(Published in Part - III Section 4 of the Gazette of India, Extraordinary)

TARIFF AUTHORITY FOR MAJOR PORTS

G.No.297 **New Delhi,** **20 July 2016**

NOTIFICATION

In exercise of the powers conferred under Sections 48, 49 & 50 of the Major Port Trusts Act, 1963, the Tariff Authority for Major Ports hereby notifies the revised Scale of Rates and Performance Standards disposing of the proposal of the Mumbai Port Trust (MBPT) for General Revision of its Scale of Rates (SOR), as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports

Case No. TAMP/78/2015 - MBPT

Mumbai Port Trust - - - Applicant

QUORUM

(i). Shri. T.S. Balasubramanian, Member (Finance)
(ii). Shri. Rajat Sachar, Member (Economic)

O R D E R

(Passed on this 21st day of June 2016)

This case relates to a proposal received from Mumbai Port Trust (MBPT) for General Revision of its Scale of Rates (SOR).

2. The MBPT has, vide its letter dated 16 December 2015, filed a proposal for general revision of its Scale of Rates. The said proposal was taken up for consultation with the concerned users/ user organisations of the MBPT. The comments furnished by the users/ user organisations were forwarded to the MBPT as feedback information. The MBPT has responded to the comments of the users/ user organizations. The proposal was internally scrutinized in the office. The additional information/clarifications were sought from the MBPT. The MBPT has responded to the additional information/clarifications. While responding to the additional information/clarifications, the MBPT has furnished the revised draft SOR and has also modified the estimates of revenue. A joint hearing in this case was held on 10 March 2016 at the office of this Authority. At the joint hearing, the MBPT and the concerned users/ organisation bodies have made their submissions.

3. With reference to the totality of information collected during the processing of the case, this Authority has passed a speaking Order disposing of the proposal filed by the MBPT for general revision of its Scale of Rates.

4. The Order passed by this Authority is in the process of notification in the Gazette of India which is likely to take some time for notification. This Authority desires that the revised Scale of Rates and Performance Standards may come into force without waiting for notification of the Order. Therefore, this Authority notifies the revised Scale of Rates and Performance Standards of the MBPT immediately which is attached as **Annex - I and Annex - II** respectively. The revised Scale of Rates will come into force after expiry of 30 days from the date of notification. The Order passed by this Authority will be notified separately and communicated to the MBPT and the relevant users/ user organisations in due course of time.

(T.S. Balasubramanian)
Member (Finance)

Annex - I

MUMBAI PORT TRUST

SCALE OF RATES

CHAPTER - I

1.1. Definitions

In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply:

(i). "Ballast" - Heavy material placed in the holds of a ship or more often in the ballast tanks, positioned in the compartments right at the bottom and in rare cases on the sides for stabilization and make ship seaworthy in all respects. This may consist of liquid material commonly water.

(ii) "Barge"- Barge is flat bottomed vessel whether self propelled or not.

(iii). '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 Director General of Shipping/ competent authority.

(iv) "Cold Move" shall mean the movement of the vessels without the power of the engine of the vessel.

(v) "Crew boat" shall mean a boat of any type mainly used for transportation of crew members of any vessel or ship.

(vi) "Cruise Vessel" shall mean any vessel carrying passengers for an ocean trip taken for pleasure calling at ports and other than pleasure yachts.

(vii) "Day" shall mean the period starting from 08.00 hours of a day and ending at 08.00 hours of the following day.

(viiii) "Demurrage" shall mean charges payable for storage of cargo within port premises beyond free period, as specified in the scale of rates.

(ix) 'Foreign-going Vessel' shall mean any vessel other than Coastal vessel.

(x) "Free period" shall mean the period during which cargo/container shall be allowed storage free of demurrage charges and this period shall exclude Sunday(s), customs holidays and Port's non-working days.

(xi) "Full Container Load" (FCL) shall mean a container containing cargo belonging to one consignee in the vessel's manifest.

(xii) 'GRT' means Gross Registered Tonnage of vessel as per the Ship's Registry or the International Tonnage Certificate issued by the competent authorities or a declaration from Defence Authorities in respect of war ships/ Naval ships.

(xiii) "Hazardous Container" shall mean a container containing hazardous goods as classified under IMO.

(xiv). "Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one consignee in the vessel's manifest.

(xv). "Month" shall mean 30 consecutive calendar days including holidays.

(xvi) “Offshore supply vessel” - Offshore supply vessel is a vessel of any type mainly used for transportation of men, material and stores required for any offshore installation.

(xvii). “Over dimensional container” shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.

(xviii). ‘Pleasure Yacht’ means a ship howsoever propelled which is exclusively used for pleasure cruises and does not carry any passengers on a commercial basis.

(xix). “Reefer Container” shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.

(xx). Sailing vessels shall mean the vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion.

(xxi). “Shut out Container” shall mean a container, which enters into the port as an export intake for a particular vessel (as indicated by the Vessel Identification Advice Number, i.e. VIA No.) and is not connected to the particular vessel for reasons whatsoever.

(xxii). “Shut out Cargo” shall mean any cargo brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.

(xxiii). ‘Telegraph Vessel’ (cable ship) means a vessel equipped with machinery and gears for lifting, examining and laying sub-marine cables for overseas communications.

(xxiv). “Transhipment cargo” shall mean any cargo not originally manifested for the port of Mumbai, but landed at Mumbai and subsequently reshipped to other ports / removed to other Ports by same or any other vessel. Transhipment of cargo is applicable to import oriented cycle only and not for export oriented cycle.

(xxv). “Tran-shipment Container” shall mean any container which is discharged from one vessel, stored in the yard and tran-shipped through same or another vessel.

(xxvi). ‘Vessel’ includes any thing made for the conveyance mainly by water of human being or of goods and a caisson.

(xxvii). Vessel Completion Date (VCD)

(a). For vessel in the Docks - the date on which import operations of the vessel are fully completed.

(b). For vessels in the midstream - the date following two days after the date of completion of discharging of mother vessel in stream or date of discharge of last barge at berth, whichever is earlier.

(xxviii). "Wharfage" shall mean the basic due recoverable on all cargo/container imported or exported or transhipped or passing through the port, whether porteraged by the port or not.

1.2. <u>General Terms and Conditions</u>

(i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as

'coastal' or 'foreign-going' for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.

(ii)(I). (A). System of classification of vessel for levy of Vessel Related Charges (VRC)

(i). A foreign going vessel of Indian Flag having a General Trading Licence can convert to Coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.

(ii). A foreign going vessel of foreign flag can convert to coastal run on the basis of a **Licence for Specified period or voyage** issued by the Director General of Shipping and a custom conversion order.

(B). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate.

(i). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

(ii). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign-going rates shall be chargeable by the discharge ports.

(iii). For dedicated Indian coastal vessels having a Coastal Licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

(ii)(II). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal Rate

(i). Foreign going Indian vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:

a) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian port.

b) Not converted* to costal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.
*The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian Port to another port in India, in Indian flag foreign going vessels without any custom conversion.

(ii) In case of a Foreign flag vessel converted to coastal run on the basis of a **License for Specified period or voyage** issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/container.

(iii). (a). All dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms into its equivalent Indian Rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector banks as may be specified from time to time.

(b). The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.

(c). A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

(iv). Users will not be required to pay charges for delays beyond a reasonable level attributable to the port.

(v). Interest on delayed payments / refunds:

(a). The user shall pay penal interest on delayed payments and Port shall pay jaxtaposedpenal interest on delayed refunds at the rate of 15% per annum.

(b). The delay in payments by user will be counted beyond 10 days after the date of raising the bills. This provision will not apply to the case where payment is to be made before availing of the services / use of port properties as stipulated in the MPT Act, 1963 and / or prescribed as a condition in the tariff.

(c). The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the user, whichever is later.

(vi). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The port may, if it so desires, charge lower rates and/or allow higher rebates and discounts.

(b). The port may , if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

(c) The port should notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

(vii) (a). Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the MBPT can submit a suitable proposal to the TAMP.

(b). Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.

(c). The ad hoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/ cargo; and, it must be mutually agreed upon by the Port and the concerned user(s).

(d). The final rate fixed by the TAMP will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.

(viii). The minimum charges recovered in any bill shall be Rupees one hundred (₹100/-) only.

(ix). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

(x). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.

(xi). No refund shall be made unless the amount refundable is ₹100/- or more. Similarly, short collection upto ₹100/- will not be demanded by the port.

(xii) (a). The vessel related charges for coastal ships will be 60% of the charges levied for other vessels.

(b). The cargo/container related charges for coastal cargo/containers, other than thermal coal and POL including crude oil iron ore and iron ore pellets will be 60% of the normal cargo/container related charges.

(c). In case of cargo related charges, the concessional rates shall be levied on all the relevant handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.

(d). In case of container related charges the concession is applicable on composite box rate. Where itemized charges are levied, the concession shall be on all the relevant charges for ship-shore transfer and transfer from/to quay to/from storage yard as well as wharfage on cargo and containers.

(e). Cargo / container from foreign port landing at Mumbai Port for subsequent transhipment to an Indian Port for Coastal Voyage or vice versa would be charged at 50% of the transhipment charges prescribed for foreign going vessels and 50% of that prescribed for coastal category.

(f). The charges for coastal cargo/containers/vessels will be denominated and collected in Indian Rupees (₹).

(xiii). Vessel related charges for cruise vessels will be 60% of the relevant applicable charges leviable on other vessels.

(xiv) (i). Vessel related charges for coastal vessel shall not exceed 60% of the corresponding charges for other foreign going vessels. Further, these charges will be collected in Indian Rupees only.

(ii). As regards the Container related charges which are denominated in US dollars for the foreign containers, the tariff for coastal container shall not exceed 60% of the corresponding charges for other foreign containers. Further, these charges will be collected in Indian Rupees only."

(xv). All the charges prescribed in the scale of rates are exclusive of taxes.

(xvi). (a). The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 April 2017 subject to the MBPT achieving the Performance Standards notified alongwith the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in SOR for that particular year.

(b). The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the MBPT to be intimated by the port to the concerned users and to the Authority.

CHAPTER – II

VESSEL RELATED CHARGES

Docks are classified as (a) Indira Dock including the Ballard Pier, Ballard Pier Extension and Harbour Wall berths, (b) Prince's & Victoria Docks, (c) Naval Docks, (d) Mazgaon Dock, Kassara Basin, (e) Bunders and Darukhana and (f) Jetties at Jawahar Dweep and Pir Pau.

2.1. Composite Pilotage and Towage Charges

(A) Cargo Vessels

Sr. No.	Size of the vessel	*Docks	@ Stream	*Jawahar Dweep / Pir Pau	# Shifting Charges
		(Rate per GRT)			
1.	0-30,000 GRT a. Foreign going (in US $)	0.4689	0.0848	0.8455	0.1165
	b. Coastal (in ₹)	12.8261	2.3188	23.1310	3.2219
2.	30,001 - 60,000 GRT a. Foreign going (in US $)	US $ 14,068 for 1st 30,000 GRT + US $ 0.3751 for every additional GRT	US $ 2,544 for 1st 30,000 GRT + US $ 0.0678 for every additional GRT	US $ 25,364 for 1st 30,000 GRT + US $ 0.6764 for every additional GRT	US $ 3495 for 1st 30,000 GRT + US $ 0.0932 for every additional GRT
	b. Coastal (in ₹)	₹ 384793 for 1st 30,000 GRT + ₹ 10.2608 for every additional GRT	₹ 69564 for 1st 30,000 GRT + ₹ 1.8546 for every additional GRT	₹ 693924 for 1st 30,000 GRT + ₹ 18.5031 for every additional GRT	₹ 96657 for 1st 30,000 GRT + ₹ 2.5762 for every additional GRT
3.	Above 60,000 GRT a. Foreign going (in US $)	US $ 25,321 for 1st 60,000 GRT + US $ 0.3282 for every additional GRT	US $ 4578 for 1st 60,000 GRT + US $ 0.0593 for every additional GRT	US $ 45657 for 1st 60,000 GRT + US $ 0.5918 for every additional GRT	US $ 6291 for 1st 60,000 GRT + US $ 0.0814 for every additional GRT
	b. Coastal (in ₹)	₹ 692604 for 1st 60,000 GRT + ₹ 8.9782 for every additional GRT	₹ 125202 for 1st 60,000 GRT + ₹ 1.6225 for every additional GRT	₹ 1249017 for 1st 60,000 GRT + ₹ 16.1909 for every additional GRT	₹ 173943 for 1st 60,000 GRT + ₹ 2.2539 for every additional GRT

* Includes vessels docking either directly from sea or from stream, berth to stream, berth to berth using tugs.

@ Includes vessels coming from sea to stream and back to sea without tugs.

Shifting charges without tugs. If tugs used then dock charges will be applicable.

(B) Miscellaneous Vessels

	Rate per GRT	
	Foreign (In US $)	**Coastal (In ₹)**
Off Shore Supply Vessels, Survey vessels and specific support vessels, floating cranes, rig vessels, dredgers, vessels under construction, telegraph vessels.	0.3908	10.6833
Tugs boats , Passenger boats, Fishing trawlers, Self propelled Barges, dumb barges, lash barges, pleasure yacht, country crafts, crew boats, etc.	0.1646	4.4958

Rates above are without tug assistance. If any tug assistance is required the rates as per Section 2.1(A) above will be applicable.

Notes:

(1). Above rates are for one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for port convenience.

(2) For every Shifting at the request of the vessels the shifting charges as specified in Section 2.1 (A) above are leviable.

(3). Charges for movement without the power of the engine of the vessel shall be levied at twice the rates applicable.

(4). In the event of a vessel in distress or is not able to move on its own propulsion or cold move additional tug hire charges will be levied.

(5). Supply vessels/ tugs/ barges going beyond Mumbai Port Trust revised port limits/ MPL (Nhava Sheva Cross line) shall be treated as leaving Mumbai Port and going to sea and next arrival of the vessel shall be treated as fresh voyage.

(6). Any vessel/ tugs/ barges working as supply vessels shall be treated as supply vessels for levy of charges.

