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## Berthing report mundra

Vessel Name Arrival (UTC) Arrival (LT) Arrival (MT) Arrival Departure (UTC) Departure (LT) Departure (MT) Departure DOLPHIN NO.14 1606949640 1606949640 1606949640 2 hours, 57 minutes ago XIAMEN 1606949580 1606949580 1606949580 2 hours, 58 minutes ago DOLPHIN NO.4 1606949520 1606949520 1606949520 2 hours, 59 minutes ago DOLPHIN NO.14 1606944360 1606944360 1606944360 4 hours, 25 minutes ago 1606949220 1606969020 1606949220 3 hours, 4 minutes ago DOLPHIN NO.4 1606944240 1606944240 1606944240 4 hours, 27 minutes ago 1606947540 1606967340 1606947540 3 hours, 32 minutes ago JAG AABHA 1606947120 1606947120 1606947120 3 hours, 39 minutes ago DOLPHIN NO.17 1606947000 1606947000 1606947000 3 hours, 41 minutes ago DOLPHIN NO.17 1606449360 1606449360 1606449360 5 days, 21 hours ago 1606945740 1606965540 1606945740 4 hours, 2 minutes ago DOLPHIN NO.10 1606945260 1606945260 1606945260 4 hours, 10 minutes ago MSC ANTIGUA 1606944180 1606944180 1606944180 4 hours, 28 minutes ago Time (UTC) Speed Direction Temperature 1607126400 7 knots 337° 24°C 1607040000 7 knots 348° 24°C 1607050800 6 knots 358° 25°C 1606953600 6 knots 15° 24°C 16071 15600 5 knots 326° 24°C 1607104800 9 knots 315° 25°C 1607018400 5 knots 335° 25°C 1607029200 4 knots 88° 24°C 1606986000 6 knots 217° 28 °C 1607007600 8 knots 271° 26°C 1606996800 8 knots 258° 27°C 1607094000 12 knots 302° 25°C 1607083200 10 knots 267° 26°C 1607061600 3 knots 183° 27°C 1606975200 1 knots 192° 28°C 1607072400 7 knots 201° 27°C 1606964400 5 knots 20° 25°C Disclaimer Copyright © 2016 PORT TO PORT - Online Ship Sailing Schedules ( Sagar Sandesh ). All rights reserved. Follow Us Mundra PortAdani Mundra PortLocationCountry IndiaLocationMundraCoordinates22°44N 69°42E / 22746°N 69,700°E / 22746; 69.700Co-ordinates: 22°44 N 69°46 42 ' 00 E / 22.746°N 69,700°E / 22,746; 69,700DetailsOperated byAdani Ports & SEZ Limited (APSEZ)Owned byAdani GroupAvailable berths24CEOKaran AdaniTerminals10StatisticsAnnual cargo tonnage139 million tonnes (2019-20)[1]Annual container volume34,80,000 TEU (2016-2017)[1]The site port of the Mundra Cargo terminal at Mundra Port Mundra Port is the largest private port in India located on the north shore of Kutch Bay near Mundra, Kutch District, Gujarat, I'm sorry. Previously operated by Mundra Port and Special Economic Zone Limited (MPSEZ) owned by Adani Group,[2] the latter expanded to Adani Ports & SEZ Limited (APSEZ) managing several ports. During FY 2019–20, Mundra Port handled 139 million tonnes of cargoHistoryA Mundras port is a private port and is also a special economic zone. The company was founded in 1998 as Gujarat Adani Port Limited (GAPL), and began operations in 2001. The combined company was renamed Mundra Port and Special Economic Zone Limited. Port history In 1994, the Gujarat Maritime Board (GMB) approved the establishment of a jetty in captivity at the Port of Mundra. In 1998, a joint sector company, Gujarat Adani Port Ltd., was established and berths 1 and 2 at the Operation. The MT Alpha-2, a small tanker, was the first ship to be anchored on October 7, 1998. [3] In 1999, multi-purpose sites 3 and 4 were opened at Terminal I. In 2001, the Port of Mundra signed a concession agreement with the GMB for the development, operation and maintenance of the port of Mundra. Also in 2001, the private Mundra-Adipur railway line was completed and in 2002, it was integrated with the Indian Railways. In 2002, Guru Govind Singh Refineries Ltd signed an agreement with the Port of Mundra to handle crude oil in the port. In 2002, further agreements were signed with Indian Oil Corporation Limited to set up a single-point mooring facility and handle crude oil at Mundra. In 2003, a partial concession agreement was signed to add a container terminal in the port of Mundra, and the terminal started operating that year. In 2005, Adani Port Limited and Gujarat Adani Port Limited merged. At the end of 2005, the only point of mooring became operational. The Mundra Special Economic Zone was incorporated in 2003. It became India's first port-based special economic zone for several products. Two new berths at Terminal II were commissioned to handle bulk cargo. A double-stack container train started working. Mundra Special Economic Zone Ltd. and Adani Chemicals Limited merged with Gujarat Adani Port Ltd., and the company's name was changed to Mundra Port and Special Economic Zone