

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 IndianPort.

* 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 April 2017 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). Users shall not be required to pay charges for delays beyond a reasonable level attributable to the MPT.
- (xii). 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.
- (xiii). 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.
- (xiv). 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 \$)	(`)
1	Vessels	0.2696	7.56
2	Cruise Vessels	0.1348	3.78

Note:

The Port Dues for Cruise Vessels above are inclusive of the concession @ 50%.

Sr. No.	Particulars	Rate(`)	Frequency of Payment
1	Barges carrying Cargo	6,000	Per Annum or Part Thereof
2	Bunker/ Water Barges	6,000	Per Annum or Part Thereof

3	Pleasure Yachts	10,000	Per Month or Part Thereof
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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 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 Western India Shipyard Limited (WISL) 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.

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 for
 - (a). Vessels which are diverted from outer anchorage without discharging or taking in any cargo or passengers.
 - (b). Barges

1.2.1 PILOTAGE FEES

Sr. No.	GRT Slabs	Rate Per GRT	
		Foreign-going vessels (US \$)	Coastal Vessels (`)
1	First 30000 GRT	0.5744	15.76
2	30001 to 60000 GRT	0.4595	12.61
3	60001 GRT & above	0.4021	11.03

Note: Pilotage fees @ 70% of applicable rates shall be charged on cruise vessels.

1.2.2 SHIFTING CHARGES

Sr. No.	GRT Slabs	Rate per GRT per act of shifting	
		Foreign-going vessels (US \$)	Coastal Vessels (`)
1	First 30000 GRT	0.0881	2.42
2	30001 to 60000 GRT	0.0706	1.94
3	60001 GRT & above	0.0616	1.69

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.

(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 a working cargo vessel at berth or any vessel including transhippers at anchorage/mooring buoys is shifted/unberthed for undertaking dredging work/hydrographic 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 a working cargo vessel is shifted from berth to accommodate on ousting priority, vessels which are exempted from bearing the shifting charges, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".

(c). If a working cargo vessel is shifted to accommodate any other vessel for the convenience of port operations, such shifting shall be treated as "SHIFTING FOR PORT CONVENIENCE".

(iii). In case of transhippers, however, all acts of shifting are chargeable.

(iv). The following cases shall not be treated as "SHIFTING FOR PORT CONVENIENCE"

(a). Non-Cargo vessels 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 vessel (US \$)	Coastal Vessels (₹)
1	Cancellation received 2 hrs. before Pilot booked time	NIL	NIL
2	Cancellation received less than 2 hrs. before Pilot booked time	200.2950	5,495.69
3	Cancellation received after Pilot boarding (In addition to the detention charges as applicable)	300.4458	8,243.63

Note:

(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 vessel (US \$)	Coastal Vessels (₹)
1	Detention Charges per Tug per Hour or Part Thereof	855.3692	23,469.62

Note:

- (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 `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). Charges for double banking of transhipper at West of Break water shall be 1.5 times the shifting charges applicable.
- (iii). For piloting a vessel on "Cold Move", partly or fully in any operations, pilotage fee shall be levied at double the rates mentioned in the Schedule of Pilotage Fees.
- (iv). The vessel after discharging cargo, goes out of Port limits for cleaning and re-enters the Port limit shall attract pilotage fees. Shifting charges shall be applicable, if cleaning of such vessel is carried out within the Port limits.

1.2.5 Special charges for Western India Shipyard Limited Dry dock at Mormugao Harbour

- (i). **Inward and outward Movements into / from WISL Area:**
In addition to the prescribed Pilotage Fees as per the Scale of Rates, the inward and outward movement of vessels to/from WISL shall be charged the following rates.
 - (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 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.

1.3 BERTH HIRE CHARGES

1.3.1 BERTHS

Sr. No.	Rate per GRT per Hour or Part Thereof		
	Type of Vessel	Foreign going vessel (US \$)	Coastal Vessels (₹)
1	Cargo/Container Vessels/Transhippers	0.0062	0.17
2	Liquid Bulk Vessels	0.0096	0.26
3	Cruise Vessels	0.0304	0.83
4	Indian Navy / Coast Guard Vessels and Other vessels including Research vessels, Survey Vessels, etc.	0.0759	2.08
5	Foreign Navy / Coast Guard Vessels	0.1212	3.33

Note: The Berth Hire for Cruise Vessels are inclusive of the concession @ 30%.