(7). Vessels traversing from Sea to other Ports situated within port limits through MBPT waters shall be treated as Sea/ Mumbai Port Trust revised port limits to stream as arrival and from Stream to inner Port MBPT cross line as departure and fresh arrival from the same route will be treated as fresh voyage for purpose of levy of MBPT charges.

(8). Pilotage cum towage shall be charged 50% of the prescribed rates for inward and outward leg of the vessel depending upon the status of the vessel at each leg (i.e.) either Foreign going or Coastal.

2.2. Charges on vessels/ Barges/ boats/Pass pilot vessels and barges for arranging alongside other vessel for working of cargo in mid-stream and Port Lighterage Anchorage Area (Double Banking)

Sl. No.	Nature of Movements	Rate per GRT	
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a).	Double Banking with tug assistance	0.3179	8.6922
(b).	Double Banking without tug assistance	0.2243	6.1369
(c).	Lighterage dues on Mother Vessels discharging / receiving cargo - On foreign-going vessels and coastal vessels lighterage dues respectively at the rate of US $ 0.0063 and ₹. 0.1716 per GRT for a period of one hour or part thereof shall be levied from the time it is anchored / occupies the place in stream and Port Lighterage Anchorage Area for working cargo. Anchorage charges shall be levied during the period vessel is not working cargo. The lighterage dues shall not be levied on the vessels engaged in mid-stream discharge at Port Lighterage Anchorage Area Port Limit for (I) vessel which discharges part cargo for reducing the draft of the vessel for calling at the Docks / Pier of MBPT and if subsequently calls at Docks or Piers of Mumbai Port, (2) vessels which discharge entire cargo into barges for subsequent discharge at Docks / Bunders of Mumbai Port and sail out from stream / Port Lighterage Anchorage Area and the discharged cargo is subsequently brought at Docks / Bunders and (3) mother vessels which receive cargo brought by the barges loaded from the MBPT Docks/ Bunders.		

2.3. Lighterage dues at the rate of ₹8.14 per tonne shall be levied on the cargo, unloaded from or loaded into, the vessels anchored within the Port approaches and the cargo is transported through Mumbai Port Waters. Provided, however, that Lighterage dues shall not be levied on the cargo destined to or from the Port of Mumbai'.

General Notes to Sections 2.1 & 2.2 above

(1) Shifting of vessels for Port convenience is defined to mean the following:

i) If a working cargo vessel is required to be shifted to another berth so as to enable berthing or sailing of another vessel at the same berth or any other berth in the Dock in view of restriction of LOA, beam, draft, etc., such shiftings shall be considered as shifting for Port convenience.

ii) If a working cargo vessel is required to be shifted from one berth to another berth due to non-availability of storage space of import or export cargo requiring covered accommodation, such shifting shall be considered as shifting for Port convenience.

iii) Whenever a vessel is required to be shifted from the cargo berth to the gantry berth for the convenience of container loading/ unloading, such shifting will be treated as shifting for Port convenience provided the agents of the vessel have made specific request to that effect in their berthing application.

iv) Whenever a vessel is required to be shifted from one berth to another berth via stream so as to accommodate another vessel or the same vessel in view of the restriction of LOA, beam, draft, etc., such shiftings shall be treated for Port convenience.

v) Whenever an export loading vessel is required to be shifted from Harbour Wall berths to BPX/BPS berths due to restriction of LOA,

beam and draft via stream, such shiftings shall be treated for Port convenience.

vi) Whenever an import discharging vessel is required to be shifted from BPX/BPS to Harbour Wall berths due to restrictions of LOA, beam and draft via stream so as to accommodate another vessel at BPX/BPS, such shiftings shall be treated for Port convenience.

vii) Whenever irrespective of loading/discharging, if the vessels are required to reposition either from Harbour Wall berths to BPX/BPS berth and vice versa, and if such shiftings are required to be done due to restrictions of LOA, beam and draft, the same shall be treated for port convenience.

viii) Whenever a vessel is shifted either from Harbour wall berths or BPX/BPS berths to stream so as to accommodate another ousting priority vessel, such shifting shall be treated for Port convenience.

ix) Whenever vessels are required to be shifted from deep draft anchorage to lesser draft anchorage in order to accommodate vessel of higher draft, such shifting shall be treated for Port convenience.

(2). For piloting a tug in tow of another barge or barges, charges at the above rates shall be levied on the aggregate Gross Registered Tonnage of the tug and the barge or barges in tow.

(3). Vessels which come within the definition of – 'Coastal Vessels' and for which regular berths have been provided at the Dock Harbour Wall shall not be charged all inclusive rate when such vessels are piloted direct from their berths to the open sea or vice versa, by their licensed Masters. In all other cases the usual all inclusive rates shall be charged on such vessels.

(4). For intercepting a vessel outside the Pilot Station but within the Port's limit at the request of the Masters/Owners or Agents of the vessels, a composite charge of ₹.4559.50 in case of coastal vessel and US $ 166.65 in case of foreign-going vessels will be levied.

2.4. Charges for attendance, cancellation and detention for a harbour tug

Sl. No.		**Foreign-going Vessel (in US $)**	**Coastal vessel (in ₹)**
(a).	Attendance by Tug for a vessel on fire for every hour or part thereof per tug	269.0083	7360.0637
(b).	Detention charges for every half an hour or part thereof per tug for cancellation of a tug after it is ordered to tow a vessel and goes alongside [period to be computed from the time the tug leaves its station to the time it returns thereto] or charges for detention of a tug by reasons of a vessel not being ready or any other cause after it has gone alongside a vessel, when the tug is not cancelled	195.4555	5347.6489
(c).	Attendance of a tug on a vessel at Jawahar Dweep / Pir Pau for every 24 hours or part thereof per tug	2444.5961	66884.1437

Notes:

(1). Charges for attendance by a tug for a vessel on fire will be payable only if the vessel on fire requisitions services of an additional tug.

(2). The charges for attendance of a tug on a vessel at Jawahar Dweep / Pir Pau shall become payable only if the vessel requisitions services of an additional tug.

2.5. Attendance and Detention Fees for Master Pilots and Pilots –

(a). When a Master Pilot/Pilot is required to attend a vessel beyond the limits of the Port, in circumstances of unavoidable necessity, a separate fee of ₹. 6765 or US $ 259.07 shall be charged in respect of foreign-going vessels for every six hours or part thereof from the time the vessel goes beyond the limits of the Port till the time the Pilot returns to Mumbai. Further, the boarding and loading and traveling expenses to which the master pilot or pilot is entitled shall be recoverable from the Masters / Owners or Agents of the vessel at actuals.

(b). Attendance and Detention fees for pilot in case of cancellation of movement of the vessel inside the Port limits:

	Foreign-going vessel	**Coastal Vessel**
When the movement of the vessel is cancelled after the boarding of the pilot on the vessel due to ship's fault and if the vessel does not move from its anchoring/berthing point.	US $ 259.072 per act	₹ 6765 per act

2.6. Charges for Fire Float Vessels, Anchor Hoy Salvage Vessel, Water Boat and any other suitably equipped craft except a Tug within Port limits:

Sl. No.	**Job Description**		**Charges per hour or part thereof**	
			Foreign-going Vessel (US $)	**Coastal vessel (₹)**
(a).	For examining, lifting, laying or re-laying moorings or buoys or recovering anchors or cables or any miscellaneous work		102.8713	2814.53
(b).	For attending a vessel on fire or otherwise, in Stream or at Jawahar Dweep and Pir Pau by			
	(i).	Fire Float Vessel	24.6890	675.48
	(ii).	Any other craft	As may be fixed from time to time by the Chairman	
(c).	For Salvage Services		122.4167	3349.31

Note: Charges for attendance by Fire Float vessel or any other craft for a vessel on fire will be payable only if the vessel on fire requisitions services of additional Fire Float or any other craft.

2.7. **Charges for hire of Launches and Tank Barges**

Sl. No.		Rate per hour or part thereof	Rate per hour or part thereof
		Foreign-going vessel (in US $)	Coastal vessel (in ₹)
(a).	Launches	15.4307	422.18
(b).	Tank Barges for discharge of ballast water containing oil in terms of Clause 53 of Mumbai Port Rules	1.8431	50.413

CONDITIONS:

(1). Requisition in writing for Tank Barge must be submitted not less than 12 hours before the time at which the Tank Barge is required.

(2). All oil contained in the ballast water will become the absolute property of the Mumbai Port Trust.

(3). Hire charges for one day will be levied, if the barge is requisitioned and not utilized.

2.8. **MBPT Fire Service Stand By Charges**

Sl. No.		For first 8-hours or part	For first 8-hours or part
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a).	For hire of Trailer Pump and/or Ballast Pump	49.377	1350.965
(b).	For attendance of staff-		
	Fire Officer or Section Leader-in-[illegible]	24.690	675.510
	Motor Driver/Pump Operator each	19.546	534.765
	Sub-Section Leader each	19.546	534.765
	Fireman each	15.431	422.180

Notes:

(1). 12.5 per cent of the above charges will be levied for each subsequent hour or part thereof.

(2). The chargeable period will be counted from the time of placement of equipment and personnel till the time the withdrawal of equipment and personnel in case of container operation.

(3). In case of more than one operation in a calendar day the charge will be levied considering all the operations on continual basis taking into account total number of actual working hours in each operation.

(4). However if the commencement of the second operation starts in next calendar day, it will be considered as fresh operation for the purpose of charging.

(5). These charges are payable only when the services are requisitioned by the user.

2.9. Diver's Fees:

For work within Port Limits on any day

Particulars		Fees
	Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
Charges for a shift of four hours or part thereof of a normal diving team inclusive of hire charges of diving equipment.	489.667	13397.373

Notes:

(1). The diving period for the purpose of billing shall be calculated from the time the team leaves the base in Indira Dock / P&V Docks till it returns to the base.

(2). Normal diving team consists of:

	Category	No. of employees
(i).	Jr. Foreman Diver	1
(ii).	Asstt.Foreman Diver/Diver Gr.I	2
(iii).	Sarang	1
(iv).	Tindal	1
(v).	Linesman	2
(vi).	Lascar	12

(3). If an extra Diver is employed an additional charge of ₹.534.76 or US $ 19.546 per employee for a shift of four hours or part thereof shall be charged for coastal or foreign-going vessels respectively.

(4). Equipment used for normal diving operation

(i).	Diving boat	1 No.
(ii).	Diving dresses	2 Nos.
(iii).	Diving helmets	2 Nos.
(iv).	Diving Pumps	2 Nos.
(v).	Air Hose	300 R. Ft.

(5). For deployment of additional employee plant and gear, additional charges will be recovered. Towing and crane charges shall also be charged separately.

2.10. Salvage Fees on articles salvaged within the limits of Port:

(a). Where no risk of life is involved in salvaging, a charge of 15 per cent on the value of the articles in addition to the actual cost of salvage of articles shall be payable.

(b). Where risk of life is involved a charge of 30 per cent on the value of articles in addition to the actual cost of salvage of the articles shall be payable.

(c). Customs Duty and Municipal Octroi must be paid by the owners or purchasers of salvaged articles.

2.11. **Examination and Licence Fees**

I. Examination and Licence Fees for Special Pilots / Licenced Master of Coastal Vessels, Barges, tugs etc.

Sl. No.	Particulars	Fees (in ₹)
(1).	Examination Fee	205.81
(2).	Licence Fee / Renewal Fee / Issue of Duplicate Licence	41.20

II. Licence Fees for water conveyance for harbour crafts

Sl. No.	Particulars	Rate per GRT per month (in ₹)
(1).	Catamarans, Hovercraft and Speed-Boats	43.84
(2).	Boats, Craft, Barges, Tugs and launches plying from the Ballard Pier Jetty	36.52
(3).	Barges and Tugs engaged in loading/discharging of cargo in mid-stream and / or plying beyond the limits of Port of Mumbai for conveyance of cargo	43.84
(4).	Boats, Barges, Launches, Tugs and Craft (except Fishing Trawlers/Boats) other than those mentioned above	36.52

Notes:

(1). These charges will be recoverable from the vessels / ships / barges maneuvering piloted with their licensed Master (Pass pilots) but will not be recoverable from craft or launches belonging to Customs, Indian Navy, Coast Guard, Central or any provincial Government and Surveyors.

(2). Licence fee for water conveyance shall not be levied separately on vessels which are registered under the bunders and paying licence fee under Section 6.1 at Chapter-VI – Charges leviable at Bunders.

III. Miscellaneous charges towards licence fees.

Sl. No.	Particulars	Unit	Rate (₹)
(1).	Penalty for delayed renewal		
	(a). Beyond 30 days and upto 60 days	Per license	550/-
	(b). Beyond 60 days to 120 days	Per license	1100/-
	(c). Beyond 120 days	Per license	1650/-
(2).	Permission for harbour cruise party	Per cruise.	1100/-

2.12. **Hire charges for harbour tugs and dock tugs leviable for miscellaneous jobs.**

Sl. No	Category of Tugs	Hire rate for per hour or part thereof (inclusive of operational cost)	
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a).	Harbour Tugs upto 22 BP	244.3247	6684.645
(b).	Harbour Tugs from 23 BP to 32 BP	488.6224	13368.850

(c).	Harbour Tugs from 33 BP to 45 BP	732.9368	20053.275
(d).	Conventional Dock Tugs	46.5854	1274.570
(e).	AM & VS Dock Tugs	60.8080	1663.695

2.13. Charges for carrying out Bollard Pull Test:

	Foreign-going vessel (in US $)	**Coastal vessel (in ₹)**
Charges for carrying out Bollard Pull Test	434.72	11893.86

Note:
Applicable charges specified in Section 2.1(A) and Section 2.1 (B) for the movement of vessels will be levied separately.

2.14. Charges for Garbage Reception facility

Charges for garbage reception facility during vessel's stay at Jawahar Dweep & Pir Pau	₹1369.92 per day or part thereof

2.15 Schedule of Anchorage Fees

(A) If any vessel or self propelled barge except Lash Barge or Dumb Barge remains at any anchorage points shown in column No.2 of the table below, anchorage fees shall be levied as per column 3 ibid.

