

## MORMUGAO PORT TRUST

### SCALE OF RATES

#### Definitions - General

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

- (i). **"Coastal vessel"** shall mean any vessel exclusively employed in trading between any Port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / competent authority.
- (ii). **"Cold Move"** shall mean movement without the power of the engine of the vessel.
- (iii). **"Combination Loading"** denotes loading of vessel primarily at berth and then topping-up in stream.
- (iv). **"Foreign-going Vessel"** shall mean any vessel other than Coastal vessel.
- (v). **"Stream Loading"** denotes loading of vessel exclusively at places other than at berths.
- (vi). **"Vessel Completion Date (VCD)"** means the date on which import/export operation of the vessel is fully completed.
- (vii). **"Shut out cargo"** shall mean any cargo brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.

#### General Terms & Conditions

- (i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, is the relevant factor to decide whether vessel is 'coastal' or 'foreign-going' for the purpose of levy of vessel related charges and the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii). **A. System of classification of vessel for levy of Vessel Related Charges (VRC).**
  - (a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
  - (b). A foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified Period or voyage issued by the Director General of Shipping and a Custom Conversion order.
- B. Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate**
  - (a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
  - (b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
  - (c). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

- (iii). (i). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
- (a). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/to quay to/from storage yard including wharfage in the following scenario:
- (i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
- (ii). Not converted\* to coastal run but carrying coastal cargo from any Indian Ports and destined for any other Indian Port.
- \* The Central Board of Excise and Customs Circular no. 15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.
- (b). In case of a Foreign flag vessel converted to coastal run on the basis of a License for specified period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
- (iv). (a). Vessel related charges shall be levied on Ship-owners/Steamer Agents. Wherever rates have been denominated in US dollar terms, the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the RBI Reference Rate. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
- (b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees. For this purpose, the RBI Reference Rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers in the port premises in case of export containers shall be applied for conversion of dollar denominated charges.
- (v). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the port for more than thirty days. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of the review.
- (vi). (a). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
- (b). Cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL, including crude oil, Iron Ore and Iron Ore Pellets, should not exceed 60% of the normal cargo/container related charges.
- (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer, and transfer from / to quay to/from storage yard including wharfage.
- (d). In case of container related charges, the concession will be applicable on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
- (e). In case container / cargo from foreign port lands at MOPT for subsequent transshipment to an Indian Port on coastal voyages, 50% of the transshipment rate prescribed for foreign going and 50% of that prescribed for coastal leg shall be levied.

- (vii). (a). The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 May 2020 subject to the MOPT achieving the performance standard notified along with the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in the SOR for that particular year.
- (b). The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the MOPT to be intimated by the port to the concerned users and to the Authority.
- (viii). Interest on delayed payments / refunds:
- (a). Users will not be required to pay charges for delays beyond a reasonable level attributable to the port.
- (b). The user shall pay penal interest at the rate of 15% per annum on delayed payments under this Scale of Rates. Likewise, the MPT shall pay penal interest at the rate of 15% per annum on delayed refunds.
- (c). The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later. The refunds would be processed only after the request for refund containing all the details is made in writing.
- (d). The delay in payments by user will be counted beyond 10 days after the date of raising the bills. This provision will not apply to the case where payment is to be made before availing of the services/ use of port properties as stipulated in the MPT Act, 1963 and/ or prescribed as a condition in the tariff.
- (ix). All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.
- (x). (a). The rates prescribed in the Scale of Rates are ceiling levels, likewise, rebates and discounts are floor levels. MPT may, if it so desires, charge lower rates and/or allow higher rebates and discounts.
- (b). The Port may also, if they so desire, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- (c). The Port should notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (xi). The vessel related charges are leviable against Masters, Owners or Agents of vessels and other floating crafts approaching or lying at or alongside berths, wharfs, mooring, quay, jetties etc.

- (xii). 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:
- (a). "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.
  - (b). MOPT 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.
  - (c). MOPT 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.
  - (d). In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
  - (e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
  - (f). 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.
  - (g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
  - (h). Port 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.
  - (i). Port 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. 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, port 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.
  - (j). 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 format for coastal and foreign vessels.
- (xiii). In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges may be levied for cargo and vessels related services as well as special discount may be offered in port charges for the services rendered after regular hours.

[This condition is incorporated in pursuance to the MOS letter No. PD/14033/101/2015-PD.V dated 3 February 2016 based on which a common adoption Order No. TAMP/14/2016-Misc dated 16 February 2016 is approved by the Authority]

## 1.0 VESSEL RELATED CHARGES

### 1.1 PORT DUES

Sr. No	Particulars	Rate Per GRT per Entry	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Vessels	0.337	9.45

#### Notes:

- (i). Port Dues shall be levied for each entry of a vessel except transhippers / floating cranes / vessels remaining in Port for more than thirty days, in which case the levy will be once in thirty days.
- (ii). Port Dues shall not be levied on:
  - (a). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage.
  - (b). Vessels belonging to other Indian Major Ports.
  - (c). Country Crafts and Fishing Trawlers.
- (iii). A vessel entering the Port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.
- (iv). A Vessel entering the Port but not discharging or taking in any cargo or passenger/ crew therein (with the exception of such unshipment and reshipment as may be necessary for purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable. However, the vessel arriving at the Port for repairs, shall pay the Port Dues in full, as provided under 1.1 above.
- (v). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the 'Remarks' column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levy of Port Dues.
- (vi). Any vessel coming to the Port for the purpose of taking bunkers or disembarking of sick crew shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.