1.3.2 MOORING DOLPHINS

Sr. No.	Rate per GRT per Hour or Part thereof		
	Particulars	Foreign going vessel (US \$)	Coastal Vessels (₹)
1	Cargo/Container Vessels/Transhippers	0.0031	0.09
2	Liquid Bulk Vessels	0.0048	0.13
3	Cruise Vessels	0.0152	0.42
4	Indian Navy / Coast Guard Vessels and Other vessels including Research vessels, Survey Vessels, etc.	0.0569	1.56
5	Foreign Navy / Coast Guard Vessels	0.0909	2.49

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.

1.4 ANCHORAGE CHARGES

The Anchorage Charges are applicable on all vessels.

Working Anchorage

Sr. No.	Particulars	Rate per GRT per Hour or Part thereof	
		Own Anchor in Stream	
		Foreign going vessel (US \$)	Coastal Vessels (₹)
1	Cargo/Container Vessels/Transhippers	0.0012	0.03
2	Liquid Bulk Vessels	0.0019	0.05
3	Cruise Vessels	0.0061	0.19

Idle Anchorage

Sr. No.	Particulars	Rate per GRT per Hour or Part thereof	
		Own Anchor in Stream	
		Foreign going vessel (US \$)	Coastal Vessels (₹)
1	Cargo/Container Vessels/Transhippers	0.0006	0.02
2	Liquid Bulk Vessels	0.0010	0.03
3	Cruise Vessels	0.0030	0.09
4	Indian Navy / Coast Guard Vessels and Other vessels including Research vessels, Survey Vessels, etc.	0.0190	0.52
5	Foreign Navy / Coast Guard Vessels	0.0303	0.83

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 signaling 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 vessel (US \$)	Coastal Vessels (`)
1	At Berth	6.1753	169.43
2	By Barges		
	(a). Within Break Water	8.3141	228.15
	(b). Beyond Break Water	10.6887	293.28

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

Sr. No.	Description	Foreign going vessel (US \$)	Coastal Vessels (`)
1	For supply at EOB	112.13	3076.45
2	For supply at WOB	224.25	6152.97

1.5.1.3 Detention charges for water barge

Sr. No.	Description	Rate per half an hour or part thereof	
		Foreign going vessel (US \$)	Coastal Vessels (`)
1	For supply at EOB	56.063	1538.23
2	For supply at WOB	112.125	3076.52

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 Tug Hire Charges

Sr. No.	Description	Rate per hour or part thereof (inclusive of fuel and lubricants)	
		Foreign going vessel (US \$)	Coastal Vessels (`)
1	Tug used for operation other than for assisting berthing, Unberthing, shifting and towage of vessels within Port limits.	855.3692	23,469.62

Note:

The Port shall not charge any fees for the use of tugs for any medical emergency to the crew, officer or passengers onboard a vessel within the Port limits.

1.6 Dredging Levy

Sl. No.	Vessel Size	Rate per GRT	
		Foreign Vessel (US \$)	Coastal Vessel (`)
1	50001-60000 GRT (Only from 1st June to 30th Sept)	0.3880	15.60
2	60001 to 75000 GRT	1.7768	71.43
3	75001 GRT & Above	2.3691	95.24

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 1st June to 30th 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 (`)	
		Foreign Cargo	Coastal Cargo
1	Iron Ore	24.00	24.00
2	Iron Ore Pellets	27.00	27.00
3	Bauxite	27.00	16.20
4	Cement/Clinker/Limestone/ Gypsum/ Nickel/Alumina/Bentonite	42.00	25.20
5	Pig Iron / Slag	48.00	28.80
6	Thermal Coal and its variants	55.00	55.00
7	Coke of all Types	55.00	33.00
8	Wood Chips	40.00	24.00
9	Fertilizer and fertilizer raw material	50.00	30.00
10	Raw Sugar, Wheat and Grains & Pulses of all types	40.00	24.00
11	Metal scrap of all types	55.00	33.00
12	All other dry bulk cargo not specified above	55.00	33.00