Sr. No.	**Anchorage Point**	**Rates per GRT per hour or part thereof**		
		Period of stay	**Foreign going vessel**	**Coastal/Inland Vessel (in ₹)**
1	2	3		
(a)	A,B,C,D,E,F,G, TA1,TA2, New explosive Karanja.	From 1st day upto 30th day	0.0598 US Cent	0.60874 Paisa
		Beyond 30th day	0.1212 US Cent	1.21759 Paisa
(b)	H,I,J,K,V,W,X,Y,Z,	From 1st day onwards	0.0598 US Cent	0.60874 Paisa
(c)	L, M, (N1, N2, N3 at New Pir Pau), N1 (Buoy), N2 (Buoy), North N3, O, P, Q, R L/F 2 OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER OFF KASARA BASIN OFF FERRY WHARF OFF MAZGAO AND P&V CHANNEL	From 1st day upto 30th day	0.0293 US Cent	0.30426 Paisa
		Beyond 30th day	0.0598 US Cent	0.60874 Paisa
(d)	Port Lighterage Anchorage Area	From 1st day upto 30th day	0.0446 US Cent	0.4565 Paisa
		Beyond 30th day	0.0905 US Cent	0.91311 Paisa

Note: Port Lighterage Anchorage area encompasses the following co-ordinates:
Point A – Latitude 18˚57' N Longitude 72˚41'E
Point B – Latitude 18˚55'N Longitude 72˚41'E

Point C – Latitude	18˚55'N	Longitude	72˚43.5'E
Point D – Latitude	18˚57'N	Longitude	72˚43.5'E

(B). If any Lash Barge or Dumb Barge remains at any of the anchorage points mentioned in column No.1 of table below, anchorage fees shall be levied as per column No.2 ibid.

Anchorage Point	**Rates per GRT per hour or part thereof**		
	Period of stay	**Foreign going vessel**	**Coastal/Inland Vessel (in ₹)**
1	2		
OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER	From 1st day upto 60th day	0.0152 US Cent	0.1217 Paisa
OFF KASARA BASIN OFF FERRY WHARF OFF MAZAGAO AND P&V CHANNEL	Beyond 60th day	0.0303 US Cent	0.2434 Paisa

(C). Every Vessel, Boat, Barge and craft irrespective of the size or the GRT, engaged in Lighterage operations in midstream and in Port Lighterage Anchorage Area for conveyance of cargo to the Ports other than Mumbai Port shall during the period of their not working cargo be charged anchorage fees as per section 2.15 (A) above depending on the place of anchorage. This differential tariff will not apply to barges coming into the Mumbai Port

Notes:-

For the purpose of calculating the period of stay of a vessel at an anchorage:

(1) the anchorage fees shall be levied from the time a vessel drops the anchor till the time it leaves the anchorage berth;

(2) in the event of a vessel which had stayed at an anchorage taking berth or entering a dry dock and returning thereafter either to the same anchorage or to another anchorage, the number of hours the vessel was away from the anchorage will be excluded, but the period of occupation except for such exclusion will be treated as a continuous period for computing the Anchorage Fees;

(3) for levy of anchorage fees, a barge is a craft operating within the limits of Mumbai Port (including extended port limit) for the purpose of lighterage of cargo or supply of fuel, water and provisions but shall not include lash or any other type of barges/boats discharged or loaded by mother ships outside the limit of Mumbai Port (including extended port limit) for all purposes of conveyance of cargoes;

(4) No anchorage fees will be recoverable from the vessel, boat, barge and craft (including lash barge) which has paid the licence fees for water conveyance as per Section 2.11 above;

(5) No anchorage fees will be charged to the vessel classified as Indian Naval Vessels and Coast Guard Vessels.

(6) No Anchorage Fees will be charged to the vessel/ship anchored outside the Mumbai port limits notified by the Central Government.

2.16. PORT DUES

Sl. No.	Vessels chargeable	Rate of per GRT		Due how often chargeable in respect of same vessels
		Foreign - going (in US	Coastal (in ₹)	
1.	Vessels of 3000 tons and upwards (except fishing boats)	0.2856	7.8163	The due is payable on each entry into the port.
2	Vessels of Ten tons and upwards but less than 3000 tons (except fishing boats)	0.2016	5.5176	The due is payable on each entry into the port.
3.	Tugs, boats, ferry boats and river boats, whether propelled by steam or other mechanical means arriving from ports outside India	0.2016	5.5176	Once between the 1st January and 30th June and once between 1st July and 31st December in each year
4.	Inland vessels operating within port limits	---	5.5176	The due is payable once in the same month

1. Port Dues of a vessel will be assessed on her total GRT at the rate shown against the relevant vessel group according to GRT of that vessel.

2. For oil tankers with segregated ballast the reduced Gross Tonnage that is indicated in 'Remarks' column of its International Tonnage Certificate will be taken as its Gross Tonnage for the purpose of levying Port dues and not for other tonnage based fees.

3. No Port Dues shall be chargeable in respect of:

   (i). Pleasure Yacht
   (ii). Naval vessels and Government vessels
   (iii). Any vessel which having left the port is compelled to re-enter by stress of weather or in consequence of having sustained any damage, either with or without stress of weather.
   (iv). A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as a vessel entering the port but not discharging or taking any cargo or passengers therein as described in Section 50 B of the Major Port Trusts Act

4 A. Port Dues shall be levied at 32% of the rates specified at Section 2.16 above in the following case:

   A vessel which enters the Port but does not discharge or take in any cargo or passenger (with the exception of such unshipment and re-shipment of cargoes as may be necessary for purpose of repairs)

4 B. Port Dues shall be levied at 18% of the rates specified at Section 2.16 above for the vessels visiting JNPT in the following case:

   A vessel which enters the Port but does not discharge or take in any cargo or passenger (with the exception of such unshipment and re-shipment of cargoes as may be necessary for purpose of repairs)

5. Port Dues shall be levied at 50% of the above rates in the following cases:

   (i) Telegraph vessels

(ii) A vessel entering the port in ballast and not carrying passengers but sailing from the Port without taking any passenger or cargo

(iii) A vessel entering the port in ballast and not carrying passengers for the purpose of repairs, dry docking, taking in bunkers, provision of water or for change of crew or for discharging any sick member of the crew and sailing from the port without taking in any passenger or cargo

6. Port Dues shall be levied at 75% of the above rates in the following cases:

(i) A vessel entering the port in ballast and not carrying passengers but taking in any cargo or passengers at the port
(ii) A vessel in distress with no cargo on board brought into harbour in tow

7. A vessel in distress with cargo on board brought into harbour in tow shall be charged full Port Dues

8. The vessels visiting JNPT, if for any reasons the same vessels visit MBPT, 82% of the Port Dues recoverable as per Section 2.16 above shall be levied. However, vessels plying exclusively between MBPT and JNPT for carriage of cargo shall be levied full Port Dues as per Section 2.16 above. Vessels paying full port dues at the MBPT need not pay 18% of the MBPT port dues at the JNPT.

9. No port dues shall be levied on the vessels re-entering the port after being forced to move out of the port limits before completing its discharge/ loading operation and in the same voyage when,

(a). If the Naval exercise is undertaken i.e. for safety consideration and vessel is shifted to outer anchorage.

(b). If the Vessel is shifted to outer anchorage to accommodate another passenger vessel.

(c). No suitable deep draft anchorage is available for the vessel after entering the port and forced to go to at outer anchorage.

(d). If the vessel was forced to move out due to dredging work carried out at respective berth or channel.

(e). If the Vessel is moved to outer anchorage due to operational difficulties such as non-availability of MBPT floating crafts required for shipping operation or change of tide or non-functioning of lock gates etc.

(f). If the Vessel is shifted to outer anchorage as deep draft anchorage was not available.

(g). Any other operational reasons for safety consideration which are not attributable to the vessel.

2.17. Composite Berth Hire Charges

Berth hire charges on vessels, boats and barges berthed at Indira Dock and its Harbour Wall, including Ballard Pier and Ballard Pier Extension, Prince's & Victoria Docks and its harbour walls:

Sl. No.	Vessels berthed at	Rate per GRT for per hour or part thereof	
		Foreign-going vessel (in US $)	Coastal Vessel (in ₹)
1.	Indira Dock & its Harbour Walls, Ballard Pier and Ballard Pier Extension	0.0101	0.1606
2.	Prince's & Victoria Docks and its harbour walls	0.0080	0.1243

Notes:

1. For the purpose of levy of the above charges

   (i). The minimum GRT for any vessel except off shore supply vessels will be taken as 1000 and

   (ii) The term 'vessel' will include the boats, barges and craft of GRT of 1000 and above.

   (iii). Coastal vessels shall include vessels of Coast Guard / Indian Navy.

2. (i). The berth hire shall be leviable from the time a vessel takes the berth till the time it leaves the berth.

   (ii). There shall be a time limit beyond which berth hire shall not apply, berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail.

   (iii). There shall be a 'penal berth hire' equal to one day's berth hire charges for a false signal.

   (iv). The Master / Agents of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather conditions.

   (v). The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

3. Sundays and Port non-working days will be treated as normal working days for levy of the above charges and no separate charge will be levied.

4. Every boat, country craft, dredgers, tugs and passenger boats of less than 1000 GRT and pleasure yacht and a lash barge entering the Docks shall be levied berth hire charges ₹.7.3293/ US $ 0.5918 per hour or part thereof for the first 200 GRT or part thereof and ₹. 3.6619/US $ 0.2959 per hour or part thereof for every additional 100 GRT or part thereof in respect of coastal and foreign-going vessels respectively. This concessional rate will be admissible to local craft, boats and barges except off shore supply vessels whether self propelled or not and plying in foreign and coastal trade. The concessional rates shall also be admissible to lash barges and pleasure yacht irrespective of their tonnage. Each barge will be separately charged berth hire charges treating each as a distinct vessel. However, when the barges make use of wharf crane, the composite berth hire charges as prescribed at Note 1 above shall be levied.

5. Off shore supply vessels falling in the category of coastal vessels berthed at any berth in Docks or Harbour Wall shall be levied with ₹ 0.3858 per GRT per hour or part thereof. Off-shore vessel will not be subjected to the conditionality of levy of the minimum charges of 1000 GRT. All the off shore supply vessels will be subjected to this rate irrespective of the GRT of the vessels and will not be entitled for concessional levy as at Note 4 above.

6. All vessels berthing at berths at Sr. Nos. (1) and (2) above for other than cargo operations, the berth hire charges shall be recovered as under :

   (i) Upto 10 days of occupation of berth: Normal berth hire charges.

   (ii) From 11th day to 20th day of occupation of berth: 150% of normal berth hire charges.

   (iii). After 21st day of occupation of berth: 200% of normal berth hire charges

7. No berth hire shall be levied for the period when the vessels idle at its berth due to breakdown of port equipment or power failure or any other reasons attributable to the port.

8. Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or appropriate authority will be applicable:

   (a). For providing the “priority berthing” to any vessel, a fee equivalent to berth hire charges for a single day or 75 percent of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.

   (b). For providing the “ousting priority” to any vessel, a fee equivalent to berth hire charges for a single day or 100 per cent of the berth hire charges calculated for the total period of actual stay at the Berth whichever is higher shall be levied. In addition, for providing “Ousting priority” to any vessel, the charges for ‘shifting in’ and ‘shifting out’ of the vessels shall be collected.

   (c). The fee for according priority / ousting priority as indicated above shall be charged for all the vessels except the following categories:

      (i). Vessels carrying cargo on account of Ministry of Defence.

      (ii). Defence vessels coming on goodwill visits.

      (iii). Vessels hired for the purpose of Antartica expedition by Department of Ocean Development.

      (iv). Any other vessel for which special exemption has been granted by the Ministry of Shipping.

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 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.

2.18. Charges for use of the Dry Docks

I. Charges for Docking and Undocking:

	Foreign Going Vessels (in US $)	**Coastal Vessels (in ₹)**
Upto 1000 GRT	5344.35	112468.4
1001 to 2000 GRT	6939.08	138175.4
2001 to 3000 GRT	8229.65	163882.4
3001 to 4000 GRT	9520.23	189589.4
4001 to 5000 GRT	10810.80	215296.4

Above 5000 GRT	US $ 10810.80 + US $ 1221.11 for every additional 1000 GRT or part thereof	₹ 215296.4 + ₹ 25707 for every additional 1000 GRT or part thereof

II. <u>Rental charges for occupation of the Dry Dock:</u>

(i) During first 10 days of occupation for vessels –

Vessels	Foreign Going Vessels	Coastal Vessels
	US $	₹
	(Rate per day or part thereof)	
Upto 1000 GRT	1831.62	38560.5
1001 to 2000 GRT	1987.22	41773.6
2001 to 3000 GRT	2137.74	44987.8
3001 to 4000 GRT	2442.17	51414.0
4001 to 5000 GRT	2748.28	57841.3
5001 to 10000 GRT	3052.71	64267.5
10001 to 20000 GRT	3358.83	70694.8
20001 GRT & above	3817.15	80334.1

(ii) from 11th day to 20th day of occupation – 150 per cent of rates as at (i) above per day or part thereof.

(iii) from 21st day to 30th day of occupation – 200 per cent of rates as at (i) above per day or part thereof.

(iv) Beyond 30 days of occupation – 250 per cent of the rates as at (i) above per day or part thereof.

(v) In case the vessel occupies the dry dock beyond the period for which the dry dock has been allotted, the rental charges for the period of overstayal shall be charged at double the rate prescribed above.

Notes:

(1) The above charges will include the charges for services such as one time draining/flooding of Dry Dock, Divers' services, cranage, removal and replacement of damaged keel blocks, other ship repair facilities, etc. No additional charges will be levied for any services in connection with docking/undocking except shore power supply and fresh water supply to vessels and for laying/removal of special keel blocks.

(2) In the case of vessels requiring laying of special keel blocks due to their configuration, extra rental charges at the rate prescribed under II (i) above will be recovered for the period required for laying and removal of such special keel blocks. The rental charges for occupation of dry docks as above will be recoverable as per the period groups applicable.

(3) Vessel will pay for the shore power supplied to it at the rates prescribed from time to time on actual consumption.

(4) If the vessel has requisitioned for a dry dock but it is not ready to dock at the time specified according to the docking programme, no charges shall be leviable provided an intimation of cancellation/postponement of dry docking is given 2 days (excluding the day of docking) in advance of the specified time of docking. A cancellation fee of ₹.3410 and US $ 220 will be recovered in such cases in respect of Coastal vessels and foreign-going vessels respectively.