#### 1.1.1 CRUISE VESSELS

1. Foreign Cruise Vessels shall be charged a composite rate of US \$ 0.35 per GRT for the first 12 Hrs or part thereof and US \$ 0.0875 for every additional 3 Hrs or part thereof for a stay beyond the initial 12 hrs.
2. Domestic Cruise Vessels shall be charged a composite rate of US \$ 0.35 per GRT for the first 12 Hrs or part thereof and an additional berth hire as per 1.3.1 for a berth stay longer than 12 hrs.
3. A concession of 40% shall be given on the composite rate of US \$ 0.35 per GRT for Domestic Cruise Vessel calls between 75-100 in a year and a concession of 50% for Domestic Cruise Vessel calls exceeding 100 in a year.
4. The above rates for Cruise Vessels shall be applicable until further orders from the Govt. of India.

## 1.2. PILOTAGE

- (i). The composite Pilotage-cum-towage fee includes one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for 'Port convenience'. Shifting at the request of vessels will attract separate shifting charges.
- (ii). 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.
- (iii). Pilotage is leviable in all cases except
  - (a). Where no Pilot and Tug services are provided by the Port.
  - (b). For Vessels less than 200 GRT
- (iv). Where due to any reason, boarding of Pilot is not possible but Pilotage services are provided remotely through VTMS, Pilotage charges are leviable.
- (v). Vessels which are frequently moving in Port waters may avail the provision of Pass Pilot / Special Pilot Licence against payment of applicable licence fees.

### 1.2.1 PILOTAGE FEES

Sr. No	GRT Slabs	Rate Per GRT	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	First 30000 GRT	0.7180	19.70
2	30001 to 60000 GRT	0.5744	15.76
3	60001 GRT & above	0.5026	13.79

#### Note :

- (a). Hot Move                      The actual rate of Pilotage Fees as per the Schedule of rates.
- (b). Cold Move                      Double the rate of Pilotage fees as per the Schedule of rates, if (Partly or Fully) both inward and outward movements are cold movements. If only one is cold, then 1.5 times the rate of Pilotage fees will be charged.

### 1.2.2 SHIFTING CHARGES

If the shifting is within the East of Breakwater, then the shifting charges will be equal to 25% of the Pilotage Charges. All other shifting shall be charged at a rate equal to 50% of the Pilotage Charges. The Shifting Charges shall be applicable as per the respective GRT slab of the Pilotage Fees.

#### Notes:

- (i). For shifting a vessel from stream to berth or berth to stream or change of berths or anchorages, separate charges are leviable. The shifting charges shall be levied on all acts of shifting, which excludes the inward and outward movements connected with the pilotage. However, no Shifting Charges shall be levied where no Pilot and Tug services are provided by the Port.

- (ii). Any shifting operation performed for the convenience of the port shall not be charged.

'Port Convenience' is defined to mean any of the following:

- (a). If any vessel at berth or at anchorage /mooring buoys is shifted/unberthed for undertaking dredging work / hydrographical survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting made to reposition such shifted vessel(s) shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
- (b). If any vessel is shifted from berth to accommodate on ousting priority,
- (c). If any vessel is shifted to accommodate any other vessel for the convenience of port operations.
- (d). If a working cargo vessel is shifted to any other Berth / Mooring Dolphin for port convenience, and is unable to carry out cargo handling operations due to reasons attributable to the Port, then such vessels shall be charged idle anchorage charges.
- (iii). The following cases shall not be treated as "SHIFTING FOR PORT CONVENIENCE"
- (a). Non-Cargo vessels, including transhipper, which in any case have to vacate the berth when cargo vessels arrive.
- (b). Vessels which are idling at berth without doing any cargo handling operations.
- (c). Vessels not meeting the loading/unloading norms for a continuous period of three shifts.

### 1.2.3 Cancellation Charges:

In case of Pilots, whose services have been requisitioned for any movement but not utilized, fees as given below shall be levied.

Sr. No	Description	Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Cancellation received 2 hrs. before Pilot booked time	NIL	NIL
2	Cancellation received less than 2 hrs. before Pilot booked time	500.0000	15000.00
3	Cancellation received after Pilot boarding (In addition to the detention charges as applicable)	750.0000	20000.00

#### Notes:

- (i). In case Tugs have left the station, then the rate of Tug Hire Charges at 1.5.2 shall be levied per Tug in addition to the above cancellation charges.
- (ii). The cancellation charges shall not be levied if a booking for vessel's movement is cancelled for reasons attributable to the Port.

### 1.2.4 Detention charges

If the vessel is not able to move within 30 minutes of Pilot boarding, then the detention charges shall apply from the time the Pilot boards the vessel.

