Revised Sections of Scale of rates w.e.f. 10.04.2021

CHAPTER – III

CARGO RELATED CHARGES

The charges as herein after prescribed will be leviable on all traffic dealt within the Docks and Custom notified areas outside the Docks.

3.1. (A) Schedule of docks wharfage on goods

Rate No.	Description of Goods.	Basis of Charge	Foreign (₹)		Coastal (₹)	
			Dry Bulk	Other than Dry Bulk	Dry Bulk	Other than Dry Bulk
1. (i)	Animals, Birds, reptiles, etc.	Each	-----	58.17	-----	34.91
(ii)	Animal products - Bone, Bonemeal, Hides & Skins	Tonne	42.23	40.81	25.33	24.49
2.	Arms, Ammunitions, Explosives, Defence Stores and Defence equipment / machinery.	Tonne	-----	270.72	-----	162.43
3. (i)	Asbestos	Tonne	-----	69.86	-----	41.91
(ii)	Construction Materials, Sand.	Tonne	72.27	69.86	43.36	41.91
(iii)	Fruits, nuts including Raw Cashew, Tapioca, Coconut, Copra, Tamarind Seeds.	Tonne	-----	69.86	-----	41.91
(iv)	Molasses	Tonne	-----	69.86	-----	41.91
(v)	Waste Paper, Newsprint	Tonne	-----	69.86	-----	41.91
(vi)	Wood, Timber, Bamboo	Tonne	-----	69.86	-----	41.91
4. (i)	Cement, Clinker	Tonne	72.27	69.86	43.36	41.91
(ii)	Coal and Fire Wood	Tonne	100.55	97.19	100.55	97.19
(iii)	Sulphur ,Fertilisers and Fertiliser raw materials	Tonne	90.40	87.38	54.23	52.43
(iv)	Foodgrains, Oilseeds, Cereals and Pulses.	Tonne	72.27	69.86	43.36	41.91
(v)	Oil-Cakes and Fodder	Tonne	33.75	32.63	20.25	19.58
(vi)	Sugar	Tonne	33.75	32.63	20.25	19.58
5. (i)	Cotton including cotton waste (also includes cotton twist and yarn)	Tonne	-----	69.86	-----	41.91
(ii)	Jute and jute products, Coir and coir products.	Tonne	-----	40.81	-----	24.49
6. (i)	Granites and Marbles	Tonne	-----	69.86	-----	41.91
(ii)	Ores, Ore Pellets and Minerals(other than Iron ore & iron ore pallets)	Tonne	72.27	69.86	43.36	41.91
(iii)	Iron ore and Iron ore pellets	Tonne	72.27	69.86	72.27	69.86
7.	Metals (Ferrous, Non-ferrous) in the form of ingots billets and un-manufactured and metal scrap.	Tonne	72.27	69.86	43.36	41.91
8.	Other Liquid bulk including acids and fatty acids	Tonne	-----	69.86	-----	41.91

9.	POL and POL Products :					
(i)	Crude Oil	Tonne	-----	80.73	-----	80.73
(ii)	Kerosene and Light Diesel Oil.	Tonne	-----	53.11	-----	53.11
(iii)	All other POL Products	Tonne	-----	93.45	-----	93.45
10.	Salt	Tonne	9.10	8.80	5.46	5.28
11.	Synthetic Resin (including Moulding Powder) and Wood Pulp	Tonne	-----	163.01	-----	97.80
12.	Wines, Spirits (Potable) and Alcoholic beverages	Five litres	-----	40.81	-----	24.49
13.	Iron and Steel Materials (excluding scrap, dross, ores) Import Export	 Tonne Tonne	 ----- -----	 242.99 162.00	 ----- -----	 145.80 97.19
14.	Rail cars	Per Wagon	-----	201722	-----	121033
15.	Motor vehicles and Cars Including bull dozers, forklifts, tractors, cranes and Military Tanks Import Export	Advalorem	 ----- -----	 0.54% 0.54%	 ----- -----	 0.32% 0.32%
16.	All items other than those specified above.	Advalorem	0.52%	0.49%	0.32%	0.31%
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: i) 50% of the normal wharfage will be applicable for Bunkers.
ii) 50% of the normal wharfage will be applicable on the cargo handled overside.