(5) In case, the docking is likely to be delayed and an intimation is given in advance by less than two days (excluding the schedule day of docking) for reasons other than those within the control of the vessel, normal charges will be recovered after the vessel has dry docked. For the days the dry dock or its compartment remains unoccupied, rental charges will be recovered at the rate applicable during the first 10 days of occupation. In other cases, rental charges will be recovered at 250 per cent of the rate applicable during the first 10 days of occupation.

(6) When two or more vessels are docked together in Merewether Dry Dock or the entire length of Hughes Dry Dock or in either of the compartments of the Hughes Dry Dock (with or without placing caisson positioned between them) the above charges will be payable by each vessel separately.

(7) Wet Dock dues will not be levied in the case of vessels entering and leaving the Wet Dock for the sole purpose of occupying the Dry Docks, provided :

(i) Such vessels occupy the Dry Dock;

(ii) Aggregate period of stay in Wet Docks does not exceed 24 hours plus odd hours occasioned by tidal delays and Dock Master's programme of docking/undocking; and

(iii) No work, i.e. discharge or shipment of cargo, bunkering or repairs, is performed on board or over the side of such vessel during the stay in the Wet Docks.

(8) Sundays and Customs notified holidays and port non-working days during the occupation of Dry Dock by a vessel shall be treated as working days and charged accordingly.

(9) No separate charge will be levied for docking/undocking on Sundays and Customs notified holidays and port non-working days. However, docking / undocking programme should be prepared in advance in such a way to avoid docking / undocking of vessels from dry docks on Sunday and Customs notified holidays and Port non working days.

(10) When two or more vessels are docked together in the Merewether Dry Dock or in the entire length of Hughes Dry Dock or in either of the compartments of Hughes Dry Dock without the caisson being placed in position between them and if for any reason one of the vessels is not ready to undock on expiry of the period for which she was regulated and thereby causes detention to the other vessel or vessels dry docked simultaneously, the vessel/s causing detention to other vessel/s (detaining vessel) shall pay detention charges at double the charges recoverable under clause II above on her tonnage as well as tonnages of the other vessel/s detained.

(11) Services/Supplies required for repairs to the vessels in the Dry Dock, requisitioned by ship repair firm licensed by the Chief Mechl. Engineer shall submit their requisitions duly endorsed by the Master/Agent of the vessel. The cases in which endorsement of the Master/Vessel Agent cannot be obtained immediately, the Superintendent of Dry Dock may at his discretion provide services/supplies requisitioned, the endorsement of Master/Vessel Agent will have to be obtained subsequently.

(12) The Board accept no responsibility whatsoever for any detention to vessels using their Dry Docks.

(13) The period of occupation of a vessel shall commence from the time the entrance caisson is placed in position after the vessel has entered. The period of occupation ends when the vessel has cleared the Dry Dock entrance. A day means period of 24 hours counted from the time the entrance caisson is placed in position after the vessel has entered.

(14) For second time draining/flooding of Dry Dock for the same vessel, 50% of charges as per Section 2.18 (I) above will be levied.

2.19. Charges against Government in respect of Vessels of War and Transport

Charges against the Union Government in respect of vessels of War and vessels engaged solely for the transport of troops, their families, etc. berthed at the Ballard Pier or Indira Dock Harbour Wall or inside the Docks:

(a)	Vessels of War, that is to say all vessels plying the White Ensign of Republic of India but including in times of war mine sweepers and patrol vessels.	All Port and Dock charges whether for general facilities or for "Special Services" except (i) Port Dues (ii) Wharfage on stores and equipment required for the vessel's own consumption.	
(b)	Vessels employed solely in the transport of troops and their families, military animals,military equipment, ammunition of war and naval and military stores, including Indian Fleet, Auxiliaries which are on the list of Indian Navy and all Hospital ships and Ambulance Transport	(i)	All Port and Dock charges except – (a) Port Dues. (b) Wharfage charges on horses (other than remounts), Baggage, carriages and other effects forming part of the scheduled equipments of the troops.
		(ii)	Compensation under Section 6 of the Indian Tolls (Army) Act, II of 1901 at the rate of 20.80 paise per tonne of Gross Registered Tonnage of the vessel for each day that Dock Dues are charged under Section III of the Docks Scale of Rates and the vessels are engaged in bonafide transport operations.

Note: Wharfage charges shall mean fees levied for the passing of goods or animals, etc. imported or exported by any vessel, boat or lighter over any wharf, jetty, pier or bunder within Port Trust areas, but shall not mean charges for services rendered by the Port Trust in landing and shipping, removing or storing such goods, animals, etc. such as the provision of cranes, cluster lights and for handling labour.

2.20. Pier Dues at Jawahar Dweep and Pir Pau

Sl. No.	**Vessel Chargeable**	**Rate per GRT for per hour or part thereof**	
		Foreign-going vessel (in US $)	**Coastal Vessel (in ₹)**
(i)	On every steam and other mechanically propelled and square rigged vessels berthed at or using the bulk oil piers at Jawahar Dweep and Pir Pau	US $ 0.0183 (Subject to minimum charge of US $ 18.33)	₹ 0.5049 (Subject to minimum charge of ₹504.9)
(ii)	On every boat, barge or country craft (not square rigged)	**Rate per hour or part thereof**	
		US $ 0.365	₹ 10.1046

Notes:

(1) The Pier Dues shall be levied from the time a vessel takes the Berth/Pier till the time it leaves the Berth/Pier.

(2) No Pier Dues shall be levied on vessels after expiry of 4 hours from the time of signaling its readiness to sail. Penal Pier Dues equal to one day's Pier Dues (i.e. 24 hours) shall be levied for false signal. The Master/Agents of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions. The time limit of 4 hours prescribed for cessation of Pier Dues shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

(3) No Pier Dues shall be levied for the period when the vessels idle at its Berth/Pier due to breakdown of port equipment or power failure or any other reasons attributable to the port.

(4) Sundays and Customs notified holidays and port non-working days will be treated as normal working days for levy of the above charges and no separate charge will be levied.

CHAPTER – III

CARGO RELATED CHARGES

The charges as herein after prescribed will be leviable on all traffic dealt within the relevant areas specified in Appendix 'G' to the MBPT Dock Bye-Laws.

3.1. (A) Schedule of docks wharfage on goods

Rate No.	Description of Goods.	Basis of Charge	Foreign (₹)	Coastal (₹)
1. (i)	Animals, Birds, reptiles, etc.	Each	51.91	31.15
(ii)	Animal products - Bone, Bonemeal, Hides & Skins	Tonne	36.42	21.85
2.	Arms, Ammunitions, Explosives, Defence Stores and Defence equipment / machinery.	Tonne	241.56	144.94
3. (i)	Asbestos	Tonne	62.34	37.40
(ii)	Construction Materials, Sand.	Tonne	62.34	37.40
(iii)	Fruits, nuts including Raw Cashew, Tapioca, Coconut, Copra, Tamarind Seeds.	Tonne	62.34	37.40
(iv)	Molasses	Tonne	62.34	37.40
(v)	Waste Paper, Newsprint	Tonne	62.34	37.40
(vi)	Wood, Timber, Bamboo	Tonne	62.34	37.40
4. (i)	Cement, Clinker	Tonne	62.34	37.40
(ii)	Coal and Fire Wood	Tonne	86.73	86.73
(iii)	Sulphur ,Fertilisers and Fertiliser raw materials	Tonne	77.97	46.78
(iv)	Foodgrains, Oilseeds, Cereals and Pulses.	Tonne	62.34	37.40
(v)	Oil-Cakes and Fodder	Tonne	29.12	17.47
(vi)	Sugar	Tonne	29.12	17.47
5. (i)	Cotton including cotton waste (also includes cotton twist and yarn)	Tonne	62.34	37.40
(ii)	Jute and jute products, Coir and coir products.	Tonne	36.42	21.85
6. (i)	Granites and Marbles	Tonne	62.34	37.40
(ii)	Ores, Ore Pellets and Minerals(other than Iron ore &iron ore pallets)	Tonne	62.34	37.40
(iii)	Iron ore and Iron ore pellets	Tonne	62.34	62.34
7.	Metals (Ferrous, Non-ferrous) in the form of ingots billets and un-manufactured and metal scrap.	Tonne	62.34	37.40

Rate No.	Description of Goods.	Basis of Charge	Foreign (₹)	Coastal (₹)
8.	Other Liquid bulk including acids and fatty acids	Tonne	62.34	37.40
9.	POL and POL Products :			
(i)	Crude Oil	Tonne	66.03	66.03
(ii)	Kerosene and Light Diesel Oil.	Tonne	43.44	43.44
(iii)	All other POL Products	Tonne	76.44	76.44
10.	Salt	Tonne	7.85	4.71
11.	Synthetic Resin (including Moulding Powder) and Wood Pulp	Tonne	145.45	87.27
12.	Wines, Spirits (Potable) and Alcoholic beverages	Five litres	36.42	21.85
13.	Iron and Steel Materials (excluding scrap, dross, ores) Import Export	 Tonne Tonne	216.83 144.55	130.10 86.73
14.	Rail cars	Per Wagon	180000/-	108000/-
15.	Motor vehicles and Cars Including bull dozers, forklifts, tractors, cranes and Military Tanks Import Export	Ad-valorem	 0.48% 0.48%	 0.28% 0.28%
16.	All items other than those specified above.	Ad-valorem	0.44%	0.27%
17.	Sweepings collected on shore, Ballast of the vessel, engineering materials, stores and gears for repairs to ships in docks, *Seamen's baggage consisting of their personal effects, mails, post parcels and diplomatic bags irrespective of the weight per parcel, bag etc	FREE		

***** Although Seamen's baggage consisting of their personal effects will not attract wharfage, articles not regarded as bonafide baggage such as arms, ammunition, pearls, precious stones, pianos, pianolas, carriage, motor cars, motor cycles, etc., will be subject to the levy of wharfage.

Note: 50% of the normal wharfage will be applicable for Bunkers.

GENERAL NOTES TO SECTION 3.1 (A):

1. Wharfage leviable on ad-valorem basis in the foregoing schedule will be levied on the CIF value of goods in the case of imports and FOB value of goods in the case of exports and on value specified in the bill of coastal goods in the case of coastal cargo. Wharfage leviable on weight basis in the foregoing schedule will be assessed on gross weight of the goods as shown in the Bill of Lading, Manifest or Invoices.

2. For the assessment of wharfage on import or export goods, the importer or the exporter or their clearing agent, as the case may be, shall produce copy/copies of the invoices/specification attested by Customs together with the Customs documents such as Bill of entry/Shipping Bill/ Transhipment Permit as required under Docks Bye-Law No.96 shall be produced for the purpose of assessment and verification of charges. For any misdeclaration of weight, quantity, value or description of goods, the importer/exporter or his clearing agent, as the case may be, will be liable for action under Section 115 of the Major Port Trusts Act, 1963.

3. All goods which have been charged full Docks Wharfage in case of import operation will, if loaded into boats in the Docks by Port Trust labour and afterwards relanded at a Port Trust Bunder, be charged, instead of wharfage for

export operation, labour charges only as prescribed elsewhere in this Scale of Rates.

4. Wharfage as applicable to transshipment cargo as provided in Note 6 (b) below shall be recoverable in case of cargo discharged from one hatch of a vessel and reshipped in another for trimming or re-arranging the vessel's cargo either by lighters from overside or over the Docks wharves.

5. Dangerous, explosive and inflammable goods landed at the Docks contrary to the Docks Bye-Laws and/or the circulars issued by the MBPT must be immediately removed by the Masters/Owners/Agents of the vessel to the Board's warehouses earmarked for such goods, failing which they shall be removed by the MBPT at their risk and cost and, in addition, a charge of ₹1300/- per package for foreign cargo and ₹779/- per package for coastal cargo will be levied.

6. a). Transhipment cargo, if discharged and re-loaded on to the same vessel/ another vessel, single wharfage shall be leviable for both movements and demurrage on expiration of the free period of three days as admissible to import cargo will be levied as per the demurrage schedule prescribed at sub-section 3.1. (B) below.

b). Cargo where advalorem rates are specified and not destined for MBPT, wharfage @ ₹235/- per tonne in case of transshipment by sea and ₹101/- per tone in case of transshipment by road and demurrage on expiration of the free period of three days as admissible to import cargo as per the demurrage schedule prescribed at sub-section 3.1. (B) below shall be levied.

7. Damaged Goods:
Cargo landed from vessels loading in Docks owing to fire or other accidental cause and re-shipped or from vessels returned to Port by reason of the same cause or stress of weather will be charged one wharfage prescribed in the above Schedule.

8. In respect of Iron and Steel materials, shifting of cargo from the wharf (hook point) to the storage point will not be undertaken by the Mumbai Port Trust.

9. The Port shall provide the following minimum additional facilities to the export of motor vehicles on common user basis:
(i). Use of MBPT private road without payment of permit charges
(ii). Unloading ramp for motor vehicles received by rail for export free of cost.
(iii). Pre-shipment storage facilities inside the docks free of demurrage for 30 days
(iv). Arrangement for supply of water for vehicles for cleaning purposes including permission of recycling plants inside docks.

10. Shippers' own container: For recovery of wharfage on empty SOC unit, tare weight of 20' container will be considered as 2.3 MT; 40' container as 4.0 MT and 45' container as 4.5 MT. Demurrage as applicable will be recovered under Sub Section 3.1 (B) below.

11. Before classifying any cargo under unspecified category in the wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the wharfage schedule. However, in respect of Defence Stores and Defence equipment/machinery, which can be classified under Rate No.2 of Section 3.1(A), such reference to Customs classification will not be applicable.

12. Re-export cargo: For the re-export cargo, import wharfage will be recovered and demurrage shall be recovered till the date of shipment/stuffing and thereafter

export wharfage will be recovered.

13. "Defence stores" would include 'Bombs, grenades, torpedoes, mines, missiles, and similar munitions of war and parts thereof: cartridges and other ammunition and projectiles and parts thereof, including shot and cartridges wads' coming under Arms, Ammunition, parts and accessories thereof but the reference to "parts thereof does not include radio or radar apparatus as per note no. 2 of Chapter no. 93 of Customs Tariff of India.

14. Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of vessels takes place within the Port limits, wharfage as per 3.1(A) above shall be payable on such vessels.

3.1. (B) <u>Demurrage</u>:

On expiration of free days, save as hereinafter provided, demurrage will be charged for the period of storage on all goods (except mails, post parcels, diplomatic postal bags and personal baggage irrespective of weight per parcel, bag etc.) remaining uncleared, at the following rates :

Class of goods **(1)**	**How charged** **(2)**	**RATE (in ₹)**		
		For first to 20th day (3)	**For 21st to 40th day (4)**	**From 41st days onwards (5)**
(a) In respect of all goods classified in the wharfage schedule in Section-3.1(A) above (other than goods specified in (b) below) & including two wheeler.	Per tonne per day or part thereof	67.75	101.60	135.52
(b) Motor Vehicles including bull dozers, forklifts, tractors, cranes and military tanks	Per vehicle Per day	723	1807	3614
(c) Animals, Birds, reptiles, etc.	Each Per day	67.75	101.60	135.52

Note: The personal baggage will be charged at the rate of ₹27/- per tonne per day or part thereof.

<u>GENERAL NOTES TO SECTION 3.1 (B):</u>

1. All import goods will be allowed storage in the docks free of demurrage for three days from the date following the day of complete discharge of vessel's cargo. All export goods will be allowed storage in the docks free of demurrage for seven days commencing from the date of admission of cargo into the port.

2. In case of containers handled by ICTPL at its Terminal and subsequently moved to MBPT CFS for delivery either as loaded container or for destuffing of the container and delivery of the cargo, as the case may be, the free period will be counted from the date of entry of containers at the MBPT CFS for the purpose of levy of demurrage charges on the cargo inside the containers.

3. For the purpose of calculation of free days Sundays, Customs notified holidays and port non working days will be excluded.

4. Free period of 10 days will be allowed for salvaged goods and the free period will be counted from the date on which goods are actually salvaged.

5. In order to promote export aggregation certain specified area will be identified from time to time for specified cargo. A maximum of 30 free days will be allowed in such cases.

6. Demurrage charge on both cargo and container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.

7. DEMURRAGE ON GOODS DETAINED BY THE CUSTOMS

(a) Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisement and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the importers ; and

(b) Where goods are detained by the Commissioner of customs on account of Import Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer, for such period of detention under (a) and (b), the demurrage charges shall be recovered as under:

First 30 days of detention : 20% of the applicable demurrage
31st day to 60 days of detention : 50% of the applicable demurrage
61st day onwards of detention : 100% of the applicable demurrage

8. Demurrage charges will be assessed on the gross weight of the goods. Gross weight if not in exact multiples of 100 kgs will be rounded off to the next higher multiple of 100 kgs. for levy of charges.

9. No wharfage will be charged on shut out cargo. Demurrage as per Section 3.1(B) shall be levied on Shut out cargo from the date of admission of cargo into docks till and including the date of removal. Shut out cargo must be removed by shippers on receipt of three days' notice from the MBPT or its authorised person. In case of non-compliance, the MBPT or its authorised person may remove such goods to a place at the expenses of shippers.

Any export cargo meant for shipment through Mumbai Port Trust but moved out of Mumbai Port Trust area either in break bulk form or after stuffing, with Customs permission for any purpose shall be treated as “Back to Town cargo” only and shall attract demurrage as per Section 3.1(B) of the SOR.

3.1. (C) Uncleared goods

Uncleared goods when sold by the MBPT under section 61 or 62 of the Major Port Trust Act, 1963 a free period of 15 days will be allowed from the date of confirmation of sale by MBPT. On the expiry of ‘Free Days’ demurrage will be charged at the rate of ₹226 per tonne per day on goods remaining uncleared until delivery is effected.

If, however, the goods or a portion thereof remain uncleared on the premises of the Board beyond 20 days following the date of confirmation of the sale, the sale proceeds of the goods, or if only a portion of the goods remain to be taken delivery of by the purchaser, the proportionate sale proceeds, shall be forfeited and the goods or a portion thereof, as the case may be, resold by the Port Trust. The aforesaid period of 20 days may be extended, at the discretion of the MBPT or its authorised person, in suitable cases, for reasons to be recorded in writing,

having due regard to the circumstances of the case or to the quantity and bulk of the goods to be removed by the purchaser.

3.1(D) Charges for providing On Board Stevedoring Services payable by the Indenters/ Vessel Agents/Vessel Owners/Container Operators

Sr. No.	Commodity/Activity	Basis of Charges	Stevedoring rate (without gear) (in ₹)		Ceiling Rate for supply of gear by the port (in ₹)
(1)	(2)	(3)	(4)		(5)
			Foreign	**Coastal**	
1.	Steel Coil, Steel Plates (including hot rolled ship building plates, ship building / boiler quality steel plates, steel bulb flat bars/steel flat bars / steel shoe sections prime flat rolled ship builder plates), Pipes (including seamless tubulars, DIL well drilling equipment pipes, steel welded tubulars) and Angles & other steel products, Billets	Per tonne	121.13	72.68	23.49
2.	Bagged Cargo	Per tonne	199.24	119.54	23.49
3.	Wooden Logs	Per tonne	230.03	138.02	23.49
4.	General Cargo	Per tonne	253.80	152.28	23.49
5.	Oil Cake in Bulk ,Dry Bulk & others	Per tonne	203.97	122.38	38.92
6.	Machinery/Project Cargo	Per tonne	313.01	187.81	23.49
7	Vehicle				
	(a). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks less than 10 tonnes by RORO operation.	Per vehicle per operation	83.04	49.83	--
	(b). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks more than 10 tonnes by RORO operation.	-- do --	592.93	355.76	--
	(c). All other vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks by LOLO operation.	-- do --	592.93	355.76	--
8.	Wood Pulp	Per tonne	170.75	102.45	--
9	Metal scrap				
	Manual Handling – without gear	Per tonne	439.21	263.53	18.08
	Mechanical Handling	Per tonne	259.91	155.95	63.94
10.	CONTAINER				
a).	Stuffing	Per TEU	5944.25	3566.55	27.12 per box
b).	De-stuffing	Per TEU	3659.26	2195.56	27.12 per box
11.	On-board stevedoring using Ship's crane	Per Box	1322.56	793.54	99.38
12.	On-board stevedoring using Port Gantry crane	Per Box	799.54	479.73	---

13.	Containers brought by barges	Per Box	592.93	355.76	99.38
14.	Cargo handled by coastal barges	Per tonne	-	35.58	21.35
15.	Cargo handled in stream	35% of the charge applicable with reference to the rates for cargo handled at docks			
16.	Zinc ingots	Per tonne	182.56	109.52	23.49

Notes:

(i) A vessel agent may bring his own gear for loading/unloading, stuffing and destuffing operations. In case the port supplies gear for loading/unloading, stuffing and destuffing operations, then the rate as prescribed in column number (5) above shall be leviable as a ceiling rate.

(ii) Lashing and unlashing containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashing service is provided by the port ₹54/-, ₹81/- and ₹108/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.

(iii) Lashing and unlashing of steel cargo is the responsibility of the shipping agents. The rates do not include lashing and unlashing charges and no rebate is, therefore, allowed for lashing and unlashing of steel cargo.

(iv) The term “Vessel” will include boats, barges and craft of GRT 1000 and above.

(v) The rate at Sr. No. 14 of Section 3.1(D) of SOR, i.e. Cargo handled by coastal barges applicable for cargo brought and loaded by barges (having GRT less than 1000) plying between MbPT and other nearby Indian Ports.

(vi) For cargo brought and loaded by barges (having GRT more than 1000) plying between MbPT and other nearby Indian Ports, the barge is treated as coastal vessel and the rates provided in Column “coastal” as per type of cargo / commodity under Sr.No.1 to 9 and 16 of Section 3.1(D) of SOR are applicable.

(vii) In cases of cargo unloaded from foreign vessel and brought by coastal barges and cargo loaded in coastal barges for subsequent loading on to foreign vessels, Stevedoring charges are recovered treating the vessels as “foreign” vessel and the rates provided in column “foreign” as per type of cargo/commodity under Sr.No.1 to 9 and 16 of Section 3.1(D) of SOR are applicable.

(viii) In cases of cargo unloaded from coastal vessels and brought by coastal barges to the port and cargo loaded in coastal barges for subsequent loading on to coastal vessels, Stevedoring charges are recovered treating the vessels as “coastal vessels” and the rates provided in column “coastal” as per type of cargo/commodity under Sr.No.1 to 9 and 16 of Section 3.1(D) of SOR are applicable.

(ix) The 35% of stevedoring charges referred at Sr.No.15 will be applicable in respect of cargo discharged in stream provided the barges are brought to the Docks or at Bunders. Also in respect of export cargo loaded on to the mother vessel in stream provided such barges are loaded either in Docks or at Bunders and then brought to the mother vessel.

3.1(E) Charges for supply of chipping and painting workers

₹1138/- per labour per shift plus overtime wages at actuals

3.2. Wharfage charges leviable at Jawahar Dweep and Pir Pau

Sr. No.	Description of Goods	Foreign Going Vessel (₹ per tonne)	Coastal Vessel (₹ per tonne)
1.	POL and POL Products		
	(i) Crude Oil	72.41	72.41
	(ii) Kerosene and Light Diesel Oil	47.61	47.61
	(iii) All other POL products viz., Naphtha and Solvent, Fluxing and Lubricating, Turpentine and Vapourising Grease, Bitumen, Petroleum Jelly, Motor Gasoline, Motor Spirit, Liquified petroleum Gas *etc.*		
	(a) Handled at the Jawahar Dweep	83.81	83.81
	(b) Handled at the Pir Pau	61.16	61.16
2.	Chemicals viz. Ammonia, EDC, Ethyle, Benzine, Paraxylene, M.E.G., N. Paraffin, Orthoxylene and other liquids in bulk	122.31	73.38
3.	Edible oil handled at Pir Pau	33.36	20.01

3.3. LICENCE (STORAGE) FEES AND WAREHOUSING CHARGES

(A) (I). **Licence Fees for storage / cargo operation with or without installation of facilities, cargo handling equipment by the users for offshore activities**

Period	Rates Applicable
From the date of permission till expiry for	Per sq. mtr. of part thereof per month or part thereof@
a. Open area	₹85/-
b. Covered area	₹102/-

Note : Installation of facilities/ cargo handling equipment shall be subject to the clearance by MBPT and shall be dismantled and removed within 15 days from the date of issue of notice.

Above Charges are applicable only for storage of offshore material / cargo and shall be valid for 11 months only for a specified place.

(II). **Licence (Storage) Fees on the goods stored in the areas specified by the MBPT for storage of cargo upto a maximum of 60 days**

	Period of Storage	Rate per sq. mtr. or part thereof per month or part thereof. (in ₹)
In sheds	i) First 30 days or part thereof	68
	ii) 31st day to 60th day	136
Open Yards	i) First 30 days or part thereof	51
	ii) 31st day to 60th day	102

Note: The cargoes lying uncleared beyond 60 days shall be subjected to demurrage from the 61st day onwards under Section 3.1 (B) of Chapter-III of the Scale of Rates. For the purpose of levy of demurrage the 61st day of storage of cargo will be treated as day number one.

(III). **Licence fee for management of cargo operation (for occupation other than for cargo storage):**

	Description	Rate
(i)	Licence Fee for space allotted to Vessel Agents/Stevedores/CHAs/Transporters/ Port Users including Govt. agencies in the Port Trust building.	₹350.63 per sq. mtr. or part thereof per month or part thereof.
(ii)	Licence Fee for open areas permitted to be used for carrying out cargo activities by placing chowkey / porta cabin etc.	₹191.25 per sq. mtr. or part thereof per month or part thereof.

Notes to tables II & III:

(i) The MBPT can reject the request or withdraw the permission granted in such cases, the reasons therefor will be communicated to the allottee.
(ii) If the area allotted is found to be utilised for any unauthorised purpose, then, the MBPT will withdraw the permission granted.

(IV). Licence Fee for commercial establishments like shop, duty free shop, curio shop, cyber café, communication center, forex center, etc.

Description	Rate
Licence fee for space allotted in the Mumbai Port Trust buildings	₹.612/- per sq. mtr. or part thereof per month or part thereof

Notes:-
a. Period of allotment is for 11 months.
b. Whenever MBPT requires this area, the operator will have to vacate the same at one month's notice and relocate to other area for the remaining licence period.
c. All relevant permissions shall be obtained by the operator.
d. All allotments shall be on tender basis, with premium over the above mentioned rate being the selection criteria.

(V) **Licence fees for storage / warehousing permitted by the MBPT with or without installation of facilities, cargo handling equipment by the users in non custom notified areas**.

Period	Rate Applicable
From the date of permission till expiry	Per sq. mtr. or part thereof per month or part thereof
Open area	₹34/-

Note: Installation of facilities/ cargo handling equipment shall be subject to the clearance by MBPT or by persons authorized by it and shall be dismantled and removed within 15 days.

(B) **Licence (Storage) fees on goods bonded under Section 60 of the Customs Act, 1962, and stored in the warehouses and open yards belonging to the Board and licenced by the Collector of Customs under the Customs Act, 1962:**

Period of storage	Rate per sq. mtr. per week or part thereof
(a) In Sheds: i) For the first 8 weeks	₹ 10.63
ii) For the next 8 weeks	₹ 21.25
iii) From 17th week onwards	₹ 31.88
(b) In the Open Yards : i) For the first 8 weeks	₹ 8.5
ii) For the next 8 weeks	₹ 17.00
iii) From 17th week onwards	₹ 25.50

Note : The above charges are subject to a minimum calculated as for 5 sq. mtrs. for each consignment.

(C) Licence (Storage) Fees on Over-dimensional packages stored in Docks, Sheds and Yards shall be payable in lieu of demurrage at the rate of ₹10.63 per sq. mtr. subject to minimum of 5 sq. mtr. for 30 days following the date from which the consignment is out of custom charge and is ready for clearance subject to the following conditions **:**

(i) Definition of OD packages to be transported by rail would mean packages having length over 13'6" or having width over 10'.
The licence fee on above mentioned OD packages would be applicable only on receipt of application from the importer and on placement of indent for supply of special wagons.