2.1.2 Break Bulk Cargo

Sr. No.	Particulars of Commodities	Rate per Tonne (`)	
		Foreign Cargo	Coastal Cargo
1	Steel Coils of all types	51.00	30.60

Sr. No.	Particulars of Commodities	Rate per Tonne (`)	
		Foreign Cargo	Coastal Cargo
2	Bars, Ingots, Pipes of all types, timber/ wooden logs	66.00	39.60
3	Granites/Marbles	51.00	30.60
4	Minerals and ores of all types in bags, pallets etc.	51.00	30.60
5	Machinery and Project Cargo	132.00	79.20
6	Arms, Ammunitions, Explosives and Defence Stores	147.00	88.20
7	All other break bulk cargo not specified above	66.00	39.20

2.1.3 Liquid Bulk Cargo

Sr. No.	Particulars of Commodities	Rate per Tonne (`)	
		Foreign Cargo	Coastal Cargo
1	Petroleum, Oil & Lubricants and POL Products	193.00	193.00
2	Caustic Soda	86.00	51.60
3	Liquid Ammonia	188.00	112.80
4	Acids of all types	128.00	76.80
5	LPG/LNG	350.00	210.00
6	Edible Oil	86.00	51.60
7	Molasses	57.00	34.20
8	Any other liquid bulk cargo not specified above	126.00	75.60

Notes:

- (i). Before classifying any cargo as 'unenumerated goods' the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the schedule given above.
- (ii). The weight to be charged shall be subject to a minimum of one (1) tonne. The Fraction 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.
- (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.

Iron Ores and Pellets Handled through MOHP

Sr. No.	Particulars of Commodities	Rate per Tonne (`)	
		Foreign Cargo	Coastal Cargo
1	Iron Ore	118.00	118.00
2	Iron Ore Pellets		
	(i) During the Period June to August each year	127.00	127.00
	(ii) During the fair season beginning from September to May each year	223.00	223.00

2.1.4 DUST SUPPRESSION LEVY

Rate per Tonne
4.00

Note: On all cargoes excluding containers and liquid cargo handled at MOPT berths (excluding PPP Operators).

2.2 CONTAINERS HANDLING CHARGES

2.2.1 Composite Handling Charges Using Ship's Gears

Sl. No.	Particulars	Rate per container (in `)			
		Foreign		Coastal	
		20'	40'	20'	40'
1	Loaded Container	2,946.00	3,709.00	1,767.60	2,225.40
2	Empty Container	1,726.00	1,878.00	1,035.60	1,126.80

Note:

(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 `5,000/- per container. In addition to this, the charges for the reach stacker moves shall apply for such containers.

2.2.2 Storage Charges

Sr. No.	Period	Rate per container per day or part thereof	
		Foreign-going Vessels (US \$)	Coastal Vessels (`)
1	For the first 5 days after free period		
	- upto 20 ft	1.1011	50.44
	- above 20 ft	2.2022	100.88
2	The above rates shall be increased by		
(a).	From 6th day to 10th day		50%
(b).	From 11th day to 15th day		100%
(c).	From 16th day onwards		200%

Notes:

- (i). Free Time for Import Containers – 3 Days
Free Time for Export Containers – 7 Days
- (ii). 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.
- (iii). Free Period prescribed above excludes Customs notified holidays and port's non-working days.
- (iv). 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.
- (v). 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.
- (vi). If operational area is leased on rental to users, storage charge on Cargo/ container shall not be levied.

2.2.3 Reach Stacker Charges for Additional Moves

Sr. No.	Description	Rate per Move (`)
1	Reach Stacker	710.00

Note:

- (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.

2.2.4 Reefer Point Charges

Sr. No.	Description	Rate Per Container Per 4 hours or Part thereof (`)
1	Container of length upto 20'	234.00
2	Container of length above 20'	302.00

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 Container Handling Charges:

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

2.3. CARGO STORAGE CHARGES

2.3.1 DryBulk

2.3.1.1 Import

- (i). **Free period**—A free period of three (3) days shall be allowed for import cargo. The Free period for import cargo shall be reckoned from the day following the Vessel Completion Date.
- (ii). **“Vessel Completion Date (VCD)”** means the date on which import operation of the vessel is fully completed.