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 ₹1457/- per package for foreign cargo and ₹ 873/- 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 @ ₹ 264/- per tonne in case of transshipment by sea and ₹113/- per tonne 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)**	**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	Other than Dry Bulk Cargo	75.93	113.86	151.87
		Dry Bulk Cargo	78.55	117.79	157.12
(b) Motor Vehicles including bull dozers, forklifts, tractors, cranes and military tanks (Import)	Per vehicle Per day	----	810	2025	4050
(c) Animals, Birds, reptiles, etc.	Each Per day	----	75.93	113.86	151.87

Note: The personal baggage will be charged at the rate of ₹.30.56/- per tonne per day or part thereof.

GENERAL NOTES TO SECTION 3.1 (B):

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) <u>Uncleared goods</u>

Uncleared goods when sold by the MBPT under section 61 and 62 of the Major Port Trust Act, 1963, a free period of 15 working days will be allowed following the date of receipt of printout of Customs Out of Charge. Where Customs Out of Charge is not involved, free period of 15 working days will be allowed following the date of Delivery Order. On the expiry of 'Free Days' demurrage will be charged at the rate of ₹ 253.68 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	135.74	81.45	26.33
2.	Bagged Cargo	Per tonne	223.28	133.96	26.33
3.	Wooden Logs	Per tonne	257.79	154.67	26.33
4.	General Cargo	Per tonne	284.43	170.66	26.33
5.	Oil Cake in Bulk ,Dry Bulk & others	Per tonne	236.47	141.88	45.12
6.	Machinery/Project Cargo	Per tonne	350.78	210.47	26.33
7.	Vehicle				
	(a). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks less than 10 tonnes by RORO operation.	Per vehicle per operation	93.06	55.84	--

	(b). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks more than 10 tonnes by RORO operation.	-- do --	664.48	398.70	--
	(c). All other vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks by LOLO operation.	-- do --	664.48	398.70	--
8.	Wood Pulp	Per tonne	191.36	114.82	--
9.	**Metal scrap**				
	Manual Handling – without gear	Per tonne	509.20	305.52	20.96
	Mechanical Handling	Per tonne	301.33	180.80	74.14
10.	**CONTAINER**				
a).	**Stuffing**				
	(i) Other than Dry Bulk Cargo	Per TEU	6661.61	3996.97	30.39 per box
	(ii) Dry Bulk Cargo	Per TEU	6891.43	4134.86	31.45 per box
b).	**De-stuffing**				
	(i) Other than Dry Bulk Cargo	Per TEU	4100.86	2460.52	30.39 per box
	(ii) Dry Bulk Cargo	Per TEU	4242.33	2545.41	31.45 per box
11.	On-board stevedoring using Ship's crane	Per Box	1482.17	889.30	111.38
12.	On-board stevedoring using Port Gantry crane	Per Box	896.02	537.62	---
13.	Containers brought by barges	Per Box	664.48	398.70	111.38
14.	Cargo handled by coastal barges.	Per tonne	-	39.88	23.93
15.	Zinc ingots	Per tonne	204.60	122.73	26.33

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 ₹60/-, ₹91/- and ₹121/- 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.

3.1 (E) <u>Charges for supply of chipping and painting workers</u>

₹1276/- per labour per shift plus overtime wages at actuals

3.2. <u>Wharfage charges leviable at Jawahar Dweep and Pir Pau</u>

Sr. No.	Description of Goods	Foreign Going Vessel (₹ per tonne)	Coastal Vessel (₹ per tonne)
1.	POL and POL Products		
	(i) Crude Oil	88.52	88.52
	(ii) Kerosene and Light Diesel Oil	58.20	58.20
	(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	102.46	102.46
	(b) Handled at the Pir Pau	74.77	74.77
2.	Chemicals viz. Ammonia, EDC, Ethyle, Benzine, Paraxylene, M.E.G., N. Paraffin, Orthoxylene and other liquids in bulk	149.53	89.72
3.	Edible oil handled at Pir Pau	40.78	24.46

3.3. STORAGE FEES AND WAREHOUSING CHARGES

(A) (I). **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. or part thereof per month or part thereof @
a. Open area	
(i) Other than Dry Bulk Cargo	₹ 96/-
(ii) Dry Bulk Cargo	₹ 99/-
b. Covered area	
(i) Other than Dry Bulk Cargo	₹ 114/-
ii) Dry Bulk Cargo	₹ 119/-

