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Tariff Authority for Major Ports

G.No.73 **New Delhi,** **4 March 2015**

QUORUM

(i). Shri. T.S. Balasubramanian, Member (Finance)
(ii). Shri. Chandra Bhan Singh, Member (Economic)

CORRIGENDUM

(Passed on this 13th day of February 2015)

This Authority had passed an Order on 2 January 2015, notifying the Scale of Rates in case No.TAMP/23/2013/MBPT relating to the proposal received from the Mumbai Port Trust (MBPT) for general revision of its Scale of Rates (SOR). This Order was notified in the Gazette of India Extraordinary (Part III Section 4) on 19 January 2015 vide Gazette No.19.

2. It has been noticed that some errors have occurred in the SOR and its conditionalities notified on 19 January 2015. The details of the errors and the corrections to be made are detailed below:

<table>
<tr><th>Sl. No.</th><th>Reference to the SOR</th><th>As appeared in the Notification</th><th>To be read as given below</th></tr>
<tr><td>1.</td><td>Section 2.1 (A), Sl. No.2 (b) - Coastal under Column 'Docks'</td><td>₹ 349803 for 1st 30000 GRT ……</td><td>₹ 349812/- for 1st 30,000 GRT……</td></tr>
<tr><td>2.</td><td>Section 2.16 (Port Dues), Sl. No.4</td><td>
<table>
<tr><th rowspan="2">Sl. No.</th><th rowspan="2">Vessels chargeable</th><th colspan="2">Rate of per GRT</th><th rowspan="2">Due how often chargeable in respect of same vessels</th></tr>
<tr><th>Coastal (in ₹)</th><th>Foreign - going (in US $)</th></tr>
<tr><td>4.</td><td>Inland vessels operating within port limits</td><td>5.016</td><td>0.1833</td><td>The due is payable once in the same month</td></tr>
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<tr><td>3a.</td><td>Section 1.1 (iii).</td><td>'Coastal Vessel' shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having valid coastal licence issued by the competent authority.</td><td>"Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the Director General of Shipping/ competent authority."</td></tr>
<tr><td>3b.</td><td>Section 2.17, Notes</td><td>--- Not Applicable ----</td><td>The following new Note is introduced as Note no. 9 under Section 2.17 of the Scale of Rates of MBPT:

9. Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014:

(i). "Coastal vessels" is defined as any</td></tr>
</table>

			vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / competent authority. (ii). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any. (iii). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports. (iv). In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue. (v). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges. (vi). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port. (vii). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise. (viii). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes. (ix). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have

			a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines. (x). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate formal for coastal and foreign vessels.
4.	Chapter VII Schedule 7.2	Vessels including boats, tonies, hodies, rafts pontoons, tank barges, dump barges and other craft being constructed or fitted out in the Port Trust hards or anywhere on wharf will be charged ₹ 5.65 per day per GRT from the date of occupation of the hard for the purpose of construction/ repairing.	Vessels including boats, tonies, hodies, rafts pontoons, tank barges, dump barges and other craft being constructed or fitted out in the Port Trust hards or anywhere on wharf will be charged ₹ 5.97 per day per GRT from the date of occupation of the hard for the purpose of construction/ repairing.

(T.S. Balasubramanian)
Member (Finance)