelled Pilots

NO.	NAME OF PILOTS	MAIL ID	CONTACT NUMBER
1	Capt. Vikash Mali	vikasmali@yahoo.com	9833362560
2	Capt. Sushant Mital	captmittal@gmail.com	9997713699
3	Capt. Ankit Dwivedi	capt_ankitdwivedi@icloud.com	7355274958
4	Capt. Prakash Dokaniya	prakash_dokania@yahoo.co.in	9099674149
5	Capt. Nitin Nanda	nitinnanda22@hotmail.com	9818143668
6	Capt. Genius Raj	genius.raj@gmail.com	9726097129
7	Capt. M.K. Mittal	captmittal@gmail.com	9408530740
8	Capt. Vinay Sud	capt.vinaysud@gmail.com	8375897570
9	Capt. Swapnil Shinde	swapsp3@hotmail.com	9892539921
10	Capt. Ripusudan Prasad	ripu_sudan@yahoo.com	8961269634
11	Capt. Saurabh Bali	saurabhbali75@hotmail.com	8527003475
12	Capti. Pankaj Jain	pankajjainnagpur@gmail.com	9422483965
13	Capt. Naveet Goel	naveetgoel@googlemail.com	8745832500
14	Capt. Shishir Patange	shishir.patange@gmail.com	9320220748
15	Capt.. Abhishek Yadav	abhisek.tcsmn@gmail.com	9166640924

Fire Station

Designation	Numbers
Main Station (Emergency Response Centre)	270176 / 270178
Cargo Jetty West Gate No. 1 (Tilak Fire Stn.)	9825221330
Cargo Jetty (Azad Fire) Nr. Berth No. 8	9825221352
Fire cum Safety Officer	270176 (O) / 227512 (R) 98252 27041 (M)
Fire cum Safety Oficer(i/c)	(M)9825227041

Flotilla staff

1	Shri. Nitin Keniya	Pasenger Jetty	226121	9978559903
2		Craft Jetty-1 Bunder Basin		

3	**Mr. Jaydeepsinh Gohil**	**SNA Jetty (New Jetty) Bunder Basin**		**9033590569**
4	**Jitendra Ninzar**			**9428749240**
5	**Sahdevsinh Jadeja**			**9429042696**
6	**Diwansinh jadeja**			**9426970903**
7	**Bharat Parmar**			**9638603889**

Sections

Sr. No.	*Name*	*Contact*
1	*Flotilla Section*	*270292*
2	*F/S*	*270280 / 226121 / 9978559903*
3	*Signal Station*	270549 / 270624 (F)
4	*Fire Station*	*270176 / 270178 / 295960 / 295974*

Designation	**Numbers**
Main Station (Emergency Response Centre)	270176 / 270178
Cargo Jetty West Gate No. 1 (Tilak Fire Stn.)	9825221330
Cargo Jetty (Azad Fire) Nr. Berth No. 8	9825221352
Fire cum Safety Officer	270176 (O) / 227512 (R) 98252 27041 (M)
Fire cum Safety Oficer (i/c)	(M)9825227041

Area	***Designation***	***Office***	***Resi.***	***Mobile***
New Kandla Gopalpuri	*S.E.(Road)* *XEN (TD)*		 *226323*	*9427251059* *98795 14129*
Old Kandla	*S.E. (Pipe Line)*	*220038*	*232880*	*9727754360*
Cargo Jetty	*Executive Engineer (Harbour)*			*9016609999*

List Of Duty Roster Of Civil Engineering Department

Designation	***Office***	***Residence***	***Mobile No.***
Chief Engr.	***233192***	***220982***	***9825227038***
Dy. Chief Engineer	***222056***	***---***	***9427251059***
Supdt. Engr.(C)	***220016***	***220670***	***9727754360***
PA To CE (T)	***---***	***226323***	***9429948190***
P.A. To CE	***220050***	***233089***	***9428032486***
Exe. Engr (TD)	***223912***	***228869***	***9879514129***
Exe. Engr. (H)	***---***	***----***	***9016609999***

LIST OF MEMBERS/ALTERNATE MEMBERS OF THE NATIONAL CRISIS MANAGEMENT COMMITTEE (N.C.M.C.)

Name/Designation & Telephone No. of the Member	Name/Designation & Telephone No. of the Member
Cabinet Secretary, Cabinet Secretariat Tel.(O)23016696/23011241 (R)23012434 FAX 23012095	Secretary (Coordination), Cabinet Secretariat Tel.(O)23017075,(R)23074083, FAX 23018949
Principal Secretary to P.M. Tel.(O) 23013040 (R) 23384230 FAX 23017475	Jt. Secretary to PM Prime Minister's Office Tel.(O) 23018876 (R) 26277609 FAX 23016857
Home Secretary, Ministry of Home Affairs Tel.(O)23092989/23093031 (R) 24103058, FAX 23093003	Joint Secretary (Border Management) 23438114, 24634290, 23438099 (FAX)
Defence Secretary Tel.(O)23012380 (R)23014489 FAX 23010044	Special Secretary, Cabinet Secretariat Telephone (O) 23796453, (R) 24601030
Secretary (Security), Cabinet Secretariat Tel.(O) 23094382 (R) 26255169 FAX 23094227	Additional Secretary, Cabinet Secretariat Tel.(O) 23012697 (R) 26883988 FAX 23012095
Dy. NSA, National Security Council Secretariat Tel.(O) 23345287 (R) 23070811 FAX 23742811	Director (Security), Cabinet Secretariat Telephone (O) 23093648 (R) 25671048
Director,I.B. Tel.(O)23093330/23094897/23092892 (R) 23012252 / 23012161 FAX 23092410	Chairman, JIC National Security Council Secretariat Tel. (O) 23349314 (R) 23070505 FAX 23349314
Secretary (R) Cabinet Secretariat Telephone (O) 23796470 / 23796647 (R) 23017524 FAX 23796462	Special Director, IB Telephone (O) 23093492 (tele-fax) (R) 24673573

KANDLA CONTROL ROOM

Designation	Office	Residence	Fax No	Mobile
Harbour Master	270201	231310	270624	8976741054
Signal Supd. (i/c)	270549, 270194		270624	8141484786
Signalman at Signal Station	270549, 270194		270624	9825227246

Inmarsat Mini – M – Terminal Kandla – 00873762092789
(SATELLILTE COMMUNICATION)

A.O. BUILDING, CONTROL ROOM (GANDHIDHAM)

Designation	Office	Residence	Fax No	Mobile
Dy. Secretary (G)	221375	236990	------	9825227079
Sr. Accounts Officer	235242		-----	7574894392
DMM	231362			

VADINAR CONTROL ROOM

Designation	Office	Residence	Fax No	Mobile
Signalman	0288-2573026			9825212359
Exe. Engineer (E&M)	0288-2573005			
A. F. S.	0288			9712824782
Pilot in Station				

CONTROL ROOM SHALL HAVE THE FOLLOWING FACILITIES

Control Room	Telephone Nos	Fax No	VHF
Kandla	270549/270194, Cell 9825227246	02836-270624	8,10,12,16
Gandhidham	238055/239055	239055	8,10,12,16
Vadinar	0288-2573026, 9825212359		8,10,12,16

The above facilities will remain as permanent assets of the Control Rooms. The in charge for setting up of Control Room at Kandla will be Dy. Conservator and Secretary for A. O. Building, Gandhidham. They should ensure setting up the Control Rooms at the respective places within two hours of warning and the matter reported to Chairman/Deputy Chairman.