Sr. No	Description	Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Detention Charges per Hour or Part Thereof	3207.6345	88000.00

#### Notes:

- (i). If an outward bound vessel carries away a Pilot outside the port limits due to the bad weather, compensation at US\$ 500.00 per day in case of foreign-going vessels and Rs. 13,719.00 per day in case of coastal vessel shall be payable by the Master of the vessel till the Pilot reports back for duty at the Port. In addition, the boarding and lodging expenses of the Pilot on board the ship and the cost of sending him back to the Port shall be payable by the Master of the Vessel.
- (ii). The time period attributable to the Port shall not be reckoned for the calculation of Detention Charges.
- (iii). The vessel after discharging cargo, goes out of Port limits for cleaning and re-enters the Port limit then it shall attract pilotage fees. Shifting charges shall be applicable, if cleaning of such vessel is carried out within the Port limits.

### 1.3 BERTH HIRE CHARGES

#### 1.3.1 BERTHS

Sr. No	Rate per GRT per Hour or Part Thereof		
	Type of Vessel	Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Cargo/Cruise/Container Vessels, Transhippers	0.0078	0.21
2	Liquid Bulk Vessels	0.0120	0.33
3	Indian Navy / Coast Guard Vessels and Other vessels including Research vessels, Survey Vessels, etc.	0.0949	2.60
4	Foreign Navy / Coast Guard Vessels	0.1515	4.16

#### 1.3.2 MOORING DOLPHINS

Sr. No	Rate per GRT per Hour or Part Thereof		
	Type of Vessel	Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Cargo/Container Vessels/Transhippers	0.0039	0.11
2	Liquid Bulk Vessels	0.0060	0.16
3	Indian Navy / Coast Guard Vessels and Other vessels including Research vessels, Survey Vessels, etc.	0.0711	1.95
4	Foreign Navy / Coast Guard Vessels	0.1136	3.11



**Notes:**

- (1). No berth hire shall be levied for the period when the vessel idles at its berth for continuous one hour or more due to breakdown of port equipment or power failure or for any other reasons attributable to the port subject to night navigation & inclement weather.
- (2). The above charges are leviable against Masters, Owners or Agents of vessels and other floating crafts approaching or lying at or alongside berths, wharfs, mooring, quay, jetties etc., per GRT per hour or part thereof.
- (3). Berth Hire / Mooring Dolphin charges shall be applicable if a non working vessel is shifted to any Berth / Mooring Dolphin even for Port Convenience.

**1.4 ANCHORAGE CHARGES**

The Anchorage Charges are applicable on all vessels.

**1.4.1 Working Anchorage**

Sr. No	Particulars	Rate per GRT per Hour or Part thereof	
		Own Anchor in Stream	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Cargo/Container Vessels/Transhippers	0.0015	0.04
2	Liquid Bulk Vessels	0.0024	0.06

**1.4.2 Idle Anchorage**

Sr. No	Particulars	Rate per GRT per Hour or Part thereof	
		Own Anchor in Stream	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Cargo/Container Vessels/Transhippers	0.0008	0.03
2	Liquid Bulk Vessels	0.0013	0.04
3	Indian Navy / Coast Guard Vessels and Other vessels including Research vessels, Survey Vessels, etc.	0.0238	0.65
4	Foreign Navy / Coast Guard Vessels	0.0379	1.04

**Notes common to Sections 1.3 and 1.4**

- (i). Berth hire includes charges for services rendered at the Berth, such as occupation of Berth, overtime at Berth, telephones, rubbish removal, cleaning of Berths, fire watch, etc.
- (ii). The period of 1 hour shall be calculated from the time the vessel occupies berth/ anchorage.

- (iii). (a). Berth hire shall stop 4 hours after the time of the vessel signalling its readiness to sail.
- (b). The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal conditions, inclement weather and due to lack of night navigation.
- (c). The master/agent of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather conditions.
- (d). There shall be a penal berth hire equal to one day's berth hire charge for a false signal.  
  
**"False signal"** would be when a ship signals readiness and asks for a Pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such reasons attributable to the vessel. This excludes the signalling readiness when a ship is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions.
- (iv). If a vessel is not ready to vacate the berth within 3 hours after the completion of cargo or after the expiry of notice given by the officers authorised by the MPT, to so vacate the berth, whichever is later, the vessel shall be liable to pay an additional berth hire charge at five times the normal rate, the incidence being reduced to per hour or part thereof.
- (v). The deballasting time allowed at berths shall be 3 hours and beyond that penal Berth hire charges shall be levied at five times the normal berth hire charges, the incidence being reduced to per hour or part thereof, i.e. without any supplementary charge or rebate that may be applicable to the vessel. This will be in addition to the normal berth hire charges applicable for the entire duration of the vessels' stay at the berth.
- (vi). Vessels banked on off-side of another vessel at the Berth, Berth Hire Charges shall be leviable at 50% of charges payable by the vessels.
- (vii). Priority Berthing
  - (a). For providing "Priority Berthing" to any vessel, a fee equivalent to Berth hire charges for a single day or 75% of the berth hire charges calculated for a total period of actual stay at the Berth whichever is higher, shall be levied.
  - (b). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
- (viii). Ousting Priority Berthing
  - (a). For providing ousting priority to a vessel, a fee equivalent to berth hire charges for single day or 100% of the berth hire charges calculated for the total period of actual stay of the vessels at berth, whichever is higher, shall be levied.
  - (b). In addition, shifting out/in and applicable anchorage charges of the ousted vessel shall be levied on the vessels, which are provided ousting priority. Such charges shall be based on the exchange rate as applicable to the vessel which has been ousted.
  - (c). Any vessel for which special exemption has been granted by the Ministry of Shipping shall be granted exemption from the payment of ousting priority charges.