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). **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**	
	a) Other than Dry Bulk Cargo	76
	b) Dry Bulk Cargo	78
	ii) 31st day to 60th day	
	a) Other than Dry Bulk Cargo	153
	b) Dry Bulk Cargo	158
Open Yards	**i) First 30 days or part thereof**	
	a) Other than Dry Bulk Cargo	57
	b) Dry Bulk Cargo	59
	ii) 31st day to 60th day	
	a) Other than Dry Bulk Cargo	114
	b) Dry Bulk Cargo	119

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). F**ee for management of cargo operation (for occupation other than for cargo storage):**

	Description	Rate
(i)	Fee for space allotted to Vessel Agents/Stevedores/CHAs/Transporters/ Port Users including Govt. agencies in the Port Trust building.	₹ 392.94 per sq. mtr. or part thereof per month or part thereof.
(ii)	Fee for open areas permitted to be used for carrying out cargo activities by placing chowkey / porta cabin etc.	₹ 214.34 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). **Fee for commercial establishments like shop, duty free shop, curio shop, cyber café, communication center, forex center, etc.**

Description	Rate
Fee for space allotted in the Mumbai Port Trust buildings	₹.685.65/- 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) **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	
(i) Other than Dry Bulk Cargo	₹ 38/-
(ii) Dry Bulk Cargo	₹ 40/-

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) **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	
Other than Dry Bulk Cargo	11.91
Dry Bulk Cargo	12.33
ii) For the next 8 weeks	
Other than Dry Bulk Cargo	23.82
Dry Bulk Cargo	24.63
iii) From 17th week onwards	
Other than Dry Bulk Cargo	35.73
Dry Bulk Cargo	36.96
(b) In the Open Yards :	
i) For the first 8 weeks	
Other than Dry Bulk Cargo	9.53
Dry Bulk Cargo	9.85
ii) For the next 8 weeks	
Other than Dry Bulk Cargo	19.05
Dry Bulk Cargo	19.71
iii) From 17th week onwards	
Other than Dry Bulk Cargo	28.58
Dry Bulk Cargo	29.57

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

(C) Storage Fees on Over-dimensional packages stored in Docks, Sheds and Yards shall be payable in lieu of demurrage at the rate of ₹ 11.91 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 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.

3.4. WHARFAGE COMPENSATION PAYABLE BY ONGC IN TERMS OF AGREEMENT dated 28.01.2005 SIGNED BETWEEN MBPT AND ONGC:

ONGC shall pay to the Mumbai Port Trust a compensation at one half (1/2) of wharfage rate as applicable on the per tonne of crude oil which will be imported into the Port of Mumbai through all or any of these ONGC pipelines and which will not be exported through the MBPT Marine Oil Terminal, Jawahar Dweep through any other existing and future Oil, Gas or Chemical Terminals of the MBPT.

CHAPTER - IV

CRANAGE

4. (A) Charges for use of Mobile Cranes and Equipment:

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)	5316	3038	3038
2.	Tractor	1266	760	760
3.	Forklift (2/3 tonnes)	1519	1013	1013

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	5002	3990	3001	2394	7503	5984	4502	3590	10005	7978	6003	4787
ICD Containers	7634	6622	4581	3973	11452	9933	6871	5960	15267	13244	9160	7947
Transhipment Containers and Same Bottom Containers	5953	5143	3572	3086	8931	7714	5358	4629	11906	10286	7145	6172

Export containers brought by Barges under Shipping Bills from other ports for shipment	6014	5203	3609	3123	9021	7807	5413	4684	12028	10407	7217	6244
Containers moved by barges between MBPT & other ports	6075	5063	3645	3038	9112	7593	5468	4556	12149	10126	7291	6075

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	3787	3381	2273	2028	5681	5074	3408	3044	7573	6762	4543	4057
ICD Containers	6419	6014	3852	3609	9630	9021	5779	5413	12839	12028	7703	7217
Transhipment Containers and Same Bottom Containers	5649	5043	3391	3026	8474	7565	5085	4539	11298	10085	6779	6051
Export containers brought by Barges under Shipping Bills from other ports for shipment	5710	5102	3426	3061	8565	7654	5140	4593	11420	10205	6851	6123
Containers moved by barges between MBPT & other ports	4861	4456	2916	2674	7288	6683	4374	4011	9720	8910	5832	5347