Commandant, CISF to remain in contact with In charge of Control Room at Kandla.

INDIAN METEOROLOGICAL DEPARTMENT

Designation	Address	Office	Resi.	Fax
Director General	Mausam Bhavan, Lodi Road, New Delhi.	011-24611842	011-24633692	011-24611792
D.D.G.M. (C.W)	-do -	011-24611068		011-24619167
D.D.G.M. (WF)	Met Office, Simla Office, Pune	020-25535886	020-25884104	020-24623210 25893330 25535201
D.D.G.M.	RC Colaba, Mumbai	022-22150517	22150417	
Director (ACWC)	-do-	022-22150405	022-22150452	
Director (I/c)	Met Center Ahmedabad	079-22865012 22867206		079-22865449
Met I/C	MET Centre, Ahmedabad	22861413		
Dr. Jayanta Sarkar,	Director I/C.	22865165, 22867657		

Websites: www.imd.gov.in

CONTACT DETAILS OF NDMA CONTROL ROOM

Member Secretary		
Shri Kamal Kishore, Member Secretary	011-26701701 011-26701704 011-26701740 Fax: 011-26701716	secretary@ndma.gov.in kkishore@ndma.gov.in
Members		
Lt. Gen (Retd) Syed Ata Hasnain	011-26701775	syedata.hasnain@ndma.gov.in
Shri Rajendra Singh	011-26701738	rajendra.59@ndma.gov.in

Shri Krishna S. Vatsa	011-26701776	krishna.vatsa@ndma.gov.in
Joint Secretaries		
Shri. Kunal Satyarthi, IFS Advisor (Policy & Plan)	011-26701747 Fax: 011-26701864	jspp@ndma.gov.in
Ms. Sreyasi Chaudhuri JS (Mitigation)	011-26701777 011-26701721	js-mitigation@ndma.gov.in
Ms. Sreyasi Chaudhuri JS (Admin) - Additional Charge	011-26701718 Fax: 011-26701864	jsadm@ndma.gov.in
Shri Ravinesh Kumar, AS Financial Advisor	011-26701709 Fax: 011-26701715	fa@ndma.gov.in
Shri. Kunal Satyarthi, IFS Advisor (Ops & Communication) - Additional Charge	011-26701747	advopscomn@ndma.gov.in
Joint Advisors		
K. Uma Maheswara Rao, IRTS Joint Advisor (IT & Comm) - Additional Charge	011-26701815	jaitcomn@ndma.gov.in
Nawal Prakash, Joint Advisor (CBT)	011-26701719	cbt@ndma.gov.in
Dr. S.K. Jena, Joint Advisor (RR)	011-26701707	jointadvisor.rr@ndma.gov.in
Dr. Pavan Kumar Singh, Joint Advisor (OPS)	011-26701788	ja.ops@ndma.gov.in
K. Uma Maheswara Rao, IRTS Joint Advisor (MP& P) - Additional Charge	011-26701815	jampp@ndma.gov.in
K. Uma Maheswara Rao, IRTS Joint Advisor (Mitigation) & CVO, NDMA	011-26701815	jamp@ndma.gov.in

(https://m.indiacustomercare.com/ndma-contact-number#gsc.tab)

NDMA CONTROL ROOM

Name	Office	Fax	Mob.	E.mail id
Control Room	011-26701728 011-1078	011-26701729	9868891801 9868101885	controlroom@ndma.gov.in, ndmacontrolroom@gmail.com,

CONTACT DETAILS OF GUJARAT STATE DISASTER MANAGEMENT AUTHORITY

1.	**Shri Harendra Kumar G Vyas**	**PA to CEO**	**079-232-59276**

2.	**Shri Nirav Trivedi**	**PA to ACEO**	**079-232-59302**
3.	**Shri Yogita Parmar**	**Director Finance**	**079-232-59219**
4.	**Shri Saurabh Kumar Singh**	**Deputy Director**	**079-232-59246**
5.	**Miss. Ekta Thaman**	**Deputy Director**	**079-232-59247**
6.	**Accounts Dept.**	**Accountant**	**079-232-59019**
7.	**Administration**	**Sector Manager**	**079-232-59306**

(http://gsdma.org/Content/contact-directory-4196)

State Emergency Operation Center
Address - Sector 18, Gandhinagar, Gujarat 382021
Contact No. - 079-23251900

CONTACT DETAILS OF DISTRICT COLLECTOR, KUTCH

District Collector Office
Near Circuit House, Mandvi Road,
Emergencies
(https://collectorkutch.gujarat.gov.in/contacts)

Nr. Mota Bandh,Bhuj,
Gujarat - 370001
+91 2832 250650 // +91 2832 250430

- collector-kut@gujarat.gov.in

District Helpline- Emergencies
Call : +91 2832 1077
District EOCs Helpline No.
Call : +91 2832 250650
Commissioner of Rescue & Relief
Call : 1070

CONTACT DETAILS OF DISTRICT DISASTER MANAGEMENT AUTHORITY, KUTCH

1. **Kamlesh Patel Dist. Project Officer** (9426533915)
2. **Shri D. K. Chaudhry (** Dy. Mamlatdar Disaster) +91 2832 250923 (9998199874)

District Project Officer Disaster Risk Management Program, District Emergency Operation Centre (DEOC) , Emergency Operation Branch, Collector Office, Kutch

ALL IMPORTANT CONTACT NUMBERS

District Level Authorities CONTACTS

District Collector Office, Near Circuit House, Mandvi Road, Nr. Mota Bandh, Bhuj, Gujarat - 370001

+91 2832 250650 +91 2832 250430

- collector-kut@gujarat.gov.in
-

Emergencies - District Helpline

Call : +91 2832 1077

District EOCs Helpline No.

Call : +91 2832 250650

Commissioner of Rescue & Relief

Call: 1070

MP Bhuj	252595	251177
Shri Mehul V. Desai (Dy.Collector, Anjar) sdmanjar@gmail.com	243345	243363
Shri Anil Jadav Mamlatdar, Anjar • +91 2836 242588 • mam-anjar@gujarat.gov.in	242588	243362
Shri B. H. Zala Mamlatdar, Gandhidham • +91 2836 250270 • mam-gandhidham@gujarat.gov.in	250475 250270	222875 250475
Shri I.V. Kher, Regional Fire Officer, State Fire Prevention Services, Gandhidham	9879515966	----
Shri Narendra Gadhvi, Station Officer, ERC, G'dham	9825572188	
Collector's Control Room, Bhuj. Kamlesh Patel Dist. Project Officer (9426533915)District Project Officer Disaster Risk Management Program, District Emergency Operation Center(DEOC) , Emergency Operation Branch, Collector Office, Kutch	2252347 2231733 02832-252347 09557920767 02832-224150	-

Doordarshan, Bhuj	2251107	
Dy. Mamlatdar, Gandhidham	250475 250270	
Civil Defense, Gandhidham	220221	
PGVCL, Gandhidham	221728 222809	
GW&SB, Gandhidham	220975	
GSRTC, Gandhidham	220198	
Duty Officer, All India Radio, Bhuj	222503	
State Information Dept. -Mitesh Modasiya	224859 250954	9427236878
Air Force Duty Officer, Bhuj	252501 252502	
Air Force, Bhuj	223450	
Air Port, Bhuj	254550	
Aerodrome Officer, Kandla	238370	223247
Indian Navy, Jamnagar	550263 to 5	550825
Air force, Jamnagar	550245 to 7	550247