## 1.5 MISCELLANEOUS SERVICES

### 1.5.1 Supply of Water to Vessels

#### 1.5.1.1 Charges for Supply of Water to Vessels

Sr. No	Position	Rate per 1000 litres	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	At Berth	7.7191	211.79
2	By Barges		
	(a). Within Break Water	10.3926	285.19
	(b). Beyond Break Water	13.3609	366.60

#### 1.5.1.2 Charges for cancellation of water supply after barge has left station

Sr. No	Description	Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	For supply at EOB	140.1625	3845.56
2	For supply at WOB	280.3125	7691.21

#### 1.5.1.3 Detention charges for water barge

Sr. No	Description	Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	For supply at EOB	70.0788	1922.79
2	For supply at WOB	140.1563	3845.65

#### Note:

Charges for minimum requisition for water supply by barge shall be for 50 tonnes at WOB or 25 tonnes at EOB. However, if lesser quantity is being supplied by the Port due to shortage of water then charges would be as per the quantity.

### 1.5.2 Flotilla Hire Charges

Sr. No.	Description	Rate per hour or part thereof (inclusive of fuel and lubricants)	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	Tug used for operation other than for assisting berthing, unberthing, shifting and towage of vessels within Port limits.	1069.2115	45000.00
		<b>Rate (Rs.)</b>	<b>Unit</b>
2	Launch Hire Charges	15000.00	Per Hour or Part Thereof

3	Launch Hire Charges for Survey Work (Excluding manpower cost of Survey Dept.)	30000.00	Per Hour or Part Thereof
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## 1.6 Dredging Levy

Sr. No	Vessel Size	Rate per GRT	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	50001-60000 GRT (Only from 1 <sup>st</sup> June to 30 <sup>th</sup> Sept)	0.4850	19.50
2	60001 to 75000 GRT	2.2210	89.29
3	75001 GRT & Above	2.9614	119.05

### Notes:

- (i). The above GRT slabs pertain to the size of the vessel. The above rates are to be applied on the total GRT of the vessel and not on incremental basis.
- (ii). The above Slab of 50001 to 60000 GRT from 1<sup>st</sup> June to 30<sup>th</sup> Sept is applicable only for vessels using draft above -13.00 mtrs.

## 2.0 CARGO RELATED CHARGES

### 2.1 WHARFAGE AT BERTH

#### 2.1.1 Dry Bulk Cargo

Sr. No	Particulars of Commodities	Rate per Tonne (Rs.)	
		Foreign Cargo	Coastal Cargo
1	Iron Ore	27.60	27.60
2	Iron Ore Pellets	31.05	31.05
3	Bauxite/ Manganese	31.05	18.63
4	Cement/Clinker/Limestone/ Gypsum/ Nickel/ Alumina/Bentonite/Slag	48.30	28.98
5	Pig Iron	55.20	33.12
6	Steam (Thermal) Coal and its variants	63.25	63.25
7	Coke of all Types	63.25	37.95
8	Wood Chips	46.00	27.60
9	Fertilizer and fertilizer raw material	57.50	34.50
10	Sugar, Wheat and Grains & Pulses of all types	46.00	27.60
11	Scrap of all types	63.25	37.95
12	Sand	48.30	28.98
13	Cargo not specified above	27.60	27.60

14	Livestock Goat, Sheep (each)	30.00	18.00
15	Fodder (each)	5.00	3.00

### 2.1.2 Break Bulk Cargo

Sr. No	Particulars of Commodities	Rate per Tonne (Rs.)	
		Foreign Cargo	Coastal Cargo
1	Steel Coils of all types	58.65	35.19
2	Bars, Ingots, Pipes and Plates of all types, timber/ wooden logs	75.90	45.54
3	Granites/Marbles	58.65	35.19
4	Minerals and ores of all types in bags, pallets etc	58.65	35.19
5	Machinery and Project Cargo	151.80	91.08
6	Arms, Ammunitions, Explosives and Defence Stores	169.05	101.43
7	Cargo not specified above	75.90	45.08

### 2.1.3 Liquid Bulk Cargo

Sr. No	Particulars of Commodities	Rate per Tonne (Rs.)	
		Foreign Cargo	Coastal Cargo
1	Petroleum, Oil & Lubricants and POL Products	500.00	500.00
2	Caustic Soda	98.90	59.34
3	Liquid Ammonia	216.20	129.72
4	Acids of all types	147.20	88.32
5	LPG/LNG	402.50	241.50
6	Edible Oil	98.90	59.34
7	Molasses	65.55	39.33
8	Cargo not specified above	144.90	86.94

#### Notes:

- (i). Any Cargo not specified above shall be grouped as per any of the above classifications depending on the nature of the cargo. If such cargo cannot be classified under any of the above classifications then the rate applicable to the "cargo not specified above" shall apply.
- (ii). The weight to be charged shall be subject to a minimum of one (1) tonne. Any fraction thereof is to be rounded off to the next higher tonne.