Limited (MPSEZ) in 2006. In 2007, two more bulk cargo berths were added at Terminal II, and the final test run was started. A service agreement was signed with Tata Power to produce power for the management of import of carbon stock. Also in 2007, shares in MPSEZ were offered to the public and employees and listed on the National Stock Exchange and the Bombay Stock Exchange. A service agreement was signed in 2008 with Maruti Suzuki India Ltd to manage the export of cars. MPSEZ expanded its port operations and changed its name to Adani Ports and Special Economic Zone Limited (APSEZ) on 6 January 2012. [4] Port The multifunctional terminals contain nine berths totaling 1.8 thousand meters long with alongside depths ranging from 9 to 16.5 meters. Berth 1 is 275 meters long with a depth of 15.5 meters and can receive ships to 75 000 DWT. Berth 2 is 180 meters long with a depth of 13 meters and can receive ships to 30 000 DWT. Accommodating vessels to 60,000 DWT, Berths 3 and 4 are each 225 meters long; Berth 3 has a depth of 14 meters, and Kaj 4 has a depth of 12 meters alongside the side. Berths 5 and 6 are each 250 meters long with alongside depths of 14 meters, and both can accommodate ships to 150 thousand DWT. Berths 7 and 8 are each 175 meters long with alongside depths of 12 meters and can accommodate ships to 40 thousand DWT. The barge quay is 80 meters long with alongside 6 meters depth and capacity for ships of 2500 DWT. Mundra Port offers 21 warehouses for closed port warehouses with capacity for 1.37 lakh (137 thousand) meters to store wheat, sugar, rice, fertilizer, raw material for fertilizer and deoiled cakes. The port offers 8.8 lakh (880,000) square meters of open storage for steel plates, coils, plate, clinker, scrap, salt, coke, bentonite and coal. Another 26 thousand square meters of open storage is located alongside the railway. The port also offers a wheat-cleaning facility with the capacity to handle 1200 tons per day and a rice-sorting and grading facility that can handle 500 metric tons per day. Mundras port is planning several additions and improvements. Two thermal power plants are under construction that will produce over 8,600 megawatts. A new terminal site is proposed to be located about ten nautical miles west of the current terminals in Mundra harbour. The terminal will eventually contain three offshore deep-sea sites and two sets of stacks for coal, iron ore and other dry bulk cargo. The Republic of Kazakhstan is considering building a terminal at mundra port to provide Indian goods with direct access to Central Asia via the Iran-Turkmenistan and Kazakhstan rail line. [5] In addition, the port of mundra basin on the south side of Naval Island will be developed in two phases to strengthen the chorkarmas. Scheduled to be completed in 2010, Phase IIA will include breakerwater, dredging, recycling as well as construction of a pool container terminal, two roll-on/roll-off service berths, a boat berth, and support and back-up facilities. The railway line will be expanded and a new dedicated berth will be added for liquefied natural gas. The port of Mundra is also upgrading its road network, adding two lanes to the existing two-lane road. The current port capacity to handle 2.5m TEU's is to be expanded to 5m TEU in 2015, making it India's second largest container port. Mundra Port is India's first port-based special economic zone with multiple products. The company currently has an annual load handling capacity of 338 MMT as of February 2015. The development of Adani Port & Special Economic Zone Limited was conceptualized by entrepreneur Mr Gautam Adani. Mundra Port was the first to be developed in October 1998 with only one berth. In a short time in just 12 years, Mundra Port achieved 10 crore (100 million) tonnes of commercial cargo in a year, thus becoming India's largest commercial port. Mundra Port has registered the fastest CAGR of over 35% in the port sector throughout India. [2] The Mundra Harbour is located in the Bay of Northern Kutch, on major shipping routes and connected by rail, road, air & pipelines. This makes it a preferred gateway for cargo bound westward. The port has been designed to handle all kinds of cargo viz. containers, dry bulk, break bulk, liquid cargo and cars. Mundra Port has a capacity to handle 338 MMT cargo per year – the largest among all operational ports in India. Mundra Port handled 11.28 crore (112.8 million) MT cargo in the financial 