Telephone Numbers of Gujarat Maritime Board

Sr. No.	Name, Designation and place of Office	Tele. No. (Office)	Tele. No. (Residence)	Fax No.	Mobile No.
1	Shri Raj Kumar, IAS Chairman	23250301, 23250303		079-23250305	
2	Shri Rajkumar Beniwal, IAS Vice Chairman and CEO			23234703	
3	Chief Nautical Officer, Gandhinagar	91 2822 220435		-do-	
4	Chief Engineer(C), Gandhinagar	23238346		-91 79 23234703-04	
5	Officer on Special Duty, Gandhinagar			91 79 23234703-04	
6	Port Officer, Magdalla	0261-2470533	-	2475645	
7	Port Officer, Bharuch	02642-241772	229082	220377	
8	Port Officer, Bhavnagar	0278-2519221	2568580	2211026	
9	Port Officer, Jafrabad	02794-245165		245152	

10	Port Officer, Porbandar	0286-2242408	2242412	2244013	
11	Port Officer, Veraval	02876-220001	242956	243138	
12	Port Officer, Okha	02892-262001	262010	262002	
13	Port Officer, Jamnagar	+91 288 2711806 +91 288 2711805 +91 288 2755207		+91288271118 +91 28271115	
14	Port Officer, Navlakhi Main Gate	02822-220435		232470	
15	Port Officer, Mandvi	02834-220033	220040	230033	
16	Traffic Inspector, Mundra	02838-222136	222136	-	
17	Executive Engineer(C), Jakhau	02831-287261	222996	-	
18	Gujarat Pipavav Port Ltd., Chief Operating Officer, Duty Office	02794286314 86001/92	286070	-	
19	Gujarat Adani Port Ltd., Mundra.	02838- 288201 to 8	287241	-	

For supply of Food Packets etc.

Sr. No.	Name of Agency	Contact Person	Telephone No.
1	Arya Samaj Mandal	Mr.Vachanidhi	231223 Mob. 9824221332
2	Agrawal Samaj	Mr.Dinanath	231638
3	RSS	Mr. Sunil Kothari	222560 / 232909
4	Lions Club, Gandhidham	Mr. Naresh Bulchandani	220212 Mb: 982428470
5	Rotary Club, Gandhidham	Mr. Rajabhai / P.K. Mukherjee	228213 / 232035
6	Red Cross Society	Dr. Bhavesh Acharya	234854, 232736
7	Lohana Mahajan, Gandhidham	Mr. Premji Bhai Thakker	220925

8	Rajasthan Yuva Mandal	Mr. Sunil Bajaj (President) Mr. Dilip Jain	221459 / 230902 234525 / 9825168170
9	Swaminarain Mandir	Mr.Lavjibhai Thackker	231555, 233666
10	Sindhi Youth Circle	Mr.Vijay Khubchandani & Mr.Kundabhai	220490
11	Satwara Samaj	Mr.Agavjibhai	235659
12	Sitaram Parivar	Mr.Mohanbhai Dharsi	222373, 234603
13	Gurudwara, Gandhidham		220643
14	Swaminarayan Gurukul	Swamimukta Prasadji	228098, 226555

List of Essential Services

	HOSPITALS	OFFICE	RESIDENT
1	General Hospital, Bhuj Civil Surgeon, Bhuj	+9102832-246417/18 +9102832-258071 +91-02832-258080	
2	Referal Hospital, Anjar	232455	
3	Rambaugh Hospital, Gandhidham	02836-261626	
4	Divine Life, Adipur	APPOINTMENT : 72111 53101 EMERGENCY : 72111 53108 CORPORATES : 9712778774	
5	Railway Hospital, Gandhidham	231874	
6	Government Dispensary, Adipur	260608	
	TELECOMMUNICATION		
1	General Manager, BSNL, Bhuj	253000	252322
2	Dy. Manager, Bhuj	252505	251505
3	Area Manager, Gandhidham	238000	235000

4	SDO, Gandhidham	236250	236251
	ELECTRICITY		
1	S.E., PGVCL, Bhuj	222550	250189
2	Jr. S.E., Anjar	243008	242656
3	XEN, Anjar	242845	242446
4	Dy. Engineer, Gandhidham	222809	--
5	Line Office, Gandhidham	221728	
	WATER SUPPLY		
1	S.E., GWS&SB, Bhuj	221806	250601
2	XEN, Bhuj	250685	253016
3	SE, Anjar	242416	242421
4	XEN, Gandhidham	220717	223273
5	Control Room, Gandhidham	221252	
6	Water Tank, Sunderpuri	231313	
7	Water Tank, NU-4	654564	
8	Gandhidham Municipality	231610	
9	Chief Officer, Gandhidham Municipality	234967	

List of Vehicle Suppliers

Sl. No	Name of Institution	Contact Person	Parking Place	Name and Phone No. Of Driver.	Availability Of vehicle.
(A) Vehicle Hire Contractors					
1	M/s Rohit Enterprise /RISHABH ENTERPRISE	Mr. Rohit Shah 228550/237538 237547 (O) 234140 (R) Mob.9825225121			
2	M/s Jai Somnath Travels (GIM)	Mr. Mishra Mob.9825386739			
(B) Ambulance Pool					
01	St. Joseph Hospital, Gandhidham	Administrator 230160/229336	Hospital Premises	Driver available round the clock	First come first serve

02	IFFCO-Kandla on contract, Dispensary No. 20164 Dr. Mehta (R) 220832 Plant. Dispt. 270832	Mr. Mukesh Agrawal Hotel Gokul 221311			First come first serve
03	Kandla Salt Mfg. Ass. Neelkanth Bldg.	Mr. Shamji Ahir 231485 (R) 222765/220421 (O)	Zanda Chowk	Driver available round the clock	First come first serve
04	Zhulelal Mandir Trust	Mr. Kundan Guwalani 221760 (R) 229800 (O) Kundan Stores 221533/227800 229580	Mandir Premises	255580	
05	Red Cross Society	Dr. B F Acharya 225636/230345	Red Cross	Driver available round the clock	

THE TELEPHONE NUMBERS OF SOME OF THE VIPS

Sr. No.	Name and Designation	Fax / Mobile	Telephone (Office)	Telephone (Resi)
1	District Collector, Bhuj	02832-250430	250020	250350
2	Resident Add. Collector, Bhuj	250430 9978405099	250650	
3	Superintends of Police, Bhuj,	99784 05073	250444 250250	250850
4	Asstt. Supdt. Of Police, Bhuj		253405	250850
5	Dy. Collector, Anjar	99784 05069	243345	243345
6	Mamlatdar, Anjar		242588	243362
7	Mamlatdar, Gandhidham.	75670 03975	250475 250270	222875 250475
8	Traffic Manager, IOC	234396	231871	236442
9	Air Force Commander, Jamnagar		2550245	-
10	Collector, Jamnagar		2555869	2554059
11	Commandant, BSF, Gandhidham		223845	

12	Mrs. Vinod Chawda, MP, Kachchh	02832 - 225466 9825905467		
13				
14	Dr. Nimaben Acharya, MLA, Bhuj	9825226700	220715	
15	Mr. Rameshbhai Maheshwari,Gandhidham	9909910619		
16	Mr. Tarachand Chedda, MLA, Mandvi	9825225394		
17	Mr. Pankaj Mehta, MLA,Rapar	9825227883		
18				
19	Kum. Aruna Jagtiani, SRC	260401	260404 260811	260631
20				

