

**\*CHENNAI PORT INFORMATION \***

Physical Dimensions / Restrictions

	LOA (M)	Beam (M)	Draft (M)	Cargoes handled	Low flash restriction
<b>Bharati Dock</b>					
BD1	N/A	N/A	14.6	FO/LDO/HSD/Naptha/Crude Oil	YES
BD2	274	N/A	16.5	OX/Edible Oil/Base Oil/FO/LDO/Bitumen	YES
BD3	N/A	N/A	16.5	Crude Oil/Petroleum Products	YES
<b>Ambedkar Dock</b>					
North Quay	N/A	N/A	8.5	Lube Oil/Edible Oil	YES
West Quay -1	N/A	N/A	11.0	Lube Oil/Edible Oil/CBFS	YES
South Quay -1	N/A	N/A	9.5(high tide)	Lube Oil/Edible Oil	YES
South Quay -2	N/A	N/A	9.5	Edible Oil/Lube Oil/CSS/ Molasses	YES
<b>Jawahar Dock</b>					
JD2	246	32.3	12.0	Non-edible Oil / Phosphoric Acid	YES
JD4	246	32.3	11.0	Molasses/Edible Oil	YES
B.D -1	N/A	N/A	14.6	FO/LDO/HSD/Naptha/C.oil	YES
B.D-2	274	N/A	16.5	Orthoxylene/Edible oil/Base oil/ FO/LDO/Bitumen	YES
B.D-3	N/A	N/A	16.5	Crude Oil/HSD/SKO	Yes

**Note :**

- For any transit cargoes onboard vessel calling Chennai, prior permission to be taken from port by providing MSDS. Mostly only Base oil and Lube oil grades are permitted as transit cargoes. Permission incase granted by port is only for the particular voyage and even incase of similar cargoes carrying by vessel during next voyage fresh permission to be applied and obtained every time on a case to case basis.
- Bunker / Fresh water supply possible
- Chemicals are mostly handled at BD1 berth alternatively at BD2 berth only incase of no iron ore vessel due for said berth.
- Incase of the iron ore loading vessel being of smaller LOA, Port may consider berthing of an tanker at BD 2 south, however same is entirely as per port's discretion.
- Priority Berthing :- Priority berthing adopted for coastal cargoes if receivers are government bodies and intend to pay additional priority charges

Above restrictions / information are current and are subject to change without any prior intimation from terminal.