(ii) For packages to be transported by road, the OD packages would mean a package having length over 40' or the length protruding over and above the motor vehicle allowed by the RTO or having width more than 8'6" Plus protruding width over and above the motor vehicle allowed by the RTO from time to time.

(iii). After the free period of three days from the day of complete discharge of vessels cargo as admissible under note 1 below Section 3.1 (B) Demurrage above till the day on which the cargo is out of Custom charge and from 31st day from the day on which the cargo is out of Custom charge the over dimensional packages shall accrue demurrage as per Section 3.1 (B) Demurrage ibid.

CHAPTER - IV

CRANAGE

4. (A) CHARGES FOR THE USE OF FLOATING CRANES:

		Per tonne for each operation (₹)
(1)	(i) For packages individually weighing upto 30 tonnes	993
	(ii) For packages over 30 tonnes but not exceeding 60 tonnes	1391
	(iii) For packages over 60 tonnes but not exceeding 90 tonnes	2168
	(iv) For packages over 90 tonnes	2554
	Subject to a minimum charge of ₹22586/- for the use of floating crane.	
(2)	An amount of ₹22586/- each will be recovered as	

	(a) Cancellation charges and
	(b) Mobilisation charges when the floating crane is required to work outside Indira Dock Basin.

(3). (i) 'Heavy lift' shall be defined as any package weighing 30 tonnes and above.

(ii) Packages weighing upto 30 tonnes shall, consequently, be exempt from levy of heavy lift charges.

(iii) (A). whenever packages weighing above 30 tonnes are landed by the ship's own gear without the use of the Port Trust's heavy lift cranes. (heavy lift) charges shall be recovered at 10% of the normal rate.

(B) This charges shall not, however, be levied in the following cases :

(a) In cases where the heavy lift is discharged by derricks into or loaded by derricks from barges subject to the barge being released or loaded by the use of the Port's heavy lift cranes on payment of the normal heavy lift crane charges.

(b) In cases where the heavy lift cranes though requisitioned for landing of packages weighing above 30 tonnes but could not be spared by the Port for reasons like maintenance, overhaul, repairs, non-availability of the crane because of being hired by another party etc. as certified by the Port's Chief Mechanical Engineer and when the heavy lifts have to be landed or necessary by the use of the ship's own derricks.

(c) In case of containers, either empty or stuffed with cargo, landed by the use of the ship's own derricks.

(d) Where the individual weight of package exceeds the capacity of heavy lift crane available in the port.

(e) In cases where packages individually weighing more than 30 tonnes are discharged from other hatches when the Port's heavy lift crane is utilized on one hatch of the same vessel.

4. (B) <u>Charges for use of Mobile Cranes and Equipment:</u>

Sl. No.	Type of Crane / Equipment	Charges per Crane / Equipment		Minimum charges ₹
		Per shift ₹	Per 1/2 shift ₹	
1.	Mobile Cranes (10 to 14 tonne capacity)	4744	2711	2711
2.	Tower type cranes (20 tonnes)	7906	4518	4518
3.	Tractor	1130	678	678
4.	Forklift (2/3 tonnes)	1355	904	904
5.	Platform Truck	1130	678	678
6.	Forklift 16 tons	8131	4066	4066

CHAPTER – V

CONTAINER RELATED CHARGES

5. (A) Composite charges on Cargo containers Handled with Quayside Gantry Cranes

Description	Containers upto 20'				Containers Above 20' but upto 40'				Containers length above 40'			
	Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
General Containers	4464	3560	2678	2136	6695	5340	4017	3204	8927	7119	5356	4272
ICD Containers	6812	5909	4087	3545	10219	8864	6131	5318	13623	11818	8174	7091
Transhipment Containers and Same Bottom Containers	5312	4589	3187	2754	7969	6884	4781	4131	10624	9178	6375	5507
Export containers brought by Barges under Shipping Bills from other ports for shipment	5366	4643	3220	2786	8050	6966	4830	4180	10733	9286	6440	5572
Containers moved by barges between MBPT & other ports	5421	4518	3253	2711	8131	6775	4879	4065	10841	9035	6505	5421

5. (B) Composite charges on Cargo containers Handled with cranes other than Quayside Gantry Cranes.

Description	Containers upto 20'				Containers Above 20' but upto 40'				Containers length above 40'			
	Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
General Containers	3379	3017	2028	1810	5069	4527	3041	2716	6757	6034	4054	3620
ICD Containers	5728	5366	3437	3220	8593	8050	5156	4830	11456	10733	6874	6440
Transhipment Containers and Same Bottom Containers	5041	4500	3025	2700	7562	6750	4537	4050	10082	8999	6049	5399
Export containers brought by Barges under Shipping Bills from other ports for shipment	5095	4553	3057	2732	7643	6830	4586	4098	10190	9106	6114	5464
Containers moved by barges between MBPT & other ports	4337	3976	2602	2386	6504	5964	3903	3579	8674	7951	5204	4771

Notes: Sections 5 (A) & 5 (B)

(i). The above composite rates include the following charges towards onboard stevedoring and inclusion of this element in THC levied by the Shipping Lines/ Agents shall be regulated in accordance with the Order of TAMP passed in case no: TAMP/47/2000-MBPT, dated 12 June 2001:

Quayside Gantry Cranes:

(a)	All general Containers and all ICD Containers	₹ 628.79
(b)	All Transhipment containers and all same bottom Containers	₹ 1257.58
(c)	All export containers brought by barges under shipping bills from JNPT for shipment through MBPT	₹ 1103.09

Non-Quayside Gantry Cranes:

(a)	All general Containers and all ICD Containers	₹ 1047.15
(b)	All Transhipment containers and all same bottom Containers.	₹ 2094.30
(c)	All containers handled by barges to and fro JNPT	₹ 474.31
(d)	All export containers brought by barges under shipping bills from JNPT for shipment to MBPT	₹ 1521.46

(ii). Cargo container means specifically designed container of uniform size for consolidating goods within compact unit.

(iii). The above charges include on board stevedoring charges, handling at shipside, lift on of export / lift off import containers at the pre-stack area, removal of container between shipside and pre-stack / RCD yard in docks, loading / off loading of ICD containers on Railway wagons within the Docks.

(iv) Additional services of loading/unloading of containers on to the wagons/Agents' trailors and hauling to and fro shunting yard at wadala will be provided to the ICD containers.

(v) Lashing and unlashing containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashing service is provided by the port ₹ 54/-, ₹81 and ₹109/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.

(vi) When a transshipment container is unloaded by gantry crane and loaded by Non-Gantry crane or vice versa, 50% of the Box rate for Transhipment containers prescribed at Section-5(A) and Section-5(B) respectively will be applicable.

(vii) (a). Container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concessional charges relevant for its coastal voyage. In other words, containers from/to Indian ports carried by vessels permitted to undertake coastal voyage will qualify for concession.

(b). A container from foreign port landing at MBPT for subsequent transhipment to an Indian Port on a coastal voyage or vice versa would be charged at 50% of the transhipment charge prescribed for foreign-going vessel and 50% of that prescribed for the coastal category.

(viii) Empty containers received from/removed to ICD by road shall be treated on par with local empty containers for levy of charges.

(ix) Charges for containers handled by Toplift Trucks or Transtainer or Reach Stacker

shall be levied separately.

(x) Import loaded container manifested as local if subsequently transhipped to ICD shall be treated as local container till the date on which the container has been allowed by the Customs to be transhipped to ICD. Similarly ICD import containers destuffed and cleared from the port shall be treated as FCL for levy of Port Charges.

(xi). A premium of 25% will be charged for Hazardous containers and will be applicable in respect of permissible 'A' category containers as also 'B' & 'C' category containers.

5. (C) With the prior permission of the MBPT authorities, rebates shall be applicable to the port users for carrying out various container operations with their own arrangements. The rebates applicable along with the conditions are as follows:

(i). Stevedoring Charges

(a). When Gantry crane is used

Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	**General and ICD containers**						
	Loaded	628.79	628.79	628.79	377.27	377.27	377.27
	Empty	628.79	628.79	628.79	377.27	377.27	377.27
2.	**Transshipment and same bottom containers**						
	Loaded	1257.58	1257.58	1257.58	754.55	754.55	754.55
	Empty	1257.58	1257.58	1257.58	754.55	754.55	754.55
3.	**Export Containers brought by barges under shipping bills from other ports for shipment**						
	Loaded	1103.10	1103.10	1103.10	661.86	661.86	661.86
	Empty	1103.10	1103.10	1103.10	661.86	661.86	661.86

(b). When crane other than Gantry crane is used

Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	**General and ICD containers**						
	Loaded	1047.15	1047.15	1047.15	628.29	628.29	628.29
	Empty	1047.15	1047.15	1047.15	628.29	628.29	628.29
Sr. No.	**Particulars**	**Foreign-Going (in ₹)**			**Coastal (in ₹)**		
		20'	**40'**	**Over 40'**	**20'**	**40'**	**Over 40'**
2.	**Transshipment and same bottom containers**						
	Loaded	2094.30	2094.30	2094.30	1256.58	1256.58	1256.58
	Empty	2094.30	2094.30	2094.30	1256.58	1256.58	1256.58
3.	**Containers handled by barges to and fro other ports**						
	Loaded	474.31	474.31	474.31	284.58	284.58	284.58
	Empty	474.31	474.31	474.31	284.58	284.58	284.58

4.	**Export Containers brought by barges under shipping bills from other ports for shipment**						
	Loaded	1521.46	1521.46	1521.46	912.88	912.88	912.88
	Empty	1521.46	1521.46	1521.46	912.88	912.88	912.88

(ii). Transportation Charges

Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	**General, ICD and containers handled by barges to and fro other ports**						
	Loaded	1020.89	1531.32	2041.76	612.53	918.79	1225.06
	Empty	831.16	1246.74	1662.32	498.69	748.05	997.39
2.	**Transshipment, Same bottom Containers and Export Containers brought by barges under shipping bills from other ports for shipment through MBPT.**						
	Loaded	2041.76	3062.64	4083.53	1225.06	1837.58	2450.12
	Empty	1662.32	2493.48	3324.64	997.39	1496.09	1994.79

5. (D)Charges on container handling equipment

(1) Charges will be leviable on container handling equipment per move as follows:

	Containers upto 20'		Containers Above 20' but upto 40'		Containers length above 40'	
	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
	US $	₹	US $	₹	US $	₹
(a). Quayside Gantry Crane	34.33	896.49	51.49	1344.03	68.66	1792.97
(b).Rubber Tyred Yard Gantry Crane/ Reach Stacker/ Top Lift Truck (TLT)	9.04	236.28	13.56	354.42	18.08	472.56
(c).Trailer	26.21	683.83	39.27	1025.75	52.40	1367.66

(2) Composite box rate for on board shifting operations of containers.

Description	Foreign (in ₹)						Coastal (in ₹)					
	20'		40'		Above 40'		20'		40'		Above 40'	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
Gantry Crane	2208	2208	3788	3788	3788	3788	1325	1325	2273	2273	2273	2273
Ship Crane	1048	1048	1048	1048	1048	1048	629	629	629	629	629	629

(3) <u>Charges for miscellaneous handling by Quayside Gantry Cranes</u>:

(a)	For opening hatch cover / pontoon and placing it -	**Foreign**	**Coastal (₹)**
	(i) by placing it on the quay (full cycle)	US $ 137.32	3585.94
	(ii) without placing it on the quay	US $ 68.66	1792.97
(b)	For discharging/loading packages, units vehicles and / or any other material except containers individually weighing 20 Tonnes and above per operation/move.	US $ 274.65	7171.88
(c)	For discharging/loading packages, units vehicles and / or any other material except containers individually weighing less than 20 Tonnes per operation/move.	US $ 137.32	3585.94

5. (E) <u>Licence (storage) fees on containers</u>:

Sr. No.	Place of Storage	Rate per day or Part thereof		
		Container having length upto 20'	Container having length over 20' but upto 40'	Container having length above 40'
(1).	Loaded/Empty container landed and stored or brought for export and stored anywhere in the declared Customs areas of the port.	US $ 5.53	US $ 11.05	US $ 16.58
(2).	Empty Container stored in the areas other than the declared customs areas of the Port.	US $ 1.11	US $ 2.21	US $ 3.32
(3).	Empty or loaded containers received from/ despatched to ICD by Rail/Road.	US $ 5.53	US $ 11.05	US $ 16.58

(a) In case of import containers above charges are leviable from the date following the date of completion of vessel's import operations.

(b) In case of export containers above charges are leviable from the date of stuffing of containers at Port's CFS or from date of bringing in of fully loaded container till the date prior to the date of shipment (i.e. excluding the date of shipment)/ the date of removal in case of Empty Container.

(c) In the case of ICD containers charges are leviable after the expiry of two days from the date following the date of completion of vessel's import operation till the date of their loading on wagons/ removal by road or from two days following the

date of receipt of containers at RCD from the upcountry ICD's or storage yards till the date prior the date of shipment (i.e. excluding the date of shipment). In case a container is not removed/ shipped within 10 days from the date following the date of completion of import operations in case of import or from the date of receipt in case of export, the Licence (Storage) Fees will be levied at double the rate prescribed at 5 (E) (3) above from 11th day.

(d) Hazardous container will be charged at 25% premium.

(e) Demurrage charge on both cargo and container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.

Notes:

(1) Import loaded containers removed out of port area for destuffing shall be charged licence (storage) fees from the date following the date of completion of vessel's import operations till the date of removal including the date of removal. Similarly, export loaded/empty containers received from the areas other than port premises shall be charged licence (storage) fees from the date of receipt till the day prior to the date of shipment(i.e. excluding the date of shipment).

(2) If a container has already been charged licence (storage) fees on a particular day under Section 5(E) above, the same unit will not be charged once again on the same day even if it is moved between the areas referred to above.

(3) The charges on a container shall be levied irrespective of whether the container is stored on chassis or on ground or stacked high.

(4) Licence (storage) fees on Containers brought under Shipping Bill for export shall be charged in terms of provisions of Section 5 (E) above from the date of receipt of the container in the port premises.