LIST OF STEVEDORES AT THE PORT

Sr. No.	Name	Address	Fax No.	Telephone Nos.	
				Office	Resi.
1	M/s. A.V.Joshi & Co.	Plot No. 18, Sector-8, Maitry Bhavan, Nr. Post Office, Gandhidham –Kutch	233924	231070 232227 231588	234909
2	M/s. Agarwal Handling Agencies	DBZ-N-47, Gandhidham – Kutch	232749	220282 233187	232749
3	M/s. ACT Shipping P. Ltd.	Seva Sadan-II, Room No. 206/207, New Kandla	232175	270111 270112 270015 229967 231734	261308 231416
4	M/s. J.M. Baxi & Co.	Seva Sadan – II, Room No. 301 / 306, New Kandla	270646	270630 270550 270448	260427
5	Rishi Shipping	Plot 50, Sector 1/A GIM	238943	229830 229831	
6	Parekh Marine Agency	C-8, Shaktinagar GIM	231509	229297 221158 230587	

7	Krishna Shipping and Allied Services	Transport Nagar, NH GIM	233135	230501 223814 229085	
8	Velji P & Sons(P) Ltd	2nd Floor, Deepak Compex, 315, 12/B GIM	236168	231545 231546 225466	
9	Rishikiran Roadlines	Kiran House, Plot 8 Sector 8, GIM	231422	231894 234108	

10	Seaways Shipping (P) Ltd	2nd Floor, Plot 351 Ward 12/B, GIM		226183 237147	
11	Liladhar Pasoo Forwarders P.Ltd	Plot 4, Sector –1 KASEZ, GIM	252383 253506	252286 252297 252612	
12	Patel Shipping Agency	Patel Avenue, Floor 2, Plot 170, Sector 1/A GIM	231143	224024	

LIST OF TANK FARM OWNERS

KANDLA LIQUID TANK TERMINAL ASSOCIATION

LIST OF MEMBERS WITH CONTACT DETAILS

S.No.	Name of Terminal	First_Name	Last_Name	E-mail_ID	
1	Aegis Vopak Terminals Ltd.	Chirag	Vithlani	chirag.vithlani@vopak.com	91 97277 50647
2	Aegis Vopak Terminals Ltd.	Dinesh	Singhania	dinesh.singhania@aegisvopak.com	91 76980 66622
3	Aegis Vopak Terminals Ltd.	Sachin	Chati	sachin.chati@aegisvopak.com	91 82912 88890
4	Agencies & Cargo Care	Dhanpat	Parekh	dhanpat@acclkandla.com	91 98252 26765
5	Ahir Salt & Allied Products	Dharamshi	Agariya	agariyadb@neelkanth.co.in	91 99252 47904
6	Ahir Salt & Allied Products	Teja	Kangad	tkangad@gmail.com	91 98252 27199
7	Ambaji Import	Arun	Kothari	arun@lahotiandlahoti.com	91 98242 30902
8	Ambaji Import	Mahesh	Puj	operation@ambajiimports.com	91 98253 61199
9	Avean Intl Pvt. Ltd.	Bharat	Rathod	aipkdl@gmail.com	91 93753 10260
10	Avean Intl Pvt. Ltd.	Jitu	Bheda	jitu@bheda.com	91 93242 92330
11	BFCL Terminal Pvt. Ltd.	Handa	S K	skhanda1956@gmail.com	91 93753 57925
12	BFCL Terminal Pvt. Ltd.	Nitin	Patel	nitin.patel789@gmail.com	91 70433 55151
13	Emperius Infralogistics	Prakash	Rao	prakashrao.poka@emperiusindia.com	91 95120 22388
14	Friends Oil & Chemical Terminals Pvt. Ltd.	Sanjeev	Bhargava	srbhargava@gmail.com	91 98252 14020

15	Gookul Agro	Hitesh	Thakkar	hitesh@gokulagro.com	91 98791 12501
16	IMC Limited	Desai	H I	desai@imc.net.in	91 98242 25102
17	IMC Limited	Manoj	Gor	manojgor@imc.net.in	91 98985 00296
18	Indo Nippon	Ashish	Bhuva	info@indo-nippon.com	91 98210 83557
19	Indo Nippon	Amit	Pathak	kandla@indo-nippon.com	91 98795 46836
20	Kesar Terminal	Mahendra	Shah	mahendrashah@kesarindia.com	91 93740 20516
21	Kesar Terminal	Sanjeev	Parashar	sanjeevparashar@kesarindia.com	91 93753 49181
22	Rishi Kiran Logistics Pvt. Ltd.	Dinesh	Gupta	dng@thekirangroup.com	91 98252 25892
23	Rishi Kiran Logistics Pvt. Ltd.	Mahesh	Gupta	mng@thekirangroup.com	91 98252 25891
24	Rishi Kiran Terminals Pvt. Ltd.	Ravindra	Verma	r.verma@thekirangroup.com	91 99786 33422
25	Rishi Kiran Terminals Pvt. Ltd.	Singh	S P	spsingh@thekirangroup.com	91 90990 89703
26	Kutch Oil & Soap Industry	Asgarali	Khoja	kutchppl@rediffmail.com	91 98252 37214
27	Kutch Oil & Soap Industry	Bhanushali	L P	lp_bhanushali@yahoo.co.in	91 72111 47772
28	Liberty Investments	Thomas	C D	thomas@libertyoilmills.com	91 90990 11340
29	Naranbhai P Patel	Rajesh	Soni	rajesh.soni@thekirangroup.com	91 70439 61395
30	Parker Agrochem Exports Ltd	Bharat	Thakker	parkeragrochem@gmail.com	91 98252 38260
31	Seabridge Terminal	Mitesh	Dharmshi	mitesh@parekhgroup.in	91 98252 26557
32	Shreeji Liquid Terminal	Murali	Krishna	muralikrishna@shreeji-group.com	91 99406 66336
33	Shreeji Liquid Terminal	Santosh	Goyal	santosh@shreeji-group.com	91 98252 25651
34	Sunshine Liquid Storage	Romesh	Chaturani	sunshineliquid1@gmail.com	91 98252 26026

35	Tejmalbhai & Co.	Ashok	Chandan	tejmalbhaico@yahoo.co.in	91 98252 25101
36	Tejmalbhai & Co.	Smit	Chandan	tejmalbhaico@yahoo.co.in	91 99795 55111

PLACEMENT OF PORT CRAFTS ON CYCLONE WARNING.

(A)	SHIPPING TUGS	Heera Mehul	Bunder
		Kalinga	Maintenance Jetty (West side)
(B)	PILOT LAUNCHES AND SURVEY LAUNCHES	M. L. BHARINI, M.L. NIHARIKA M. T. SWATI	Floating Crafts Jetty
		ML Karishma	Bunder Basin
		ML Nirishak	Inside Bunder Area North Side.
I	G.S. LAUNCHES AND MOORING LAUNCHES	M. L. Mrinal	Inside Bunder Area North Side on Pilot Launches
		M. L. Unnati M.L. Vaishali	Inner Side of Floating Craft Jetty
		M. L. Vijay M. L. Priyadashani PL Rakshak	Inside Bunder Area North on G. S. and Pilot Launches.

LICENSE HOLDERS TO KEEP CRAFTS INSIDE THE PORT AREA.