- (iii). Goods from vessels, which being alongside the landing place transhipped into a lighter or vice versa without their being passed over the landing place shall be charged at 75% of the wharfage rates.
- (iv). Wharfage on all the commodities, when handled in stream, shall be charged at 60% of the rates applicable at Berth. However, if the vessel is lightered at WOB due to draft restrictions and the same cargo is then brought to the Port's berths (excluding PPP operated terminals), then no wharfage shall be applicable for the cargo handled in stream.
- (v). 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.
- (vi). 80% discount on vessels related charges and Cargo related charges for coastal transportation of vehicles through Ro-Ro ship will be granted for a period of two years with effect from 20 September 2016. (TAMP to decide validity).

#### 2.1.4 WEIGHMENT CHARGES

Sr. No	Description	Rate (in Rs.)	Unit
1	Weighment Charges for Rail/Road Weighbridges	6.00	Per Tonne

#### 2.1.5 DUST SUPPRESSION LEVY

Cargo Type	Unit	Rate (Rs.)
Dry bulk	Tonne	6.00
Break bulk	Tonne	2.00
Container	TEU	2.00

**Notes:**

- (i) Not applicable for Cargo handled at WOB and PPP Berths
- (ii) 50% of Charges applicable for Cargo handled at Mooring Dolphins

## 2.2 CONTAINERS HANDLING CHARGES

### 2.2.1 Composite Handling Charges Using Ship's Gears

Sr. No	Particulars	Rate per container (in Rs.)			
		Foreign		Coastal	
		20'	40'	20'	40'
1	Loaded Container	3387.90	4265.35	2032.74	2559.21
2	Empty Container	1984.90	2159.70	1190.94	1295.82

**Notes:**

- (i). The charges prescribed above includes wharfage for container as well as wharfage on containerized cargo and charges for movement of containers from berth to container yard or vice versa using Reach Stacker/Trailers and delivery/receipt of the containers at the Yard.

- (ii). For the containers brought to the Port under transshipment permit for Customs verification to MPT shall be charged Rs.5,000/- per container. In addition to this, the charges for the reach stacker moves shall apply for such containers.

### 2.2.2. Container Storage Charges Outside Custom Bound Area

The charges outside Custom Bound Area shall be increased by 15% per annum only for Bogda area.

Free Time for Import Containers – 20 Days

Free Time for Export Containers – 20 Days

Sr. No.	Period	Rate per container per day or part thereof	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	For the first 5 days after free period		
	- upto 20 ft	1.1011	50.54
	- above 20 ft	2.2022	100.88
2	The above rates shall be increased by		
(a)	From 6 <sup>th</sup> day to 15 <sup>th</sup> day		50%
(b)	From 16 <sup>th</sup> day to 30 <sup>th</sup> day		100%
(c)	From 31 <sup>st</sup> day onwards		200%

### 2.2.3 Container Storage Charges in Custom Bound Area

Free Time for Import Containers – 3 Days

Free Time for Export Containers – 7 Days

Sr. No.	Period	Rate per container per day or part thereof	
		Foreign-going vessels	Coastal Vessels
		(US \$)	(Rs.)
1	For the first 5 days after free period		
	- upto 20 ft	2.2022	100.88
	- above 20 ft	4.4044	201.76
2	The above rates shall be increased by		
(a)	From 6 <sup>th</sup> day to 15 <sup>th</sup> day		50%
(b)	From 16 <sup>th</sup> day to 30 <sup>th</sup> day		100%
(c)	From 31 <sup>st</sup> day onwards		200%

#### Notes:

- (i). Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container and for export containers the free period shall commence from the time the container enters the terminal.

- (ii). Free Period prescribed above excludes Customs notified holidays and port's non-working days including strikes, saptah, etc.
- (iii). The 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 the following conditions :
  - (a). The consignee can issue a letter of abandonment at any time
  - (b). 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,
    - (i). the Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and
    - (ii). The line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (c). 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 on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
  - (d). 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 date the Custom orders for 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 date of such removal.
- (iv). Storage charge on container shall not accrue for the period when the port is not in a position to deliver/ship container when requested by the user.
- (v). If operational area is leased on rental to users, storage charge on Cargo/ container shall not be levied.

#### 2.2.4 Reach Stacker Charges for Additional Moves

Sr. No.	Description	Rate per Move (Rs.)
1	Reach Stacker	850.00

#### Notes:

- (i). It is mandatory to use only the Port's Reach Stacker subject to its availability to the hirer for operations in cases when the Reach Stacker though requisitioned but could not be spared by the MOPT for reason like maintenance, overhaul repairs, non-availability because of being hired by another party etc. as certified by the authorised officer of the MOPT, private equipment will be allowed to be used for operations.

#### 2.2.5 Reefer Point Charges

Sr. No	Description	Rate Per Container Per 4 hours or Part thereof (Rs.)
1	Container of length upto 20'	300.00



2	Container of length above 20'	400.00
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**Notes:**

In case of reefer charges, the rates shall stand revised in the proportion of increase in the electricity tariff as revised by the state Electricity Board/Electricity supplier.