2013-14 and is india's largest commercial port in term so volume of cargo handled. [2] Mundra Port has not only pioneered the concept of deep draft port models, but also of port based SEZ. The multi-product spreader consisting of Mundra Port and its surrounding areas is planned to spread over 135 square kilometres (13 500 hectares). At present, the notified Multi-Product sez is spread over an area of 6 473 hectares, with a further 168 hectares notified as a free trade zone. [6] Milestones Mundra Port Aerial View 1999 to 2011 1998 October – Mundra Port commences commercial operations with a berth[7] 2006 April – Special Economic Zone (SEZ) notification at Mundra 2007 Offering Initial Public Offer (IPO) for 40,250,000 shares of 10 each of Mudra Port and Special Economic Ltd. to public and employees with price bands of ₹400 – 440[8] in 2010 Constructed a four-lane 1.5 km dedicated RoB at a cost of ₹50 crore. This is the first private four-lane RoB in the port area of India capable of resisting a load of 100 MT to smooth and accelerate cargo movements[9] The world's largest fully mechanized coal import terminal with 6 crore (60 million) capacity per year was commissioned[10] 2011 Terminal Three commences operations in 2012 Name changed to Adani Ports and Special Economic Zone Limited Doubling of rail connection between Mundra and Adipur completed. Mundra Port now has a private rail network of 117 km. 2014 Adani's Mundra Port crosses the 100 MMT mark of cargo handling for a year. Mundra Port Ltd., India's largest port developer and operator, is part of the Adani Group. [11] Port layout and infrastructure Port View from the Tugboat compartment side the harbour has a deep feature that facilitates large ships including fully loaded capsized ships to dock alongside their berth. [12] Mundra Port has commodity-specific storage areas. The port has 2.25.000 sqm of closed godowns and 3,150,000 sqm of open storage yards for storing import or export cargo within the port premises. The liquid terminal at ASPEZ consists of 97 tanks of different sizes and attributes with a total storage capacity of 4.25 000 kilolitres for the storage of various liquid raw materials. Mundra Port has also developed suitable cargo evacuation infrastructure given the concept of inverted funnel. According to the concept, the capacity of a port's evacuation infrastructure should be more than its marine infrastructure. [clarification needed] Mundra Port has developed raw material-specific infrastructure for handling, storing and evacuating cargo. The Fertilizer Cargo Complex (FCC) is a fertilizer handling facility. The FCC has 2 operating lines with 44 collector machines with a capacity to bag 660 nos. 50 kg bags per minute and a capacity to load and evacuate 8-10 rakes per day i.e. 25 600 tonnes per day. [13] The steel yard is a steel storage area divided between 1 20,000 sqm and consists of steel handling equipment The steel yard is equipped with 8 Goliath cranes and 2 mobile cranes with vacuum lift mounts, 6 forklift trucks with multiple mounts to handle steel coils, plates and plates, 1 reach stacker and 60 trailers for internal transport. In addition to the port area, there is a large area of land for development. Part of this area is now notified and functional SEZ which is now the largest port based Multi product SEZ in the country. [14] This SEZ is suitable to serve inland in northern and northwestern India, which accounts for two-thirds of India's GDP. The area is connected to the National Road, Rail and Pipeline Network. Being spread over an area of 84 km2 it includes port, container terminals, railway, airport, container freight station and storage tanks. Mundra Port is developing as a business mode for sectors such as light and heavy technology, project load, auto and auto component, textiles and clothing, pharmaceutical dyes and specialty chemicals, agricultural product processing, plastic processing, timber and furniture, global trade, metal and mineral etc.