Sl. No.	Name of Party	Name of Nodal Officer	Tele. (Office)	Tele. (Resi)
01	M/s Jaisu Shipping Co. P Ltd., Kewalramani House, Dinshaw, Bldg. Road, New Kandla	Mr.Preetam, Director, Mob. 9825226114	270538 270128 270428	260235 260224
02	M/s Gautam Freight Pvt Ltd., Plot No. 24, Sector,	Mr. Ramesh Singhvi, CMD	231386 232605	234176 230328

	10/C, GIDC Area, Gandhidham		230345 220163	
03	M/s Bapu's Shipping, Plot No. 32, Sec – 9 GIM	Mr. Vishalsinh Jadeja	222002	
04	M/s Blue Ocean Sea Transport, Manali Chamber, Plot No.306, Sec 1/A GIM	Mr. Hukumat T. Bhojwani & Mr. Dushyant Patel	239143 222518 230488 239058	
05	M/s Rishi Shipping, Rishi House, Sec 1/A, Plot No. 50 Gandhidham	Mr. Manoj Mansukhani Proprietor	220843 229830 229831 223913 229517 Fax. No. 238943	
06	M/s Velji P & Sons, Deepak Complex, 2nd Floor, Plot No. 315, Ward 12/B, GIM	Mr. Sureshchandra	231545 231546	232247
07	M/s A.S. Moloobhoy & Sons, Anchor House Shivkripa Bldg, Plot No. 135, Sec 1/A, GIM	Mr. Adil Sheth M- 9375312077	326543 225060 225061 225060	
08	M/s Gudani International Pvt. Ltd, C/o Chemoil Adani Mithakali Circle, Ahmedabad.		079- 25555765 25555266	

LIST OF MAJOR HEAVY LIFT OPERATORS AT D P T

NAME OF PARTY	NAME OF CONTACT PERSON	Phone Number
Swastik Heavy Lifters	Mr. Jigneshbhai Mr. Aslambhai	9825758151 9825228421
Kutch Carrier Transport Co	Mr. C. R. Thackar	9825225591
Agarwal Handling Agency	Mr. Rakesh Thackar	9426928728
Active Cargo Movers	Mr. Narendra	9825220411

Raghuvirsingh & Sons	Mr. Harcharan	9879104853
Thacker Brothers	Mr. Kamleshbhai	9825296107
Kiran Roadlines	Mr. Pankaj Gadvi	9879104552
Regal Shipping	Mr. Ashok Dudi	9825326328
Rathore Freight Carriers		220759/ 220380

ADDITIONAL LIST OF FIRMS FOR PAY-LOADERS/CRANES

M/s Mahalaxmi Transport Co., Plot No. 35, Sector No. 8, Behind Hotel Fun & Food, Gandhidham	Mr H K Rathod	(O)222387 I233500
M/s Kandla Earth Mover, DBZ-S-151, Gandhidham	Mr Sanjay Goyal	(O)221759 I222338 (M) 9825020550
Mr Lalji Bhavanji Sathwara, Laljibhai Sathwara, Plot No. 27, Shop No.5, Sector-9/A, Gandhidham		(O)234118 I232566 (M) 9825225957

VTS GOK OFFICERS OF MASTER CONTROL CENTER (MCC) KANDLA

Sr. No.	Name	Designation	Mobile number
01	Shir B. Mishra	Deputy Director	7383576832
02	Shri Hansraj	Deputy Director	9428863924
03	Shri Mukesh Parmar	Asstt. Executive Engineer	9016106566
04	Shri M. Nimare	Asstt. Executive Engineer	9408553192

Annexure I – Vessel Specification

DPA Owned Tugs particulars	
Type of vessel	Tug MV Jyestha
IR no	47890
call sign	AWRL
Bollard pull	50 T
flag	INDIAN
year of build	2016
Builder	H.S.L.
place of built	Vishakhapatnam
Date of Registry	24/08/2018
Port Of Registry	Mumbai
official no	4365
imo no	9696620
MMSI no	419001170
marks and notation	SUL, TUG, IY, AGNI (2400 M^3/Hr)
owners	DPA
classification society	IRS
main engine type	Model 3516 C, Caterpillar, 2X1920KW @1600 RPM
propulsion	SRP, Agimuth thruster, Rolls Royer
Speed (max)	12 Knots
length overall	31.074 Mtr
LBP/Breadth	10.8 M
moulded depth	4.43 M
TPC	2.756
light wt	386.1 T
GRT	389 T
NRT	117 T
diesel tanks -storage	4 Tanks, Total 94 M^3
diesel tanks -service	2 Tanks, Total 10 M^3
fresh water	2 Tanks, Total 68 M^3
bilge tank	1 Tanks, Total 41 M^3
dirty oil tank	1 Tanks, Total 2.7 M^3
Crew on board per shift of 8 hours. 12 shifts per week as per roster	6+7=13 hrs

DPA Owned Tugs particulars	
Type of vessel	Tug MV Krittika
IR no	47905
call sign	AWRB
Bollard pull	50 T
flag	INDIAN
year of build	2018
Builder	H.S.L.
place of built	Vishakhapatnam
Date of Registry	24/08/2018
Port Of Registry	Mumbai
official no	4364
imo no	9696622
MMSI no	419001169
marks and notation	SUL, TUG, IY, AGNI 1(2400 M^3/Hr)
owners	DPA
classification society	IRS
main engine type	Model 3516 C, Caterpillar, 2X1920KW @1600 RPM
propulsion	SRP, Agimuth thruster, Rolls Royer
Speed (max)	12 Knots
length overall	32.745 Mtr
LBP/Breadth	10.802 M
moulded depth	4.493 M
TPC	2.805
light wt	392.5 T
GRT	389 T
NRT	117 T
diesel tanks -storage	4 Tanks, Total 94 M^3
diesel tanks -service	2 Tanks, Total 10 M^3
fresh water	2 Tanks, Total 68 M^3
bilge tank	1 Tanks, Total 41 M^3
dirty oil tank	1 Tanks, Total 2.7 M^3
Crew on board per shift of 8 hours. 12 shifts per week as per roster	6+7=13 hrs

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	*NAME OF THE* VIP launch/ speed boats	ML ROHINI
2	*CONTRACTOR'S NAME*	DPA
3	*AGE OF THE Speed LAUNCH*	2014
4	*DEAD-WEIGHT WITH DISPLACEMENT*	65 T
5	*LENGTH*	19 M
6	*BEAM*	5.8 M
7	*DEPTH*	2.66 M
8	*DRAFT*	1.5 M
10	*ENDURANCE*	
11	*MAIN ENGINE (Numbers, Make, BHP each)*	No. 4523 & 4524 YANMAR Model 6AYM-WGT 2X678KW
12	*GENERATOR ENGINE (Numbers, Make, BHP each)*	A-59565, A59562 Make- Simpson, 30 KW @ 1500 RPM each
13	*SPEED (In Knots)* 1. *Maximum Speed* 2. *Cruising Speed*	 16 Knots 12 Knots
14	*TOTAL FUEL CONSUMPTION PER HOUR*	85 Ltr/ Hr
16	*SITTING SPACE AVAILABILITY(No of heads)*	10
17	*PANTRY AVAILABILITY(Y/N)*	Y
18	*TOILET AVAILABILITY(Y/N)*	Y
19	*DAILY CHARTER HIRE*	-

