

To
All Shipping Agents,
All Port users
All Principal / Owners /Charters
The Shipping Corporation of India
All Oil Companies

CIRCULAR

Sub :- Recovery of Port dues on vessels
coming to Mumbai Port

Earlier port dues used to be levied on each entry of vessel in Mumbai Harbour as per the Scale of Rates (SOR) in case the vessel had gone out of port limit and re-entered the port without completion of its planned discharge/loading of cargo on the same VCN, IGM & PC. This was objected by Trade.

2. As per MANSA's request, a proposal was submitted to the Board of Trustees for consideration. Board have vide TR No. 16 dated 19.06.2012 accorded sanction not to charge the port dues on vessels which are shifted to outer anchorage for port convenience and are re-entering the port under the following circumstances :

- i) when a vessel has entered the Port for docking and the docking has been cancelled for various reasons such as the outgoing vessel occupying the berth has not sailed or there is a break down of Port's infrastructure such as the non-operation of lock gates or non-availability of tugs etc.
- ii) vessels have to be shifted from JD to Pir Pau or vice versa and the berth is occupied.
- iii) Tankers and Gas Carriers for safety consideration.
- iv) Deep berth not available.

3. Thus no Port Dues will now be charged on re-entry of vessel on the same voyage if the vessel was forced to go out of Port limit before completion of its planned discharging / loading of cargo, due to removal of the vessel from the berth for safety considerations and no suitable Anchorages was available. However the agent of the concerned vessel will have to produce the shifting slip issued by the Sr. Dy. Traffic Manager and forwarded by the Senior Dock Master, I.D. and a certificate from the Dock Master, Control Station that inner anchorage was not available & the vessel had gone to outer anchorage. Similarly in the case of tankers and gas carriers shifted from Jawahar Dweep and Pir Pau to outer anchorage, the agent will have to produce a certificate to the effect that the movement was for Port Convenience & inner anchorage was not available. The above procedure has to be followed scrupulously to enable this department to raise the bill for correct amount as per ISO targets and to avoid disputes in future.

4. All the Shipping Agents are requested to take note of the above & comply the requirements.

DEPUTY CONSERVATOR

c.c. to the President, MANSA for information & necessary action.