- (iii) **Normal Rent** – Normal rent @ `2.00 per ton per day shall be payable after the expiry of free period which will be calculated based on the daily delivery rate as follows after complete discharge of vessel's cargo.

Commodity	Delivery Rate per Day (Tonnes)
(a). MOP, Rock Phosphate, Urea, etc. (for all types of fertilizers)	1500
(b). Woodchips	1500
(c). Iron Ore/Pellets	1500
(d). Limestone	1500
(e). Scrap	2000
(f). Any other bulk cargo not specified above	2000

- (iv) **Demurrage**– Demurrage shall be payable after the expiry of Normal period at the rates given below:

Period (after expiry of Normal period)	Rate per tonne per day (`)
1 - 10 days	6.00
11 - 20 days	12.00
21 - 30 days	24.00
31st day onwards	48.00

2.3.1.2. Export

- (i). Free period–A free period of 20 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 expiry of free days at the following rate:

Period (after expiry of Free Period)	Rate per tonne per day (`)
21 - 30 days	1.00
31 - 45 days	3.00
46th day onwards	6.00

- (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 within 24 hours of the Vessel Completion Date, to ship the said shut-out cargo. In such case, the free period for the next shipment shall commence from the date of entry of such shut-out cargo into the Port premises.
- (v). Demurrage on both import and export cargo shall not accrue for the period when the port is not in a position to deliver/ship cargo when requested by the user.

2.3.2 Break Bulk

2.3.2.1 Import

- (i). **Free period** – A free period of three (3) days shall be allowed for import cargo. The Free period for import cargo shall be reckoned from the day following the Vessel Completion Date.

- (ii). **“Vessel Completion Date (VCD)”** means the date on which import operation of the vessel is fully completed.
- (iii). **Demurrage**
Demurrage shall be payable on expiry of free days at the following rates:

Period (after Free period)	Rate per tonne per day (`)
1 - 7 days	7.00
8 - 15 days	14.00
15 - 30 days	28.00
31st day onwards	35.00

2.3.2.2 Export

- (i). **Free period** – A free period of 12 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 expiry of free days at the following rate:

Period (after Free period)	Rate per tonne per day (`)
1 - 7 days	3.00
8 - 15 days	6.00
15 - 30 days	9.00
31st day onwards	18.00

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 `)
A.	Ground rent for explosives/ dangerous/hazardous goods -	
(1).	In bulk or break-bulk	10000.00
(2).	In Containers	5000.00

Notes:

- (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). Free dwell-time (storage) allowed shall be exclusive of Customs notified holidays and Port non-working days.
- (ii). "Day" for the purpose of free days shall be reckoned as from 07.30 am to 07.30 am on the following day.
- (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 ` 1.00 per tonne shall be given on the demurrage charges for cargo evacuated by road beyond free days.
- (vi). Storage charge on container shall not accrue for the period when the Port is not in a position to deliver / ship import / export cargo for reasons attributable to the Port.

- (vii). If operational area is leased on rental to users, storage charge on Cargo shall not be levied.

2.4. CARGO HANDLING LABOUR CHARGES

2.4.1(A). Stevedoring Charges

Sr. No.	Cargo	Average output per hook per Shift	Rate per Tonne/TEU (`)		
			Other than Coastal Cargo	Coastal Cargo	
Dry Bulk Cargo					
1	Iron Ore Fines/Lumpy/Pellets, Bauxite / Limestone /Gypsum	Upto 1000 Tonnes	47.00	28.20	
		1001 to 1250 Tonnes	38.00	22.80	
		Above 1251 Tonnes	30.00	18.00	
2	Manganese Cement/Clinker/Nickel/ Bentonite/Pig Iron /	Upto 750 Tonnes	50.00	30.00	
		751 to 1000 Tonnes	40.00	24.00	
3	Coal / Slag	1001 Tonnes and Above	31.00	18.60	
		Upto 850 Tonnes	53.00	31.80	
		851 to 1000 Tonnes	35.00	21.00	
4	Coke of all Types	1001 Tonnes and Above	27.00	16.20	
		Upto 650 Tonnes	49.00	29.40	
		651 to 1000 Tonnes	37.00	22.20	
5	Fertilizer and fertilizer raw material, Raw Sugar, Wheat and Grains & Pulses of all types, etc.	1001 Tonnes and Above	28.00	16.80	
		Upto 400 Tonnes	94.00	56.40	
		401 to 600 Tonnes	76.00	45.60	
6	Wood Chips and other similar light cargoes	601 Tonnes and above	68.00	40.80	
		Upto 500 Tonnes	63.00	37.80	
		501 to 750 Tonnes	45.00	27.00	
751 Tonnes and above		37.00	22.20		
		Break Bulk Cargo			
		1	Steel Coils/Slabs/Bars/Ingots of all types, Granites/Marbles	Upto 400 Tonnes	74.00
401 to 500 Tonnes	63.00			37.80	
501 Tonnes and above	53.00			31.80	
2	Pipes of all types, timber/ wooden logs	Upto 300 Tonnes	65.00	39.00	
		301 to 400 Tonnes	55.00	33.00	
		401 Tonnes and above	45.00	27.00	
3	All Cargo in Jumbo Bags	Upto 300 Tonnes	95.00	57.00	
		301 to 400 Tonnes	85.00	51.00	