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	*NAME OF THE* VIP launch/ speed boats	ML MAGH
2	*CONTRACTOR'S NAME*	DPA
3	*AGE OF THE Speed LAUNCH*	2014
4	*DEAD-WEIGHT WITH DISPLACEMENT*	65 T
5	*LENGTH*	19 M
6	*BEAM*	5.8 M
7	*DEPTH*	2.66 M
8	*DRAFT*	1.5 M
10	*ENDURANCE*	
11	*MAIN ENGINE (Numbers, Make, BHP each)*	No. 4547 & 4548 YANMAR Model 6AYM-WGT 2X670 KW @ 1938 RPM each
12	*GENERATOR ENGINE (Numbers, Make, BHP each)*	A-59565, A59562 Make- Simpson, 30 KW @ 1500 RPM each
13	*SPEED (In Knots)* 1. *Maximum Speed* 2. *Cruising Speed*	 16 Knots 12 Knots
14	*TOTAL FUEL CONSUMPTION PER HOUR*	85 Ltr/ Hr
16	*SITTING SPACE AVAILABILITY(No of heads)*	10
17	*PANTRY AVAILABILITY(Y/N)*	Y
18	*TOILET AVAILABILITY(Y/N)*	Y
19	*DAILY CHARTER HIRE*	-

DPA Owned Mooring boat – ML ALOK

Sl no	Item	remarks
1	Length overall	9.7 M
2	Beam	3.5 M
3	Approx dry weight	14 T
4	Boat height- W/S to keel	1.85 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	15 Person LSA
8	Propulsion Engine	150 BHP @ 1800 RPM

DPA Owned Mooring Boat – ML ATRI

Sl no	Item	remarks
1	Length overall	9.7 M
2	Beam	3.5 M
3	Approx dry weight	14 T
4	Boat height- W/S to keel	1.85 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	15 Person LSA
8	Propulsion Engine	150 BHP @ 1800 RPM

DPA Owned Mooring boat – ML Hasta

Sr. no.	Item	Remarks
1	Length overall	9.7 M
2	Beam	3.3 M
3	Approx dry weight	11.15 T
4	Boat height- W/S to keel	1.5 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	06 Person & HG 11-01
8	Engine	Ashok Leyland Marine Diesel Engine
9	Build	A.H. Wadia Boat builders
10	Place and Year	Bilimora and Dec - 2021
11	Propulsion Engine	170 BHP @ 2000 RPM

DPA Owned Mooring boat – ML Vishakha

Sr. no.	Item	Remarks
1	Length overall	9.7 M
2	Beam	3.3 M
3	Approx dry weight	11.15 T
4	Boat height- W/S to keel	1.5 M
5	Draft	1 M
6	Max capacity	9 Knots
7	Persons and gear	06 Person & HG 11-01
8	Engine	Ashok Leyland Marine Diesel Engine
9	Build	A.H. Wadia Boat builders
10	Place and Year	Bilimora and Dec - 2021
11	Propulsion Engine	170 BHP @ 2000 RPM

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	*NAME OF THE* VIP launch/ speed boats	ML KARISHMA
2	*CONTRACTOR'S NAME*	DPA
3	*AGE OF THE Speed LAUNCH*	Dumb barge
4	*DEAD-WEIGHT WITH DISPLACEMENT*	N/A
5	*LENGTH*	24.60 mtrs
6	*BEAM*	7.20 mtrs
7	*DEPTH*	3.20 mtrs
8	*DRAFT*	1.00 mtrs
10	*ENDURANCE*	N/A
11	*MAIN ENGINE (Numbers, Make, BHP each)*	N/A
12	*GENERATOR ENGINE (Numbers, Make, BHP each)*	N/A
13	*SPEED (In Knots)* 1. *Maximum Speed* 2. *Cruising Speed*	N/A
14	*TOTAL FUEL CONSUMPTION PER HOUR*	N/A
16	*SITTING SPACE AVAILABILITY(No of heads)*	N/A
17	*PANTRY AVAILABILITY(Y/N)*	N
18	*TOILET AVAILABILITY(Y/N)*	N
19	*DAILY CHARTER HIRE*	-

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	*NAME OF THE* VIP launch/ speed boats	ML SWATI
2	*CONTRACTOR'S NAME*	DPA
3	*AGE OF THE LAUNCH*	2010
4	*DEAD-WEIGHT WITH DISPLACEMENT*	85.61T
5	*LENGTH*	23.10 mtrs
6	*BEAM*	6.00 mtrs
7	*DEPTH*	2.90 mtrs
8	*DRAFT*	1.50 mtrs
10	*ENDURANCE*	
11	*MAIN ENGINE (Numbers, Make, BHP each)*	Make-CATERPILLAR,Model-C-32ACERT, Rating-2X850 bhp@ 1800 rpm, Engine Sr. No.- RNY-00430 (P)/00434(S)
12	*GENERATOR ENGINE (Numbers, Make, BHP each)*	Make-Kirloskar,Model-3R1040, Rating- 2X42 bhp@ 1500 rpm, Engine Sr. No.- 3H 3012/0900013 (P)/3H 3012/0800136(S)
13	*SPEED (In Knots)* 1. *Maximum Speed* 2. *Cruising Speed*	 16 Knots 12 Knots
14	*TOTAL FUEL CONSUMPTION PER HOUR*	Average Fuel Consumption -105 ltrs/Hour Craft
16	*SITTING SPACE AVAILABILITY (No of heads)*	16
17	*PANTRY AVAILABILITY(Y/N)*	Y
18	*TOILET AVAILABILITY(Y/N)*	Y
19	*DAILY CHARTER HIRE*	-

DPA Owned Launch Particulars		
Sl. No.	PARTICULARS	ITEM
1	*NAME OF THE* VIP launch/ speed boats	ML NIRIKSHAK
2	*CONTRACTOR'S NAME*	DPA
3	*AGE OF THE LAUNCH*	1999
4	*DEAD-WEIGHT WITH DISPLACEMENT*	57.95 T
5	*LENGTH*	16.30 mtrs
6	*BEAM*	4.60 mtrs
7	*DEPTH*	2.35 mtrs
8	*DRAFT*	1.40 mtrs
10	*ENDURANCE*	
11	*MAIN ENGINE (Numbers, Make, BHP each)*	Make-CATERPILLAR,Model-3306 BDIT, Rating-2X193 bhp@ 2000 rpm, Engine Sr. No.-84Z03087(P)/84Z03094(S)
12	*GENERATOR ENGINE (Numbers, Make, BHP each)*	Make-Cummins ONAN,Model-4B 3.9, Rating-2X30 KW@ 1500 rpm, Engine Sr. No.-45634417(P)/45634369(S)
13	*SPEED (In Knots)* 1. *Maximum Speed* 2. *Cruising Speed*	 08 Knots 06 Knots
14	*TOTAL FUEL CONSUMPTION PER HOUR*	Average Fuel Consumption - 18 ltrs/hour
16	*SITTING SPACE AVAILABILITY (No of heads)*	07
17	*PANTRY AVAILABILITY(Y/N)*	Y
18	*TOILET AVAILABILITY(Y/N)*	Y
19	*DAILY CHARTER HIRE*	-

Floating Dry-dock Specification

Sl no	Item	Remarks
1	Name	Steel Floating Dry-dock
2	Length	95 Mtrs
3	Width (inner Wall)	20 Mtrs
4	Width (Outer Wall)	26 Mtrs
5	Date of Procurement	24/03/1986
6	Life	20 Years
7	Life extended up to	31/12/2020 (Shall be further extended to 2020-23)
8	Availability – 2018-19	100%
9	Utilization – 2018-19	96.71%