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 ₹ 704.67
(b) All Transhipment containers and all same bottom Containers ₹ 1409.35
(c) All export containers brought by barges under shipping bills from JNPT for shipment through MBPT ₹ 1236.21

Non-Quayside Gantry Cranes:

(a) All general Containers and all ICD Containers ₹ 1173.53
(b) All Transhipment containers and all same bottom Containers. ₹ 2347.04
(c) All containers handled by barges to and fro JNPT ₹ 531.55
(d) All export containers brought by barges under ₹ 1705.07

shipping bills from JNPT for shipment to MBPT

(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 ₹ 60/-, ₹91 and ₹122/- 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	704.67	704.67	704.67	422.80	422.80	422.80
	Empty	704.67	704.67	704.67	422.80	422.80	422.80
2.	**Transshipment and same bottom containers**						
	Loaded	1409.35	1409.35	1409.35	845.61	845.61	845.61
	Empty	1409.35	1409.35	1409.35	845.61	845.61	845.61
3.	**Export Containers brought by barges under shipping bills from other ports for shipment**						
	Loaded	1236.22	1236.22	1236.22	741.74	741.74	741.74
	Empty	1236.22	1236.22	1236.22	741.74	741.74	741.74

(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	1173.53	1173.53	1173.53	704.11	704.11	704.11
	Empty	1173.53	1173.53	1173.53	704.11	704.11	704.11
Sr. No.	**Particulars**	**Foreign-Going (in ₹)**			**Coastal (in ₹)**		
		20'	**40'**	**Over 40'**	**20'**	**40'**	**Over 40'**
2.	**Transshipment and same bottom containers**						
	Loaded	2347.04	2347.04	2347.04	1408.23	1408.23	1408.23
	Empty	2347.04	2347.04	2347.04	1408.23	1408.23	1408.23
3.	**Containers handled by barges to and fro other ports**						
	Loaded	531.55	531.55	531.55	318.93	318.93	318.93
	Empty	531.55	531.55	531.55	318.93	318.93	318.93
4.	**Export Containers brought by barges under shipping bills from other ports for shipment**						
	Loaded	1705.07	1705.07	1705.07	1023.05	1023.05	1023.05
	Empty	1705.07	1705.07	1705.07	1023.05	1023.05	1023.05

(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	1144.09	1716.12	2288.16	686.45	1029.67	1372.90
	Empty	931.47	1397.19	1862.93	558.87	838.33	1117.76
2.	**Transshipment, Same bottom Containers and Export Containers brought by barges under shipping bills from other ports for shipment through MBPT.**						
	Loaded	2288.16	3432.24	4576.33	1372.90	2059.34	2745.80
	Empty	1862.93	2794.40	3725.85	1117.76	1676.64	2235.52

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	38.47	1004.68	57.70	1506.22	76.95	2009.35
(b).Rubber Tyred Yard Gantry Crane/ Reach Stacker/ Top Lift Truck (TLT)	10.13	264.80	15.20	397.19	20.26	529.59
(c).Trailer	29.37	766.35	44.01	1149.54	58.72	1532.71

(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	2475	2475	4245	4245	4245	4245	1485	1485	2547	2547	2547	2547
Ship Crane	1175	1175	1175	1175	1175	1175	705	705	705	705	705	705

(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 $ 153.89	₹ 4018.70
	(ii) without placing it on the quay.	US $ 76.95	₹ 2009.35
(b)	For discharging/loading packages, units vehicles and / or any other material except containers individually weighing 20 Tonnes and above per operation/move.	US $ 307.80	₹ 8037.38
(c)	For discharging/loading packages, units vehicles and / or any other material except containers individually weighing less than 20 Tonnes per operation/move.	US $ 153.89	₹ 4018.70

5. (E) S<u>torage 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 $ 6.19	US $ 12.39	US $ 18.58
(2).	Empty Container stored in the areas other than the declared customs areas of the Port.	US $ 1.24	US $ 2.48	US $ 3.72
(3).	Empty or loaded containers received from/ despatched to ICD by Rail/Road.	US $ 6.19	US $ 12.39	US $ 18.58