**General Note to Schedule 2.2. relating to Container Handling Charges:**

- (i). There shall be no shifting charge for shifting of containers due to reasons not attributable to the users.

**2.2.6 Mandatory User Charges**

An amount of Rs. 145/- per container will be levied on all containers (except transshipment and coastal) handled at the Major Port Trusts and terminals operating there at towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service to be rendered by DMICDC.

**2.3. CARGO STORAGE CHARGES**

- (i) **“Vessel Completion Date (VCD)”** means the date on which operation of the vessel is fully completed.
- (ii) **“Vessel Completion Time (VCT)”** means the time at which unloading/discharge operation of the vessel is fully completed.

**2.3.1 Cargo Storage Charges Outside Custom Bound Area**

- 1) The charges for Covered Storage shall be 10% more than the charges for Open Storage given below.
- 2) The charges outside Custom Bound Area shall be increased by 15% per annum only for Bogda area.

**2.3.1.1 Import**

- (i) **Free period** – The Free period for import cargo shall commence from the Vessel Completion Time. The free period shall be 45 days.
- (ii) **Demurrage** – Demurrage shall be payable after the expiry of free period at the rates given below:

Period (after expiry of Free Period)	Rate per tonne per day (Rs.)
1 - 10 days	6.00
11 - 20 days	12.00
21 - 30 days	24.00
31 <sup>st</sup> day onwards	48.00

**2.3.1.2 Export**

- (i). Free period – A free period of 45 days shall be allowed starting from the date of commencement of aggregation of cargo meant for shipment into the Port premises.
- (ii). Demurrage: Demurrage on all types of cargo shall be payable on the expiry of free days at the following rate:

Period (after expiry of Free period)	Rate per tonne per day (Rs.)
1 - 15 days	1.00
16 - 30 days	3.00
31 <sup>st</sup> day onwards	6.00

- (iii) In case cargo is shifted from outside custom bound storage area to inside custom bound storage area then the total free days shall not exceed the free days specified for storage inside custom bound area. In cases where the cargo has already availed more than the free days specified for storage inside custom bound area, the demurrage charges shall start from the day of landing inside the custom bound area.

### 2.3.2 Cargo Storage Charges Inside Custom Bound Area

The charges for Covered Storage shall be 20% more than the charges for Open Storage given below.

#### 2.3.2.1 Import

- (i) Free period – The Free period for import cargo shall commence from the Vessel Completion Time. The free period shall be determined based on the manifested quantity of the vessel divided by the specified delivery rate for that cargo, rounded off to the nearest integer or 30 days, whichever is less.
- (ii) Delivery Rate for import Dry Bulk Cargo shall be 1000 tonnes per day.
- (iii) Delivery Rate for import Break Bulk Cargo shall be 750 tonnes per day.
- (iv) **Demurrage** – Demurrage shall be payable after the expiry of free period at the rates given below:

Period (after expiry of Free Period)	Rate per tonne per day (Rs.)
1 - 10 days	10.00
11 - 20 days	15.00
21 - 30 days	30.00
31 <sup>st</sup> day onwards	75.00

- (v) In case cargo is shifted from within custom bound storage area to outside storage area then the total free days shall not exceed the free days specified for storage outside custom bound area.

### 2.3.2.2 Export

- (i). Free period – A free period of 30 days shall be allowed starting from the date of commencement of aggregation of cargo meant for shipment into the Port premises.
- (ii). Demurrage: Demurrage on all types of cargo shall be payable on the expiry of free days at the following rate:

Period (after expiry of Free period)	Rate per tonne per day (Rs.)
1 - 15 days	2.00
16 - 30 days	5.00
31 <sup>st</sup> day onwards	8.00

- (iii). Demurrage shall cease from the date of commencement of loading of cargo into the vessel.
- (iv). Shut-out Cargo –
- (a). The demurrage shall be payable for shut-out cargo from the date of completion of the vessel till the clearance of the cargo at the rate as specified above.
- (b). A shut-out cargo shall be treated as an aggregation of cargo for the next shipment if the exporter or his authorized representative declares their intent to ship the said shut-out cargo. In such case, the free period for the next shipment shall commence from the date of declaring the said shut-out cargo as aggregation for the next shipment.
- (c). Demurrage shall cease from the day, the shut-out cargo is declared and shifted to the area identified by the Traffic Department to store such shut out cargo.

### GROUND RENT / DEMURRAGE ON EXPLOSIVES/DANGEROUS/HAZARDOUS GOODS:

Sr. No	Description	Rate per tonne or part thereof/per TEU per day or part thereof (in Rs.)
<b>A.</b>	Ground rent for explosives/dangerous/hazardous goods.	
1	In bulk or break-bulk	11500.00
2	In Containers	2500.00

#### Note:

- (1). Explosives/ Dangerous/ Hazardous cargo/ container shall be shipped/ removed on the same date of arrival of the cargo/container into the Port premises. Such cargo shall not be allowed to be stored inside the port premises.