Annexure J - Marine Hull Insurance Values

Sr. No.	Asset Particulars	Sum Insured
A	**Tugs**	
1	MT Jyeshta	50,00,00,000
2	MT Kritika	50,00,00,000
3	MT Rohini	8,20,00,000
4	MT Magh	8,20,00,000
5	MT Alok	1,13,00,000
6	MT Atri	1,13,00,000
7	ML Hasta	97,50,000
8	ML Vishakha	97,50,000
9	DB Karishma	1,00,00,000
10	ML Swati	9,70,00,000
11	ML Nirikshak	2,80,00,000
B	Floating Dry dock/ SFDD	74,30,00,000
	GRAND TOTAL	**2,08,41,00,000**

A. Aggarwal & Associates
Licence No. : SLA 68157
(SURVEYORS & LOSS ASSESSORS)

505, Drewberry Everest World,
Kolshet Road, Thane (W) - 400607.
Phone : 022-25899389
Mobile : 9820322338
Email : a.aggarwal121@gmail.com

AR/075/2022-23 **26-6-2022**

TO WHOM SOEVER IT MAY CONCERN

This is to certify that we have inspected the 12 no. vessels at DPT Jetty ,Kandla, on 13/6/2022.The vessels are operating and are in satisfactorily maintained condition. Our detailed report for the said vessels will be submitted shortly. Due to paucity of time and unfore seen circumstances this summarized report is issued .

Based on the inspection and documents submitted we give the valuation of vessels as under :

1. VESSEL ML ALOK	:	11300000/-
2. VESSEL ML ATRI	:	11300000/-
3. VESSEL DRY DOCK	:	743000000/-
4. VESSEL ML HASTA	:	9750000/-
5. VESSEL ML KARISHMA	:	10000000/-
6. VESSEL Tug MV KRITTIKA	:	500000000/-
7. VESSEL ML MAGH	:	82000000/-
8. VESSEL ML NIRIKSHAK	:	28000000/-
9. VESSEL ML ROHINI	:	82000000/-
10.VESSEL ML SWATI	:	97000000/-
11.VESSEL Tug MV JYESTHA	:	500000000/-
12.VESSEL ML VISHAKHA	:	9750000/-

ISSUED WITHOUT PREJUDICE

For A.AGGARWAL & ASSOCIATES

SURVEYOR

A. AGGARWAL & ASSOCIATES THANE

ANNEXURE K

(on the letter head of the bidder)

Undertaking to not pay any direct / indirect brokerage, commission and / or any other fees etc. to anybody for the proposed reinsurance transaction thereof of Deendayal Port Authority.

TO WHOM SO EVER IT MAY CONCERN

We, undertake that _____ (bidder), will not pay any direct / indirect brokerage, commission and / or any other fees etc. to anybody for the proposed reinsurance transaction thereof of Deendayal Port Authority.

We note that M/s Marsh India Insurance Brokers Pvt. Ltd. is working with Deendayal Port Authority as Insurance Broker/Intermediary for Port assets insurance, settlement of Insurance claims and miscellaneous insurance services.

We, further, undertake that we will not directly / indirectly involve M/s Marsh India Insurance Brokers Pvt. Ltd. in the proposed reinsurance thereof of Deendayal Port Authority.

For _____ (bidder)

Signature :-

Name :-

Designation

INTEGRITY PACT

BETWEEN

DEENDAYAL PORT AUTHORITY (DPA) hereinafter referred to as "The Principal"

AND

(Name of The bidders and consortium members)..... hereinafter referred to as "The Bidder/Contractor

Preamble

The Principal intends to award, under laid down organizational procedures, contract(s) / Concession for Tender No:FA/AC/2364/E-2274 dated 04.07.2024. The Principal values full compliance with all relevant laws of the land rules, regulations, economic use of resources and of fairness / transparency in its relations with its Bidder(s) and / or Contractor(s).

In order to achieve these goals, the Principal will appoint Independent External Monitors (IEMs), who will monitor the tender process and the execution of the contract for compliance with the principles mentioned above.

Section 1 - Commitments of the Principal

(1) The Principal commits itself to take all measures necessary to prevent corruption and to observe the following principles: -

(a) No employee of the Principal, personally or through family members, will in connection with the tender for, or the execution of a contract, demand, take a promise for or accept, for self or third person, any material or immaterial benefit which the person is not legally entitled to.

(b) The Principal will, during the tender process treat all Bidder(s) with equity and reason. The Principal will in particular, before and during the tender process, provide to all Bidder(s) the same information and will not provide to any Bidder(s) confidential / additional information through which the Bidder(s) could obtain an advantage in relation to the tender process or the contract execution.

(c) The Principal will exclude from the process all known prejudicial persons.

(2) If the Principal obtains information on the conduct of any of its employees which is a criminal offence under the IPC / PC Act, or if there be a substantive suspicion in this regard, the Principal will inform the Chief Vigilance Officer and in addition can initiate disciplinary actions.

Section 2 - Commitments of the Bidder(s) / Contractor(s)

(1) The Bidder(s) / Contractor(s) commits themselves to take all measures necessary to prevent corruption. The Bidder(s) / Contractor(s) commits themselves to observe the following principles during participation in the tender process and during the contract execution.

a. The Bidder(s) / Contractor(s) will not, directly or through any other person or firm, offer, promise or give to any of the Principal's employees involved in tender process or the execution of the contract or to any third person any material or other benefit, which he / she is not legally entitled to, in order to obtain in exchange of advantage of any kind whatsoever during the tender process or during the execution of the contract.

b. The Bidder(s) / Contractor(s) will not enter with other Bidders into any undisclosed agreement or understanding, whether formal or informal. This applies in particular to prices, specifications, certifications, subsidiary contracts, submission or non-submission of bids, or any other actions to restrict competitiveness or to introduce cartelization in the bidding process.

c. The Bidder(s) / Contractor(s) will not commit any offence, under the relevant Prevention of Corruption Act / Indian Penal Code / PC Act; further the Bidder(s) / Contractor(s) will not use improperly, for purposes of competition, or personal gain, pass on to others, any information or document provided by the Principal, as part of the business relationship, regarding plans, technical proposals and business details, including information contained or transmitted electronically.

d. The Bidder(s) / Contractor(s) of foreign origin shall disclose the name and address of the Agents / Representatives in India, if any. Similarly, the Bidder(s) / Contractor(s) of Indian Nationality shall furnish the name and address of the foreign principals, if any. Further details as mentioned in the "Guidelines on Indian Agents of Foreign Suppliers" shall be disclosed by the Bidder(s) / Contractor(s). Further, as mentioned in the Guidelines all the payments made to Indian agent / representative have to be in Indian Rupees only.

e. The Bidder(s) / Contractor(s) will, when presenting their bid, disclose any and all payments made, is committed to or intends to make to agents, brokers or any other intermediaries, in connection with the award of the contract.

f. Bidder(s) / Contractor(s) who have signed the Integrity Pact shall not approach the Courts while representing the matter to IEMs and shall wait for their decision in the matter.

(2) The Bidder(s) / Contractor(s) will not instigate third persons to commit offences outlined above or be an accessory to such offences.

Section 3 - Disqualification from tender process and exclusion from future contracts.

If the Bidder(s) / Contractor(s), before award or during execution has committed a transgression through a violation of Section-2 above, or in any other form, such as to put their reliability or credibility in question, the Principal is entitled to disqualify the Bidder (s) / Contractor(s), from the tender process, or take action as per the procedure mentioned in the "Guidelines on Banning of business dealings".