(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 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 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 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 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) 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 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 $ 6.19 (Coastal ₹.269.48) for a container having length upto 20 feet, US $ 12.39 (Coastal – ₹. 538.97) for a container having length above 20 feet but upto 40 feet and US $ 18.58 (coastal ₹. 808.46) 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 ₹ 824.21 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 Fees as per Section 5 (E)(a) above. In the case of containers received by Rail, handling charges of US $ 98.77 (Coastal – ₹. 4298.59) 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 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 ₹ 3952 (Coastal ₹ 2372/-) 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 of 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 $ 13.15 (Rate for coastal container is ₹. 572.81/- 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 $ 57.72	₹ 2511.60
(ii) Container having length over 20' but upto 40'	US $ 115.42	₹ 5023.13
(iii) Container having length above 40'	US $ 173.13	₹ 7534.74

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	3 Calendar days including the date of presentation of B/E

	be made by the Shed Supdt. and signed by the Asstt. Manager	
(b) B/E to be presented with "Out of Customs charge" endorsement/ ready for clearance	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 the Asstt. Manager	3 Calendar days including the date of presentation of B/E.
(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 ₹2025/- (Coastal ₹1214/-) for a container having length upto 20 feet, ₹ 3038/- (Coastal ₹1824/-) for a container having length upto 40 feet and ₹4050/- (Coastal ₹2430/-) 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 ₹ 2804/- per 20' container (₹1682/- in the case of coastal containers), ₹4206/- per container above

20' and upto 40' (₹ 2524/- in the case of coastal containers) and ₹ 5607/- per container above 40' (₹ 3364/- 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.

6. An amount of ₹. 155/- per container will be levied on all containers (except transhipment and coastal) handled at the Major Trusts and BOT terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by DMICDC for a period of one year from the date when the Order no. TAMP/12/2019-MUC dated 24 July 2019 comes into effect. On completion of one year thereafter, ₹. 165/- per container will be levied as MUC for the next period of one year. The approval accorded would automatically lapse thereafter unless specifically by the Authority.

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	37.92
2.	Vessels using New Ferry Wharf other than Passenger Boats	-do-	101.24
3.	(a) Passenger Boats	-do-	37.92
	(b) Catamarans and Hovercrafts	-do-	63.24
	(c) Pleasure Crafts	-do-	75.94

4.	Other vessels including Barges not covered in the above categories	-do-	88.55

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 ₹ 7.57 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	15187.25/-
2.	Fish Auctioneers	18984.32/-
3.	Hand Carts	760.02/-
4.	Ice Suppliers	10123.82/-
5.	Water Supplier	15187.25/-
6.	Transport / Vehicles Licensing	(a) ₹ 1266.37/- per truck per annum (b) ₹ 51.96/- per truck per day if permit at (a) above is not held
7.	Weighing Scale (Katawala)	10123.82/-

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	
			Dry Bulk	Other than Dry Bulk	Dry Bulk	Other than Dry Bulk
(a).	Hazardous cargo	Tonne	52.38	50.63	31.44	30.38
(b).	Non-Hazardous cargo excluding salt	Tonne	31.44	30.38	18.86	18.24
(c).	Salt	Tonne	7.82	7.57	4.70	4.54
(d).	Petroleum products	Tonne	-----	19.48	------	19.48
(e).	Thermal Coal	Tonne	52.38	50.63	52.38	50.63
(f).	Coal other than thermal coal	Tonne	52.38	50.63	31.44	30.38
(g).	Steel	Tonne	52.38	50.63	31.44	30.38
(h)	Animals, birds, reptiles etc.	Each	------	29.10	------	17.46

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 ₹)	
		Dry Bulk	**Other than Dry Bulk**
(a)	Hazardous Cargo	41.90	40.50
(b)	Non-Hazardous Cargo	10.45	10.11
(c)	Coal	41.90	40.50
(d)	Animals, birds, reptiles etc.	------	37.97

(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 ₹ 156/- (Rupees One Hundred and fifty-six 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 – IX

MISCELLANEOUS CHARGES

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	14798/-
HSD	14798/-
Bunker/Black Oil line	14798/-
Flushing Line	7402/-
Facility Utilisation (Utilisation of facilities like manifold when main line is not utilised)	2961/-

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.