(5) The combined Transport Operators/Masters, Owners or Agents of vessels shall remove the containers to the respective site/yard/destuffing point nominated by the Traffic Manager, within a period of 4 calendar days following the date of the vessels completion of import operation. If the combined Transport Operators/Masters, Owners or Agents of vessels fail to remove such containers to the nominated areas within the prescribed period of 4 calendar days, the Traffic Manager shall have the authority to remove such containers to the nominated areas at the risk and cost of combined Transport Operators/Masters, Owners or Agents of vessels. Removal charges as notified from time to time will be levied on such containers.

(6) Container stuffed in the Port premises/container received in Docks duly stuffed in the areas other than Mumbai Port premises and removed for shipment through Ports other than Mumbai shall be charged Licence fees as per section 5 (E)(a) above from the day following the date of stuffing/from the date of receipt till the date of removal of container. In the case of containers stuffed in the Port premises/containers received duly stuffed in the areas other than Mumbai Port premises and removed to town shall be charged Licence fees of US $ 5.53 (Coastal ₹.240.46) for a container having length upto 20 feet, US $ 11.05 (Coastal – ₹. 480.93) for a container having length above 20 feet but upto 40 feet and US $ 16.58 (coastal ₹. 721.40) for a container having length above 40 feet per day or part thereof from the day following the date of stuffing/from the date of receipt till the date of removal of the containers. The cargo inside the container shall be charged demurrage at the rate of ₹ 735.00 per TEU per day or part thereof for the period of its stay in the Port. [No separate wharfage shall be recovered either on such container or on cargo inside the container.]

(7) The Import loaded containers discharged at an Indian port other than Mumbai and brought to Mumbai by Rail/Road for giving delivery shall be charged Licence Fees as per Section 5 (E)(a) above. In the case of containers received by Rail, handling charges of US $ 88.14 (Coastal – ₹. 3835.70) per TEU shall be levied. Demurrage on the cargo inside the containers shall be charged as per Section 3.1 (B) of Chapter-III from the date of receipt. .

(8) No Licence (Storage) Fees shall be levied on containers loaded with cargo and seized/detained by the Customs/DRI/CIU etc. from the day of its removal to the area allotted by the Board to the Customs for storage of such containers. Demurrage on the cargo inside the container shall be leviable as under :-

First 30 days of detention : 20% of the applicable demurrage
31st day to 60 days of detention : 50% of the applicable demurrage
61st day onwards of detention : 100% of the applicable demurrage

(9) Any consignee desires to clear FCL through private CFSs within or outside jurisdiction of the Commissioner of Customs, Mumbai shall remove the containers within 7 working days from the date following the date of completion of vessel's import operation. On the cargo inside the container a consolidated charge of ₹3526.00 (Coastal ₹ 2116/-) per TEU shall be recovered. In case container is not removed within the said period of 7 working days the demurrage charges at the rate prescribed in Section 3.1 (B) of Chapter-III shall be levied on the cargo inside the container.

(10) Demurrage charges on the cargo stuffed inside the container and subsequently destuffed and removed back to town shall be levied as Note (6) above. No wharfage shall be levied thereon. Similarly, in the case of cargo stuffed inside the container and subsequently destuffed and again restuffed in the container and shipped on board the vessel, demurrage charges shall be levied as per Note (6) above till the date of restuffing of cargo inside the container and wharfage in terms of Section 3.1 (A) of Chapter-III shall also be levied on cargo inside the container.

(11) Storage charges on abandoned FCL containers/ Shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of container whichever is earlier subject to following conditions.

(i) The consignee can issue a letter of abandonment at any time.

(ii) If the consignee chooses not to issue such letter of abandonment, the container Agent/ MLO can also issue abandonment letter subject to the condition that,

(a). the line shall resume custody of container along with cargo and either take back it or remove it form the port premises; and

(b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(iii). The container Agent/ MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge o container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.

(iv). Where the container is seized/ confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities

and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

(12) The container other than 'shipper owned container' shall be removed from the regular storage area and moved to Sales Warehouse / Overflow Sheds by the Port Trust at the cost and responsibility of the Main Line Operators (MLOs) and thereafter, the container can be destuffed before the empty containers are removed from the Trust's premises by the MLOs.

5. (F) Charges payable for reefer points :

(1) For every reefer plug point allotted, a charge of US $ 11.74 (Rate for coastal container is ₹. 511.13 per container per Unit of 4 hours or part thereof will be levied.)

(2) Reefer points will be allotted on per container/per point basis.

(3) The combined Transport Operators/Masters, Owners or Agents of vessels shall provide their own cables from the sources of supply (plug points provided for the purpose) to the Reefer Container and shall employ their own qualified staff to connect the reefer container to this supply and attend on it when in use.

(4) The Traffic Manager reserves the right to supply power to reefer containers and shall not be responsible for any loss whatsoever that the combined Transport Operators/Masters, Owners or Agents of vessels may incur in the event of

(a) failure of electric supply due to reasons beyond the control of the Mumbai Port Trust,
(b) Mumbai Port Trust's inability to supply power in time, and
(c) disconnect the supply without assigning any reason, should this become necessary for smooth operation in the Docks.

(5) Persons employed to connect/disconnect and monitor reefer containers at the reefer power supply points shall have a licence issued by the Chief Mechanical Engineer of the Port.

5. (G) Charges in respect of Port Trust labour supplied for stuffing or destuffing of cargo containers:

	Per Container	
	Foreign	Coastal (₹)
(i) container having length upto 20'	US $ 51.50	₹ 2241.14
(ii) container having length over 20' but upto 40'	US $ 102.99	₹ 4482.22
(iii) Container having length above 40'	US $ 154.48	₹ 6723.36

5. (H) Charges on Containerised Cargo

(1) Wharfage and demurrage as applicable under Sections 3.1 (A) and 3.1 (B) of Chapter-III shall be payable on import containerised cargo, excepting those destined to ICD and the FCLs cleared through Private CFS in terms of note (9) to Section 5 (E) above.

(2) The term 'LCL' means the container containing cargo belonging to more than one consignee in the vessel's manifest and the term 'FCL' means container containing cargo belonging to one consignee in the vessel's manifest. The consignee means the person/firm/company in whose name the Bill of Lading is prepared.

(3) (i) In the case of containers, other than that destined to or received from ICD and the FCLs cleared through private CFS demurrage on cargo in container shall not accrue for seven working days in respect of FCLs and LCLs from the date following the date of completion of vessels import operation.

(ii) If FCL/LCL has not reached the notified area/destuffing point when the consignee approaches with the Bill of Entry having Customs order for examination of goods or for delivery, the consignee may make a Log Entry at the nominated area/destuffing point.

(iii) If the Log Entry is made on the basis that the container has not reached the notified area/destuffing point, no demurrage shall accrue from the date of Log Entry till the receipt of the container at the notified area/destuffing point plus three working days. No intimation regarding receipt of container at the nominated area/destuffing point will be given.

(iv) The consignee shall have to make a fresh Log Entry every twenty calendar days till the container reaches the notified area / destuffing point. If the consignee fails to make the fresh Log Entry on the twenty first day but makes fresh Log Entry after lapse of some period, demurrage on cargo inside the container shall be levied for the period not covered by the Log Entry. If the twenty first calendar day is a non-working day, being a Docks Holiday, consignee may make the Log Entry on next working day.

(v) If the FCL container, other than that destined to or received from ICD, transhipment containers and the FCLs cleared through private CFS, having reached the notified area has not been destuffed for no fault of the consignee, the consignee will be entitled to a remission in demurrage charges on obtaining the endorsement on the Bill of Entry as under :

Conditions to be fulfilled	**Endorsement of the B/E by the Docks official**	**Non-accrual of demurrage.**
(a) B/E to be presented with order for Customs examination of cargo and documents of title	Endorsement "Consignee presented document with orders for Customs examination, but goods could not be forwarded for examination" (reasons to be recorded in writing) to be made by the Shed Supdt. and signed by the Asstt. Manager	3 Calendar days including the date of presentation of B/E
(b) B/E to be presented with "Out of Customs charge" endorsement/	Endorsement "Cargo not destuffed", (reasons for not destuffing the container should be recorded in writing) to be made by the Shed Supdt., and signed by	3 Calendar days including the date of presentation of B/E.

ready for clearance	the Asstt. Manager	
(c) On presentation of B/E on the 2nd occasion to the Shed Supdt., with endorsement of Customs " out of charge ready for clearance" on the 4th calendar day mentioned in Col.(3) against (b) above.	Endorsement "Cargo not made available for delivery within the period of 3 calendar days as container could not be destuffed" (reasons to be recorded in writing) to be made by Shed Supdt. and signed by the Asstt. Manager.	3 Calendar days beyond the period as at (b) above.

(vi) If the LCL container is not destuffed and the consignee approaches on lodgement of document of title to the concerned CDO and the B/E having the Customs orders for examination or for delivery, the consignee may make a Log Entry at the notified area and continue to make fresh Log Entry/Log Entries every twenty calendar days till the container is destuffed. If the twenty first calendar day is a non-working day being a Dock Holiday, consignee may make the Log Entry on the next working day. No demurrage shall accrue for the period covered by Log Entry and for 3 working days following the commencement of destuffing of each container. No intimation regarding destuffing of the container will be given.

(4) On export cargo received in the Docks, for shipment in containers, wharfage charges and demurrage charges under Section 3.1 (A) and Section 3.1 (B) of Chapter-III shall be levied upto the date of stuffing of cargo in container and not thereafter.

(5) Wharfage on cargo inside the export loaded container received from other than port premises excluding container received from ICD shall be charged ₹1807/- (Coastal ₹1084/-) for a container having length upto 20 feet, ₹2711/- (Coast ₹1627/-) for a container having length upto 40 feet and ₹3614/- (Coastal ₹2168/-) for a container having length over 40 feet .

(6) The clauses at Sl. No. (1), (4) and (5) above will not be applicable for the containers not handled by the MBPT at its berths but brought to its CFS for cargo management operations and vice-versa and delivery / receipt purposes.

(7) A Cargo Management Charge (CMC) of ₹2502/- per 20' container (₹1501/- in the case of coastal containers), ₹3753/- per container above 20' and upto 40' (₹2252/- in the case of coastal containers) and ₹5004/- per container above 40' (₹3002/- in the case of coastal containers) shall be recovered in case of import / export containers brought from / taken to other than MbPT operated berths to / from its CFS / Docks pre-stack / 1 Unclear Warehouse ID for delivery / loading. No wharfage shall be payable on the cargo inside the container."

The Cargo Management Charges provided on per box basis in respect of LCL containers be apportioned on pro-rata basis with respect to the weight of individual/item consignment vis-à-vis the total weight of all items/consignments of containers as per IGM.

GENERAL NOTES :

(i). Mafis and imported chassis shall be treated on par with containers of equal sizes for levy of all charges under this Section and if the same are taken back on board the vessel from which they have been discharged, no charges shall be levied.

(ii). Transhipment and same bottom containers shall be treated on par with import containers for levy of licence fees for storage.

CHAPTER – VI

CHARGES LEVIABLE AT BUNDERS

Bunder limit means such portion of the wharves and land adjoining the wharves set aside for goods in transit. A wharf may extend to 15.25 meters measured from the wharf front.

6.1. LICENCE FEES

(A) Licence fees will be levied on vessels registered and vessels using Bunders as under :

Sl.No.	Description of vessel	Basis of charging	Monthly Licence Fees per GRT (₹)
1.	Fishing vessels and Trawlers	Rate per GRT	33.84
2.	Vessels using New Ferry Wharf other than Passenger Boats	-do-	90.34
3.	(a) Passenger Boats	-do-	33.84
	(b) Catamarans and Hovercrafts	-do-	56.43
	(c) Pleasure Crafts	-do-	67.76
4.	Other vessels including Barges not covered in the above categories	-do-	79.02

NOTES

(1) Licence Fees on annual basis shall be 8 times the rates prescribed as above.

(2) Vessels using the Port Trust Bunders for the purpose of working cargo, undergoing survey, repairing or idling, shall pay Licence Fees as prescribed at 'A' above at the MBPT Cash Collection Centre and obtain an endorsement on the Licence Book. However, the Vessels occupying the Wharf/Hard for repairs on its keel or jacked up on the wharf / hard for changing side plates etc. or being constructed will be charged ₹6.75 per day per GRT from the date of occupation of the hard for the purpose of construction / repairing.

(3) Vessels must always carry with them the Licence Book which shall be presented for inspection whenever so demanded by the MBPT officials authorized for such inspection.

(4) Default in adherence to the provisions contained in Notes (1) to (3) above shall render the vessels being distrained or arrested and sold in accordance with the provisions contained in the Major Port Trusts Act, 1963 (Act No. 38 of 1963) or the Indian Ports Act, 1908 (Act No. 15 of 1908) and Regulations that may be prescribed thereunder.

(5) Payment of charges under this Section shall not entitle a vessel to take up or retain any particular position, in a basin, alongside a wharf or the approach there to, a Hard, Flat or Wharf or any other portions of the Bunder premises.

(6) Annual Licence Fees will not be levied on the following craft provided they do not ply for hire:

Customs, Water Police, the Central or any Provincial Government and Surveyors. Also fenders and launches of Shipping Companies employed in connection with the inspection of crew and landing or embarking passengers from their own vessels.

(7) Monthly licence fee shall be charged from the date of registration of the boat/trawler at the Bunder, valid for one month thereafter.

(8) Vessels opting to pay Licence Fees on monthly basis shall pay the fees immediately on their arrival at the Bunders and shall not leave the bunders without payment of the fees due from them. Default in adherence to this provision shall render recovery of interest from the owners at the rate prescribed at Clause 1.2 (v) of the general terms and conditions at Chapter-I ibid.

(9) Licence fee for use of Bunders shall not be levied separately on vessels which pay licence fee for water conveyance under Section 2.11 (II) of Chapter-II ibid.

(B) Licence Fees on users and ancillary trade at New Fish Jetty and New Sassoon Fish Harbour and Old Sassoon Dock.