Section 4 - Compensation for Damages

(1) If the Principal has disqualified the Bidder(s), from the tender process prior to the award, according to Section 3, the Principal is entitled to demand and recover the damages equivalent to Earnest Money Deposit / Bid Security.

(2) If the Principal has terminated the contract according to Section 3, or if the Principal is entitled to terminate the contract according to Section 3, the Principal shall be entitled to demand and recover from the Contractor, liquidated damages of the Contract Value or the amount equivalent to Security Deposit / Performance Bank Guarantee, whichever is higher.

(3) The Bidder(s) agrees and undertakes to pay the said amounts, without protest or demur, subject only to condition that, if the Bidder(s) / Contractor(s) can prove and establish that the termination of the contract, after the contract award has caused no damage or less damage than the amount of the liquidated damages, the Bidder/Contractor shall compensate the principal, only to the extent of the damage in the amount proved.

Section 5 - Previous transgression

(1) The Bidder declares that, no previous transgressions occurred in the last three years with any other company in any country confirming to the anti-corruption approach or with any other Public Sector Enterprises in India, that could justify his exclusion from the tender process.

(2) If the Bidder makes incorrect statement on this subject, he can be disqualified from the tender process or action can be taken as per the procedure mentioned in "Guidelines on Banning of Business dealing".

Section 6 - Equal treatment of all Bidders / Contractors

(1) In case of a Joint Venture, all the partners of the Joint Venture will enter into agreement with identical conditions as this on which all Bidders.

(2) There is no provision of sub-contract in the tender, any violation of the same, Contractor shall be held solely responsible for the same.

Section 7 - Criminal charges against violating Bidders / Contractors

If the principal obtains knowledge of conduct of a Bidder or Contractor or of an employee, or a representative, or an associate of a Bidder or Contractor, which constitutes corruption, or if the Principal has substantive suspicion, in this regard, the Principal will inform the same to the Chief Vigilance Officer (CVO) and the CVO will take further necessary action as deemed fit in accordance with the CVC Manual.

Section 8 - External Independent Monitor

(1) The Principal appoints competent and credible Independent External Monitor for this Pact after approval by Central Vigilance Commission. The task of the Monitor is to review independently and objectively, whether and to what extent the parties comply with the obligations under this agreement.

(2) The Monitor is not subject to instructions by the representative of the parties and performs his / her functions neutrally and independently. The Monitor would have access to all Contact documents, whenever required. It will be obligatory for him / her to treat the information and documents of the Bidders / Contractors as confidential. He / she reports to the Chairperson of the Board of the Principal.

(3) The Bidder(s) / Contractor(s) accepts that the Monitor has the right to access without restriction to all Project documentation of the Principal including that provided by the Contractor. The Bidder / Contractor will also grant the Monitor, upon his / her request and demonstration of a valid interest, unrestricted and unconditional access to the project documentation. The Monitor is under contractual obligation, to treat the information and documents of the Bidder / Contractor with confidentiality.

(4) The Monitor is under contractual obligation to treat the information and documents of the Bidder(s) / Contractor(s) with confidentiality. The Monitor has also signed declaration on "Non-Disclosure of Confidential Information" and of "Absence of Conflict of Interest". In case of any conflict of interest arising at a later date, the IEM shall inform Chairman, DPA and recues himself / herself from that case

(5) The Principal will provide to the Monitor sufficient information about all meetings among the parties related to the Project provided such meetings could have an impact on the contractual relations between the Principal and the Bidder / Contactor. The parties offer to the Monitor the option to participate in such meetings.

(6) As soon as the Monitor notices, or believes to notice, a violation of this agreement, he / she will so inform the Management of the Principal and request the management to discontinue, or take corrective action. The Monitor can in this regard submit non-binding recommendations. Beyond this, the Monitor has no right to demand from the parties that they act in a specific manner, refrain from action or tolerate action.

(7) The Monitor will submit a written report to the Chairperson of the Board of the Principal, within 8 to 10 weeks from the date of reference or intimation to him by the Principal and, should the occasion arise, submit proposals for correcting problematic situations.

(8) If the Monitor has reported to the Chairperson of the Board of the Principal, a substantiated suspicion of an offence under relevant IPC / PC Act and the Chairperson of the Board of the Principal has not, within reasonable time taken visible action to proceed against such offence or reported it to the Chief Vigilance Officer, the Monitormay also transmit this information directly to the Central Vigilance Commissioner, Government of India.

(9) The word "**Monitor**" would include both singular and plural.

Section 9 - Pact Duration

This Pact begins when both parties have legally signed it. It expires for the Contractor 12 months after the last payment under the contract, and for all other Bidders 6 months after the contract has been awarded. Any violation of the same would entail disqualification of the bidder and exclusion from future business dealings.

If any claim is made / lodged during this time, the same shall be binding and continue be valid despite the lapse of this Pact as specified above, unless it is discharged / determined Chairperson of the Principal.

The Pact duration in respect of unsuccessful Bidders shall expire after 6 months of the award of the contract.

Section 10 - Other Provisions

(1) This agreement is subject to Indian Law. Place of performance and jurisdiction is the Registered Office of the Principal, i.e., Gandhidham, Gujarat.

(2) Changes and supplements as well as termination notices need to be made in writing. Side agreements have not been made.

(3) If the Bidder / Contractor is a partnership or a consortium, this agreement must be signed by all partners or consortium members.

(4) Should one or several provisions of this agreement, turn out to be invalid, the remainder of this agreement remains valid. In this case, the parties will strive to come to an agreement to their original intensions.

(5) Issues like Warranty / Guarantee etc. shall be outside the purview of IEMs.

(6) In the event of any contradiction between the Integrity Pact and its Annexure, the Clause in the Integrity Pact will prevail.

_____ _____

(For & on behalf of the Principal) For & on behalf of the Bidder/Contractor)

(Office Seal) (Office Seal)

Place

Date :_____/____/20____

Witness-1: Signature: _____

(Name & Address) _____

_____

_____

_____

Witness-2 : Signature: _____

(Name & Address) _____

_____

_____

_____

The bidder has to execute Integrity Pact agreement with Deendayal Port Authority (as per Bid Response Sheet No.10 and (1) Shri S.K Sarkar, IAS (Retrd) & (2) Shri Saurabh Chandra, IAS (Retd) have been nominated as Independent External Monitor for Integrity Pact whose address are as under:

Shri S.K Sarkar IAS (Retd.)

…….B-104, Nayantara Aptt,

. ….. Plot 8 B, Sec 07, Dwaraka

…….New Delhi – 110075,

Mobile Nos. 98111 49324,

……. Fax No.011 – 29533457,

Email: Shri Saurabh

Chandra, IAS (Retd.)

…….. A -9, Sector – 30

. ….. Noida (UP) 201301

…….Mobile No 9871322133

……. Email : saurabh7678@yahoo.co.in

…….

Annexure M – Reinsurance Support letter
(To be issued on the reinsurance company's letterhead)

Date:

To,
Office of FA & CAO
Administrative Office Building
Gandhidham Kutch - 370205

Subject of letter: Support Letter in respect of Port Package and Hull and Machinery Insurance for Deendayal Port Authority for the policy year 2024-25

Dear Sir,

We hereby confirm that we have financial security rating A by Security Rating Agency namely _____as on today's date. We confirm that we have provided reinsurance support to _____ for the Port Package and Hull and Machinery Insurance for Deendayal Port Authority for the policy year 2024-25.

Yours sincerely,