#### General Notes:

- (i). For Demurrage / storage charges, free days allowed shall be exclusive of Customs notified holidays and port non-working days. Once demurrage / storage charge starts accruing no allowance will be made for the Customs notified holidays and Port non-working days.
- (ii). "Day" for the purpose of free days shall be reckoned as from the vessel completion time.
- (iii). The Cargo stored in Port sheds/open plots on rental basis will be at the risk and responsibility of the shipper/ exporters/ importers.
- (iv). Shippers/ Importer/Exporter shall confirm to all safety measures prescribed in the Dock Safety Regulations and they shall be solely responsible for any damages caused to the person and/ or port property.
- (v). The period of storage shall be reckoned from the actual day of receipt of goods into the port premises.
- (vi). If cargo is evacuated during night from 23.00 to 7.00, a rebate of Rs.1.00 per tonne shall be given on the demurrage charges for cargo evacuated by road beyond free days.
- (vii). Storage/Demurrage charge on cargo/container shall not accrue for the period when the Port is not in a position to deliver / ship import / export cargo/container for reasons attributable to the Port.

## 2.4. CARGO HANDLING LABOUR CHARGES

### 2.4.1 Stevedoring Charges

Sr. No	Cargo	Rate per tonne/TEU (Rs.)	
		Foreign Cargo	Coastal Cargo
	<b>Dry Bulk Cargo</b>		
1	Iron Ore Fines/Lumpy/Pellets, Bauxite / Limestone /Gypsum	36.67	22.00
2	Manganese/Cement/Clinker/Nickel/ Bentonite/Pig Iron	54.63	32.78
3	Coal / Slag	46.38	27.83
4	Coke of all Types	49.00	29.40
5	Fertilizer and fertilizer raw material, Raw Sugar, Wheat and Grains & Pulses of all types, etc.	79.22	47.53
6	Wood Chips and other similar light cargoes	48.68	29.21
	<b>Break Bulk Cargo</b>		
1	Steel Coils/Slabs/Bars/Ingots of all types, Granites/Marbles	66.38	39.83
2	Pipes of all types, timber/ wooden logs	65.00	39.00
3	All Cargo in Jumbo Bags	103.50	62.10
4	All Cargo handled using Net Slings	209.00	125.40

### 2.4.2. Containers Stuffing/ De-Stuffing Charges:

Sr. No.	Cargo	Rate (Rs.)	Foreign Cargo	Coastal Cargo
1	Container Stuffing/De-stuffing	per TEU	1200.00	720.00

#### 2.4.3. Miscellaneous Handling

	Cargo	Rate per Shift per Hook (in Rs.)	
		Foreign Cargo	Coastal Cargo
1	Machinery and Project Cargo	57500.00	34500.00
2	Arms, Ammunitions, Explosives and Defence Stores	115000.00	69000.00

**Any Cargo not specified above shall be grouped as per any of the above classifications depending on the nature of the cargo**

#### Notes to Section 2.4. :

- (i). The rates prescribed in Schedule 2.4 are subject to revision based on a separate proposal filed by the MOPT for fixation of upfront tariff for stevedoring and shore handling operations at MOPT in pursuance of Guidelines issued by Ministry of Shipping for Determination of Upfront Tariff for Stevedoring and Shore Handling Operations authorised by Major Ports.
- (ii). In case of handling coastal cargo eligible for concessional tariff and for coastal containers involving ship-shore transfer from/quay to/from storage yard, 60% of the rates prescribed for normal cargo in the above schedules will be levied if not prescribed specifically in this schedule.
- (iii). The average output per hook /shift per vessel shall be arrived as follows:
  - (a). The tonnage as per Bill of Lading shall be divided by the number of hooks employed for the vessel to determine the tonnage per hook for the vessel.
  - (b). The fraction of output below 0.5 shall be ignored and 0.5 and above shall be rounded off to the next higher tonne.
- (iv). The handling charges for transshipment container shall be concessional rate not exceeding 1.5 times the handling charges for normal handling operation in loading or unloading cycle.
- (v). The handling charges for transshipment containers/cargo shall be concessional. Such charges shall not exceed 1.5 times the handling charges for the normal handling operation in loading or unloading cycle. In case of transshipment of coastal containers/cargo, the concession in handling charges shall be calculated with reference to the applicable handling charges for coastal containers/cargo for the normal handling operation in loading or unloading cycle. The declaration of the containers/cargo meant for transshipment shall be made at the time of filing of Import General Manifest (IGM). Such containers/cargo meant for transshipment shall be transhipped within seven days from the date of their landing.

#### 2.5. ELECTRONIC DATA INTERCHANGE CHARGES

EDI Charges shall be charged at 1% of the Service Amount subject to a minimum of US \$ 2.00 and Rs. 100/- and a maximum of US \$ 50.00 and Rs. 3500/- for Foreign and Coastal respectively.