Sr. No.	Activity	Rate (₹ Per Annum)
1.	Ice Crushing Machine	13552/-
2.	Fish Auctioneers	16940/-
3.	Hand Carts	678/-
4.	Ice Suppliers	9034/-
5.	Water Supplier	13552/-
6.	Transport / Vehicles Licensing	(a). 1130/- per truck per annum (b). 46/- per truck per day if permit at (a) above is not held
7.	Weighing Scale (Katawala)	9034/-

NOTES

1. Only valid licence holders shall be allowed to carry out above activity

2. The licences shall be renewed on annual basis.

3. Registered fishermen's Co-operative societies will be granted rebate of 50% in the above licence fees.

6.2. WHARFAGE

On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) and such other Bunders as may be notified separately, wharfage per tonne will be recovered as under:

	Description	Rate (₹)		
		Basis of charge	Foreign	Coastal
(a).	Hazardous cargo	Tonne	45.18	27.11
(b).	Non-Hazardous cargo excluding salt	Tonne	27.11	16.27
(c).	Salt	Tonne	6.75	4.05
(d).	Petroleum products	Tonne	17.38	***17.38***
(e).	Thermal Coal	Tonne	45.18	***45.18***
(f).	Coal other than thermal coal	Tonne	45.18	27.11
(g).	Steel	Tonne	45.18	27.11
(h)	Animals, birds, reptiles etc.	Each	25.96	15.58

Note: (i). No wharfage will be recovered at fish jetties of Sassoon Dock and New Ferry Wharf.

(ii). Hazardous cargo to be classified as per IMO and MBPT categories.

6.3. DEMURRAGE

(I). On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) or such other Bunders as may be notified separately, demurrage shall be charged as follows:

Description		Rate per tonne per day or part thereof (in ₹)
(a)	Hazardous Cargo	36.14
(b)	Non-Hazardous Cargo	9.02
(c)	Coal	36.14
(d)	Animals, birds, reptiles etc.	33.88

(II). No demurrage shall be recovered on cargo landed at other Bunders. Cargo landed at other Bunders, however, shall be removed from wharf on the day of landing either by direct delivery or by shifting to importers premises. The export cargo shall be allowed to be kept on wharf on the day of shipment.

Notes:

(1) Any consignee or shipper or his agent found shipping or removing cargo from any of the Trustees' Bunders without first paying the wharfage and any other charges due shall be liable to pay double the charges laid down for the same in the Scale of Rates charged at the Bunders.

(2). Wharfage will be assessed on the gross weight of the goods as shown in the invoices and specifications together with Customs documents and Import and Export Applications.

(3) The charges under the Scale of Rates as above will not be leviable on goods stored at the Bunders and removed thereto under the provisions of Docks Bye Law No. 53

(4) The Board of Trustees does not provide labour at the Bunders for the landing shipping or removal of goods. All goods lying at the Bunders remain there at the risk of the consignee or shippers and are in their charge.

(5) Charges on containers and containerized cargo shall be assessed in accordance with the Scale of Rates charged at the Docks.

(6). The minimum charge recovered in any Application-cum-Bill or Bill should not be less than ₹139/- (Rupees One Hundred and thirty nine only).

(7). Demurrage charge on both import and export cargo/container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.

CHAPTER – VII

CHARGES FOR BREAKING, CONSTRUCTION AND REPAIR OF VESSELS AT BUNDERS

7.1. Charges for Ship-Breaking:

In respect of vessels being broken up on the Port Trust Hards the charges will be recovered from the date of beaching as under:-

Sr. No.	Description	Rate per day per LDT
(1).	For the period from the date of beaching to the date preceding the date of commencement of breaking.	₹7.05
(2).	For the regulated period of the vessel. (The regulated period shall be one month per 900 LDT.)	₹10.684
(3).	If the vessel continues breaking beyond the regulated period as at (2) above.	₹21.37 for one month for vessels upto 3000 LDT and for two months for the vessels above 3000 LDT.
(4).	For the period beyond the period of extension as at (3) above	₹ 42.74

Notes:

(1). Charges mentioned above shall be recovered on the total LDT of the vessel for the entire period of occupation.

(2). The month for the purpose of regulation shall be reckoned from the date of commencement of breaking to the preceding date in the following month eg. 10th April to 9th May.

(3). The initial regulated period is determined considering 900 LDT or part thereof per month e.g.

Vessels upto 900 LDT - 1 month
901 – 1,800 LDT - 2 months
1,801 – 2,700 LDT - 3 months
and so on in the multiple of 900.

7.2. Charges for Construction & Repair of vessels:-

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 ₹6.75 per day per GRT from the date of occupation of the hard for the purpose of construction/repairing.

Notes:

(1). A vessel shall be deemed to be on a hard when she has been beached in a position approved by the MBPT or its authorised person alongside or as

near as possible to the Bunder pursuant to the application made by the Owner of the vessel for the purpose.

(2). Failure to make payment of MBPT charges shall be deemed to be a default and the Board reserves the right to arrest the vessel or the unbroken part of it and take over the broken up material of the vessel if any, lying in MBPT Premises. The vessel/unbroken part of the vessel and all other material so arrested and taken over shall be disposed off by the Board in accordance with the provisions of MPT Act, 1963. The sale proceeds will be first utilized to cover MBPT charges, including expenses of sale and disposal methods employed. Deficit, if any, will be recoverable from the ship-breaker. Surplus, if any, will be paid to the ship-breaker as per rules.

(3). Charges for construction of vessels will be recovered on the GRT of the vessel as certified by the Mercantile Marine Department for which purpose the requisite certificate of registration shall be produced for the inspection of the MBPT within one month from the completion of construction and the launching of the vessel. In case of such crafts as are not registered with any statutory authority, the charges will be levied on the contractual Dead Weight Tonnage.

(4). All charges for ship-breaking shall be payable in advance initially for a period of three months. If the work is not completed within three months, the further charges shall be payable in advance for every month till completion.

(5). A vessel launched from the hard and lying in the adjoining Bunder basin for fitting out or any other purpose will be charged licence fees at ₹21.33 per GRT per day and in the case of unregistered craft on the DWT.

(6). No vessel shall be constructed or assembled or fitted out (repaired) on a Port Trust hard without the prior permission of the MBPT or its authorised person, permission for which shall be granted only after a deposit equivalent to three months charges calculated on the contractual DWT of the vessel has been collected from an intending party and which deposit shall be refunded to the party on completion of the construction of the vessel and submission of certificate as mentioned at Note (3) above.

(7). Charges due on construction of a vessel shall be paid at regular monthly intervals based on contractual DWT of the vessel and all charges due on the construction shall be paid before the removal of the vessel from the basin or the hard.

CHAPTER – VIII

CHARGES LEVIABLE FOR OPERATION OF CATAMARANS, HOVERCRAFT, SPEED-BOATS ETC.

8.1. Passenger Fee

(i) ₹.10.70 per passenger for peak hour service (9.00 a.m. to 11.30 a.m. and 5.00 p.m. to 8.00 p.m.)

(ii) ₹.5.14/- per passenger for non-peak hour service

(iii) Charges to be worked out at 30% of passenger capacity in respect of the routes served between Gateway of India and Mandwa and at 60% of passenger capacity in respect of all other routes.

(iv) Charges to be recovered per month basis in advance taking into account the slots allotted and capacity of craft (irrespective of whether the services are operated or not or actual number of passengers)

8.2.. Other charges such as licence fee and port dues as per respective scale of rates.

Notes:

(1). Charges as above will have to be paid by the operators for eight months only in respect of the catamarans/ hovercrafts plying between Gateway of India and Mandwa. In respect of other routes the charges will have to be paid by the operators of catamarans, hovercrafts, speed boats, etc. making use of the two jetties, for the entire year, including monsoon.

(2). Three months charges to be recovered as security Deposit.

(3). Maximum fare has to be approved by the MBPT or the person authorized by it.

(4). All the operators shall use the common booth for sale of tickets.

(5). The route for operation of the hovercraft/catamaran services through Mumbai Harbour will be as advised by the MBPT or its authorised person.

(6). In the event of the parties committing any breach of the terms and conditions or any direction of the MBPT or the person authorized by it, the arrangement shall be liable to be terminated forthwith.

(7). The operator shall obtain licence in respect of every vessel under the provisions of Port of Mumbai Passenger Boats Rules 1962 and shall comply with all provisions of said Rules.

(8). As regards the functioning of tidal observatory, the operators shall also comply with the following:

(i) Any air cushion in water created due to operation of hovercraft may affect the height of tides that are recorded. If such effects are observed, the party shall carry out at their own cost such remedial measures as may be suggested by the Director General, Survey of India;

(ii) Utmost precaution should be taken by them to ensure that no foreign material/wastages are thrown into the sea water which may result in reduction in the height of water; and

(iii) No oil/gasoline should be thrown in the water that may change the density/salinity of the water.

(9). Operation of the catamarans/ hovercraft, etc. shall not cause any pollution. Any failure to ensure this would attract not only recovery of expenses incurred to clear/neutralise the pollutants, but also penal action.

CHAPTER – IX

MISCELLANEOUS CHARGES

9.1. A. Telephone Charges

No charges will be levied for the telephone provided for the vessel's use.

9.1. B. Labour Charges

Labour charges shall be payable on goods, the cost of handling of which has not been specified elsewhere in this Scale of Rates	₹36 per tonne

9.1. C. Copy of an Application-Cum-Bill ₹113 per copy

9.1. D. Charges for supply of Fresh Water by the port

Charges for supply of fresh water to the vessels berthed at the Docks and at Jawahar Dweep and Pir Pau shall be recovered at the rate of ₹271/- for 1000 litres.

9.1. E. Supply of Water by Licensed agencies

Charges for supply of water by licensed agencies will be levied at the rate of ₹16.26 per 1000 liters for use of MBPT facilities.

9.1. F. Charges for use of weighbridges installed by the Port ₹84/- per vehicle

9.2. A. Permits for Motor Lorries, Mobile Crane etc. to ply in the Docks (vide Docks Bye-Law No. 130)

	Charges
1.Motor Lorries and Local Chassis	
(i) Fresh permits and renewals for every quarter	₹145/- each
(ii) Duplicate	₹108/- each
(iii) Fresh permits and renewals valid for the day of issue	₹36/- each
2.Mobile Cranes and Forklifts	
(i) Fresh permits and renewals for every quarter	₹723/- each
(ii) Duplicate	₹108/- each
3.Container handling equipments	
(i) Fresh permits and renewals for every quarter	₹1807/- each
(ii) Duplicate	₹181/- each

9.2. B. Consignees, Owners and Importers of iron & steel, other cargoes and container removed from the Docks under Docks Bye Law No. 60A shall be charged for such removal at the rates as may be sanctioned by the Board from time to time and notified in at least two local newspapers. The rates will take effect from the date of their sanction by the Board.

9.2 C <u>Dock/ Stream/ JD/ Pir Pau Entry Permit Charges</u>

(a)	Daily Entry Permit Charges (EPC)	=	₹ 10/- per person per day
(b)	Temporary EPC (2 to 7 days)	=	₹ 10/- per person per day
(c)	Monthly Entry Permit Charges	=	₹ 250/- per person per month.
(d)	Duplicate Entry Permit Charges	=	₹ 350/- per person per month. (including penal charges of ₹100/-)
(e)	Yearly Entry Permit (Smart Card)	=	₹ 1000/- per person
(f)	Duplicate smart card	=	₹ 1200/- per person (including penal charges of ₹.200/-)
(g)	Driver / Cleaner's permit	=	₹ 60/- per book per month

(h)	Duplicate Driver/Cleaner's permit	=	₹ 60/- per book
(i)	Hawker Permit	=	₹ 250/- per annum
(j)	LMV Permit	=	₹ 100/- per LMV per annum
(k)	Duplicate LMV Permit	=	₹150/- per LMV Permit

(l) Group pass for educational tour

Student	=	₹ 20/- per day
Faculty / instructor	=	₹150/- per day

Note :-

The following categories of port users / officials are exempted from levy of EPC Charges:

(i). Yellow Gate Police Station Officials
(ii). Sea Port Immigration Clearance Officials
(iii). High Court Judges, Judicial magistrates
(iv). Officials / workers of MBPT Contractors
(v). ICTPL Officials
(vi). Staff and suppliers of Cooperative Canteens
(vii). Government Officials, visitors VIPs, Dignitaries and other categories as may be permitted by the MBPT."

9.2 D Registration/ Renewal fees from the Port Users availing the services at 9.2 C above.

(a) Registration Fee – ₹ 11300/-
(b) Renewal of Registration – ₹ 5650/-

9.3. A. Charges payable at Passenger Berths by visitors

For a bonafide visitor to the passenger berth in the Docks on the day of embarkation and disembarkation of the passengers.	₹90 per head

9.3. B. Embarkation and disembarkation charges

Embarkation and disembarkation charges at the rate of ₹271/- for embarkation and ₹240/- for disembarkation per passenger at the Docks and other designated areas from cruise vessels will be levied.

9.4. Charges for use of pipelines from Pir Pau Manifold to Sewree 'O' point/Hay Bunder/Indira Dock/Naval Dock Yard

Description of pipelines	Charges per 30 minutes or part thereof (in ₹)
SKO	4858/-
HSD	4858/
Bunker/Black Oil line	4858/
Flushing Line	2430/-
Facility Utilisation (Utilisation of facilities like manifold when main line is not utilised)	972/-

NOTES:

(i). Cancellation of requisitions will be treated as an operation once port issues its readiness for the operation and charges as applicable will be levied for the period from the time of readiness till the time of stoppage of operation

(ii). Requisitioner for the line/facility will be billed

(iii). Time consumed for flushing operations shall not be treated as an operation.

9.5. Slipway charges is ₹.1150/- per shift (8 hrs) or part thereof.

Note:

(i). The above slipway charge is exclusive of operational cost and usual overheads.

(ii). The other variable charges (services provided like supply of labour, electricity etc.) shall be recovered separately at actual, whenever services are provided at request of the party.

- - - - -

Annex – II

PERFORMANCE STANDARDS

Sl. No.	Performance standards	Proposed Performance Standards
(1).	**Cargo Related**	
	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	8700
	(i). Liquid Bulk	21200
	(ii). Dry Bulk	1360
	(iii). Break Bulk	2930
(2)	**Vessel Related**	
(a)	Average turnaround time of Vessels (in days)	2.85
(b)	Average Pre-berthing time of Vessels (in days)	0.29

- - - -