Sr. No.	Cargo	Average output per hook per Shift	Rate per Tonne/TEU (`)	
			Other than Coastal Cargo	Coastal Cargo
		401 Tonnes and above	75.00	45.00
4	All Cargo handled using Net Slings	Upto 120 Tonnes	209.00	125.40
		121 to 150 Tonnes	183.00	109.80
		151 Tonnes and above	147.00	88.20

2.4.1. (B). Shore Operation Charges

Sr. No.	Cargo	Average out put per hook per vessel	Rate per tonne (in `)
1.	Loading/Unloading of Steel Slabs and coils at R & D Yard/Open Plot.	Upto to 350 tonnes	13.50
		351 to 500 tonnes	12.60
		501 to 750 tonnes	11.70
		751 to 1000 tonnes	10.80
2.	Loading/Unloading of Alumina/C.P. Coke jumbo bags in sheds/open plot.	Upto to 120 tonnes	27.00
		121 to 150 tonnes	23.40
		151 to 180 tonnes	21.60
		181 and above	19.80
3.	Bagged Cargo Loading/Unloading of Fertilizers/ Sugar/ Foodgrains etc., into/ from trucks/ wagons in the shed (one operation)	Upto 120 tonnes	63.00
		121 to 150 tonnes	54.00
		151 and above	45.00
4.	Bagged Cargo (loading in trucks in the shed and for placing on net slings at berths) (two shore operations)	Upto 120 tonnes	126.00
		121 to 150 tonnes	108.00
		151 and above	90.00

2.4.1. (C). Containers Stuffing/ De-Stuffing Charges:

Sr.No.	Cargo	Rate (In `.)	Other than Coastal Cargo	Coastal Cargo
1	Containers Stuffing / De-Stuffing	Per TEU	1200.00	720.00

2.4.1. (D). Container / Miscellaneous Handling

Sr. No.	Cargo	Rate per Shift per Hook (in `)	
		Other than Coastal	Coastal
1	Containers loading/ unloading from/into vessels	21,000.00	12,600.00
2	Machinery and Project Cargo	50,000.00	30,000.00
3	Arms, Ammunitions, Explosives and Defence Stores	1,00,000.00	60,000.00

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 2.4.1 (A) and (B) 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). In the case of shore operations the shift-wise tonnage as per tally sheet based on the lorry / railway/packing list will be the basis for billing.
- (c). 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 transshipped within seven days from the date of their landing.

2.5. ELECTRONIC DATA INTERCHANGE CHARGES

Type of Document	Rate per Document
Vessel Related (Foreign)	US \$ 50
Vessel Related (Coastal)	`2000
Cargo Related/CHLD	`2000
Container Wharfage	`1000
Container Storage (Foreign)	US \$ 15
Container Storage (Coastal)	`500

2.6. CRUISE RELATED CHARGES

Rate per Passenger

Sr. No.	Particulars	Foreign passenger vessels (`)	Coastal passenger vessels (`)
(i).	For embarkation	604.00	390.00
(ii).	For disembarkation	604.00	390.00
(iii).	For transit passenger	605.00	312.00

