

MUMBAI PORT TRUST

CHAPTER – II

VESSEL RELATED CHARGES

(Indexed SOR with effect from 1.5.2017)

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, Kassarā 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.	<u>0-30,000 GRT</u>				
	a. Foreign going (in US \$)	0.4783	0.0865	0.8624	0.1188
	b. Coastal (in ₹)	13.0826	2.3652	23.5936	3.2863
2.	<u>30,001 - 60,000 GRT</u>				
	a. Foreign going (in US \$)	US \$ 14349 for 1 st 30,000 GRT + US \$ 0.3826 for every additional GRT	US \$ 2595 for 1 st 30,000 GRT + US \$ 0.0692 for every additional GRT	US \$ 25871 for 1 st 30,000 GRT + US \$ 0.6899 for every additional GRT	US \$ 3565 for 1 st 30,000 GRT + US \$ 0.0951 for every additional GRT
	b. Coastal (in ₹)	₹ 392489 for 1 st 30,000 GRT + ₹ 10.4660 for every additional GRT	₹ 70955 for 1 st 30,000 GRT + ₹ 1.8917 for every additional GRT	₹ 707802 for 1 st 30,000 GRT + ₹ 18.8732 for every additional GRT	₹ 98590 for 1 st 30,000 GRT + ₹ 2.6277 for every additional GRT
3.	<u>Above 60,000 GRT</u>				
	a. Foreign going (in US \$)	US \$ 25827 for 1 st 60,000 GRT + US \$ 0.3348 for every additional GRT	US \$ 4670 for 1 st 60,000 GRT + US \$ 0.0605 for every additional GRT	US \$ 46570 for 1 st 60,000 GRT + US \$ 0.6036 for every additional GRT	US \$ 6417 for 1 st 60,000 GRT + US \$ 0.0830 for every additional GRT
	b. Coastal (in ₹)	₹ 706456 for 1 st 60,000 GRT + ₹ 9.1578 for every additional GRT	₹ 127706 for 1 st 60,000 GRT + ₹ 1.6550 for every additional GRT	₹ 1273997 for 1 st 60,000 GRT + ₹ 16.5147 for every additional GRT	₹ 177422 for 1 st 60,000 GRT + ₹ 2.2990 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.	0.3986	10.8970
Tugs boats , Passenger boats, Fishing trawlers, Self propelled Barges, dumb barges, lash barges, pleasure yacht, country crafts, crew boats, etc.	0.1679	4.5857

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 Ligherage 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	0.3243	8.8660
(b).	Double Banking without tug assistance	0.2288	6.2596
(c).	Lighterage dues on Mother Vessels discharging / receiving cargo - On foreign-going vessels and coastal vessels lighterage dues respectively at the rate of US \$ 0.0064 and ₹. 0.1750 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 (1) 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 ₹8.30 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 ₹.4650.69 in case of coastal vessel and US \$ 169.98 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	274.3885	7507.2650
(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	199.3646	5454.6019
(c).	Attendance of a tug on a vessel at Jawahar Dweep / Pir Pau for every 24 hours or part thereof per tug	2493.4880	68221.8266

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 ₹. 6900 or US \$ 264.25 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 \$ 264.253 per act	₹ 6900 per act

2.6. Charges for Fire Float Vessels. Anchor Hov 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	104.9287	2870.82
(b).	For attending a vessel on fire or otherwise, in Stream or at Jawahar Dweep and Pir Pau by		
	(i). Fire Float Vessel	25.1828	688.99
	(ii). Any other craft	As may be fixed from time to time by the Chairman	
(c).	For Salvage Services	124.8650	3416.30

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	15.7393	430.62
(b).	Tank Barges for discharge of ballast water containing oil in terms of Clause 53 of Mumbai Port Rules	1.8800	51.421

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	50.365	1377.984
(b).	For attendance of staff-		
	Fire Officer or Section Leader-in-	25.184	689.020
	Motor Driver/Pump Operator each	19.937	545.460
	Sub-Section Leader each	19.937	545.460
	Fireman each	15.740	430.624

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.	499.460	13665.320

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:

<u>Category</u>	<u>No. of employees</u>
(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 ₹.545.46 or US \$ 19.937 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	209.93
(2).	Licence Fee / Renewal Fee / Issue of Duplicate Licence	42.02

II. Licence Fees for water conveyance for harbour crafts

Sl. No.	Particulars	Rate per GRT per month (in ₹)
(1).	Catamarans, Hovercraft and Speed-Boats	44.72
(2).	Boats, Craft, Barges, Tugs and launches plying from the Ballard Pier Jetty	37.25
(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	44.72
(4).	Boats, Barges, Launches, Tugs and Craft (except Fishing Trawlers/Boats) other than those mentioned above	37.25

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	561/-
	(b). Beyond 60 days to 120 days	Per license	1122/-
	(c). Beyond 120 days	Per license	1683/-
(2).	Permission for harbour cruise party	Per cruise.	1122/-

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	249.2112	6818.338
(b).	Harbour Tugs from 23 BP to 32 BP	498.3948	13636.227

(c).	Harbour Tugs from 33 BP to 45 BP	747.5955	20454.340
(d).	Conventional Dock Tugs	47.5171	1300.061
(e).	AM & VS Dock Tugs	62.0242	1696.969

2.13. Charges for carrying out Bollard Pull Test:

	Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
Charges for carrying out Bollard Pull Test	443.41	12131.74

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	₹1397.32 per day or part thereof
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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 1 st day upto 30 th day	0.0610 US Cent	0.62091 Paisa
		Beyond 30 th day	0.1236 US Cent	1.24194 Paisa
(b)	H,I,J,K,V,W,X,Y,Z,	From 1 st day onwards	0.0610 US Cent	0.62091 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 1 st day upto 30 th day	0.0299 US Cent	0.31034 Paisa
		Beyond 30 th day	0.0610 US Cent	0.62091 Paisa
(d)	Port Lighterage Anchorage Area	From 1 st day upto 30 th day	0.0455 US Cent	0.4656 Paisa
		Beyond 30 th day	0.0923 US Cent	0.93137 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 OFF KASARA BASIN OFF FERRY WHARF OFF MAZAGAO AND P&V CHANNEL	From 1st day upto 60 th day Beyond 60 th day	0.0155 US Cent 0.0309 US Cent	0.1241 Paisa 0.2483 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)	0.2913	7.9726	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)	0.2056	5.6280	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	0.2056	5.6280	Once between the 1 st January and 30 th June and once between 1 st July and 31 st December in each year
4.	Inland vessels operating within port limits	---	5.6280	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	0.0103	0.1638
2.	Prince's & Victoria Docks and its harbour walls	0.0082	0.1268

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 ₹. 7.4759/ US \$ 0.6036 per hour or part thereof for the first 200 GRT or part thereof and ₹. 3.7351/US \$ 0.3018 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 ₹ 0.3935 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 Antarctica 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	5451.24	114717.8
1001 to 2000 GRT	7077.86	140938.9
2001 to 3000 GRT	8394.24	167160.1
3001 to 4000 GRT	9710.64	193381.2
4001 to 5000 GRT	11027.02	219602.3

Above 5000 GRT	US \$11027.02 + US \$ 1245.53 for every additional 1000 GRT or part thereof	₹ 219602.3 + ₹ 26221 for every additional 1000 GRT or part thereof
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II. Rental charges for occupation of the Dry Dock:

- (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	1868.25	39331.7
1001 to 2000 GRT	2026.96	42609.1
2001 to 3000 GRT	2180.50	45887.6
3001 to 4000 GRT	2491.01	52442.3
4001 to 5000 GRT	2803.25	58998.1
5001 to 10000 GRT	3113.76	65552.9
10001 to 20000 GRT	3426.01	72108.7
20001 GRT & above	3893.49	81940.8

- (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, cramage, 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 ₹. 3478 and US \$ 224 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 \$ 0.0187 (Subject to minimum charge of US \$ 18.70)	₹ 0.5150 (Subject to minimum charge of ₹515.0)
(ii)	On every boat, barge or country craft (not square rigged)	Rate per hour or part thereof	
		US \$ 0.372	₹ 10.3067

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.