## 2.6. MISCELLANEOUS CARGO RELATED CHARGES

### 2.6.1. Mobile Harbour Crane

Sr. No	Cargo	Rate per Tonne (Rs.)	
		Foreign Cargo	Coastal Cargo
	<b>Dry Bulk Cargo</b>		
1	Iron Ore Fines/Lumpy/Pellets/Bauxite / Limestone /Gypsum/ Manganese / Cement/Clinker/Nickel/ Bentonite/Pig Iron	55.00	33.00
2	Fertilizer and fertilizer raw material, Raw Sugar, Slag, Wheat, Grains & Pulses of all types/ Wood Chips and other similar light cargoes, etc.	103.00	61.80
	<b>Break Bulk Cargo</b>		
1	Steel Coils/Slabs/Bars/Ingots of all types,	175.00	105.00
2	Granites/Marbles	175.00	105.00
3	Pipes of all types, timber/wooden logs	200.00	120.00
4	All Cargo in Jumbo Bags	125.00	75.00
5	All Cargo handled using Net Slings	300.00	180.00

**Note:**

- (i). Any Cargo not specified above shall be grouped as per any of the above classifications depending on the nature of the cargo.

### 2.6.2 Container Handling by Mobile Harbour Crane

Container Category	(in Rs)					
	Foreign			Coastal		
	Up to 20' length	Above 20' length but up to 40'	Above 40' length	Up to 20' length	Above 20' length but up to 40'	Above 40' length
Normal Container Loaded	1,844	2,766	3,689	1,107	1,660	2,213
Normal Container Empty	1,476	2,213	2,950	886	1,328	1,770
Hazardous Container Loaded	2,305	3,457	4,610	1,384	2,075	2,766
Hazardous Container Empty	1,844	2,766	3,689	1,107	1,660	2,213

**Notes:**

- (i). In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by HMC will be determined taking into account cargo loaded /discharged prior to breakdown divided by crane working hours and multiplied by 24.
- (ii). In case of stoppages of operation of HMC for more than two hours at a stretch for reasons not attributable to the HMC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of HMC for less than 2 hours will not be taken into

consideration for the above purpose. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading / unloading operations during working of HMC are required to be certified by the Stevedore of the vessel in the daily vessel performance report.

### 3.0 Transhipper/Trans-loader/Floating crane Charges using Own anchor

The charges for primary loading and uptooping of iron ore through Transhipper's / floating cranes shall be collected from the transhipper vessel / floating crane owners at the following rates:

Particulars	Rate per Tonne (Rs.)
Primary Loading	20.00
Uptopping	10.00

(The above rates are based on consent terms agreed upon by both the parties before the Hon'ble Supreme Court of India during September 1996.)

### 4.0 SUNDRY CHARGES

#### 4.1 HIRE OF EQUIPMENT & MACHINERY:

The port equipment and machineries used for purposes other than cargo handling shall be charged at the following rates:

Sr. No.	Description	Rate (Rs.)	Unit
1	Mobile Harbour Crane	27025.00	Per hour or part thereof.
2	3 Tonne Forklifts	1150.00	Per hour or part thereof.
3	8 Tonne TIL Bull Crane	1380.00	Per hour or part thereof.
4	11 Tonne ACE Crane	1725.00	Per hour or part thereof.
5	75 MT TIL Crane	6900.00	Per hour or part thereof.
6	EOT Crane 8 Tonne	2500.00	Per hour or part thereof.
7	EOT Crane 12 Tonne	3750.00	Per hour or part thereof.
8	EOT Crane 18 Tonne	5625.00	Per hour or part thereof.
9	Loco Engine Pit Charges	2000.00	Per hour or part thereof.
10	Bollard Pull Test	25000.00	Per Test

#### 4.2 MISCELLANEOUS CHARGES

Sr. No.	Description	Rate (in Rs. )	Unit
1	Dumping of Dredged Material by Parties	30.00	Per Cubic Meter
2	1 Std Length Oil Boom (Excl. manpower and flotilla cost, etc.)	2500.00	Per hour or Part Thereof
3	Skimmer/Any OPRC equipment (Excl. manpower and flotilla cost, etc.)	3000.00	Per hour or Part Thereof

**Note:** Manpower and consumable costs shall be payable extra at actuals.

**4.3 LICENSE FEE FOR OPERATING TRANSHIPPER/ FLOATING CRANE IN PORT**

Particulars	Rs. Per annum
Transhipper	1,50,000.00
Floating Crane	1,00,000.00

**4.4 CHARGES FOR USE OF TRANSHIPPER/ FLOATING CRANE PROVIDED BY THE AUTHORIZED PRIVATE OPERATORS FOR CARGO OPERATIONS:**

Particulars	Ceiling rate per tonne (Foreign)
Transhipper 30 T	140.00
Floating Crane 32 T	110.00

**Note:** The rates prescribed in this schedule is not subject to annual indexation in tariff and performance linked tariff prescribed in note no. (vii) under General Terms and Conditions.

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**PERFORMANCE STANDARDS**

**Annex – II**

Sr. No.	Performance Parameters	Performance Standard
1	<b>Cargo Related Services</b>	
(a)	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	
	(i). Dry bulk cargo	6000
	(ii). Break- bulk cargo	4200
	(iii). Liquid bulk cargo	7000
(b)	Average moves per hour (in TEUs) in respect of Containers	12
2.	<b>Vessel Related Services</b>	
(a)	Average Turnaround Time of Vessels (in days)	3.60
(b)	Average Pre-Berthing Time of Vessels (in days) (Port's A/c.)	0.32