[13] It claims to have significant distance advantage over other ports to most destinations in Rajasthan, Haryana, Punjab, Delhi, Delhi-NCR, Uttar Pradesh, Madhya Pradesh , Jammu and Kashmir, Himachal Pradesh and Uttarakhand. Terminals and berths The marine infrastructure at Mundra Port consists of ten (10) berths for handling dry bulk & mining bulk cargo, three (3) berths for handling liquid cargo, six (6) container sites including a Ro-Ro quay, three (3) mechanized loading bays and 2 single point moorings for crude oil imports. The mechanised import cargo quays can handle vessels with a maximum of 19 metres and other berths can handle vessels with a maximum ejection of 17 metres. The SPM facility offers a 32-metre draft. The port has its own fleet of tugboats and pilots. Mundra Port also owns a fleet of dredgers to carry out capital and maintenance mapping, thereby ensuring that Mundra Port has the deepest draft among all ports in India. [15] Mundra Port Coal Terminal is the world's largest coal import terminal. It can handle 4 crore (40 million) tons of coal annually. It was built at a cost of 2,000 crore (US\$280 million). [16] The Port Association Mundra Port offers inland connection via rail track, road network, airport and cross country pipelines. Rail Mundra Port Ltd is connected with the Indian railway network by a developed and maintained 76 km railway line from Mundra to Adipur. The railway infrastructure can handle 130 trains per day including double stack container trains and long-distance trains. Road Mundra Port is connected to the hinterland in the north and west of India by national highway 8A extrn. & State Highways 6 & 48. The port has built a four-lane rail-over-bridge (ROB) near the port to ensure that two modes of transport, i.e. road & rail, do not hinder each other's movement. Air Mundra Airport is a licensed in private category of air traffic control (ATC) operated by the Airports Authority of India (AAI). The nearest commercial airports are at Bhuj (65 km) and Kandla (60 km). The company plans to expand the current course at Mundra to 4,500 meters. It has also installed a precision route (PAPI) indicator, and approach and runway lighting for safe night landings for aircraft. Mundra Port plans to upgrade an international air freight hub with a night landing facility. Pipelines Mundra Port is connected to the north inland with three cross-country wiring. One feeds the IOCL Panipat refinery, the other crude oil pipeline feeds the Bathinda refinery and the third is a white oil line that feeds the national metropolitan area. Commodities Adani Ports & Special Economic Zone Limited handles raw materials including: Fertilizers like urea, DAP, MOP etc. Agri raw materials like yellow peas, DOC, wheat etc. Liquid cargo including crude oil, POL, chemicals, edible oil etc. Steam coal, coking coal, containers, cars, steel cargo, project load and minerals Cargo handling Mundra Port has a varied loading base including dry, bulk, break bulk, liquid, crude oil, cargo projects, cars and containers. Mundra Port owns cargo handling equipment such as mobile port cranes (16 nos.), grab ship loaders (7 nos.), pay loaders, excavators and conveyor systems for handling bulk and break-bulk cargo. Mundra Port also uses rented haulers for transferring cargo between berths and storage space. Mundra Port has set up 9 docklines for the transfer of liquid cargo from the jetty to the liquid tank farm. The container terminals at Mundra Port have a combined infrastructure consisting of 2.1 km of quay length, 18 rail-mounted quay cranes, 48 rubber tyre gantry cranes and 17,400 ground slots and sand. Violation of environmental standards A committee led by Sunita Narain of the Centre for Science and Environment was set up by the Union Ministry of Environment and Forestry to inspect the ship mining facility for M/s Adani Port and SEZ Limited near Mundra West Port in Gujarats Kutch district. The committee that presented its report on April 18, 2013 found irrefutable evidence of destruction of mangroves, blockage of streams and non-compliance with other clearance conditions. [17] Subsequently, on 29 July 2013, a public hearing was held in which people from four affected villages asked questions about the project and its impact on the environment. [18] See also Mundra Port Coal Terminal reference ^ a b ,APSEZ set to become top retaining operator. ^ a b c Load volumes lift Mundra Port net 76%. economic times. 31 July 2009. ^ Mundra becomes first Indian port to cross 100 Mt cargo mark. Mint - via HighBeam (subscription required). 1 April 2014. Filed from original on March 13, 2016. Retrieved January 5, 2016. ^ Mundra Port co is now Adani Ports and SEZ Ltd. The Hindu business line. 9 January 2012. ^ Kazakhstan eyeing terminal on Mundhra to boost bilateral Colibri law firm. ^ Mundra Port AND SPECIAL ECONOMIC ZONE LIMITED (PDF). 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