2.7. MISCELLANEOUS CARGO RELATED CHARGES

2.7.1. Mobile Harbour Crane working together with Ship's Gear

Sr. No.	Cargo	Average Daily Performance (in Tonnes)	Rate per Tonne (`)	
			Other than Coastal Cargo	Coastal Cargo
Dry Bulk Cargo				
1	Iron Ore Fines/Lumpy/Pellets, Bauxite / Limestone /Gypsum	Upto 4500 tonnes	65.00	39.00
		4501 - 8500	50.00	30.00
		8501 and above	40.00	24.00
2	Manganese / Cement/Clinker/Nickel/ Bentonite/Pig Iron	Upto 4000 tonnes	75.00	45.00
		4001 - 6500	55.00	33.00
		6501 and above	45.00	27.00
3	Coal / Slag	Upto 4000 tonnes	80.00	48.00
		4001 - 6500	60.00	36.00
		6501 and above	50.00	30.00

Sr. No.	Cargo	Average Daily Performance (in Tonnes)	Rate per Tonne (`)	
			Other than Coastal Cargo	Coastal Cargo
4	Coke of all Types	Upto 3000 tonnes	100.00	60.00
		3001 - 4500	90.00	54.00
		4501 and above	80.00	48.00
5	Fertilizer and fertilizer raw material, Raw Sugar, Wheat and Grains & Pulses of all types, etc.	Upto 3500 tonnes	65.00	39.00
		3501 - 6500	55.00	33.00
		6501 and above	45.00	27.00
6	Wood Chips and other similar light cargoes	Upto 2500 tonnes	65.00	39.00
		2501 - 3500	50.00	30.00
		3501 and above	40.00	24.00

Break Bulk Cargo				
1	Steel Coils/Slabs/Bars/Ingots of all types, Granites/Marbles	Upto 3000 tonnes	90.00	54.00
		3001 - 4000	80.00	48.00
		4001 and above	70.00	42.00
2	Pipes of all types, timber/ wooden logs	Upto 1000 tonnes	150.00	90.00
		1001 to 2000 Tonnes	140.00	84.00
		2001 and above	130.00	78.00
3	All Cargo in Jumbo Bags	Upto 1000 tonnes	90.00	54.00
		1001 to 1200 Tonnes	85.00	51.00
		1201 and above	80.00	48.00
4	All Cargo handled using Net Slings	Upto 400 tonnes	250.00	150.00
		401 to 500 Tonnes	220.00	132.00
		501 and above	200.00	120.00

Note:

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

2.7.2. Mobile Harbour Crane for Gearless Vessels

Sr. No.	Cargo	Average Daily Performance (in Tonnes)	Rate per Tonne (`)	
			Other than Coastal Cargo	Coastal Cargo
Dry Bulk Cargo				
1	Iron Ore Fines/Lumpy/Pellets, Bauxite / Limestone /Gypsum	Upto 4500 tonnes	40.00	24.00
		4501 - 8500	50.00	30.00
		8501 and above	65.00	39.00
2	Manganese / Cement/Clinker/Nickel/ Bentonite/Pig Iron	Upto 4000 tonnes	46.00	28.00
		4001 - 6500	55.00	33.00
		6501 and above	73.00	44.00
3	Coal / Slag	Upto 4000 tonnes	50.00	30.00
		4001 - 6500	60.00	36.00
		6501 and above	80.00	48.00
4	Coke of all Types	Upto 3000 tonnes	80.00	48.00
		3001 - 4500	90.00	54.00
		4501 and above	100.00	60.00
5	Fertilizer and fertilizer raw material, Raw Sugar, Wheat and Grains & Pulses of all types, etc.	Upto 3500 tonnes	45.00	27.00
		3501 - 6500	55.00	33.00
		6501 and above	65.00	39.00
6	Wood Chips and other similar light cargoes	Upto 2500 tonnes	40.00	24.00
		2501 - 3500	50.00	30.00

Sr. No.	Cargo	Average Daily Performance (in Tonnes)	Rate per Tonne (`)	
			Other than Coastal Cargo	Coastal Cargo
		3501 and above	65.00	39.00
Break Bulk Cargo				
1	Steel Coils/Slabs/Bars/Ingots of all types, Granites/Marbles	Upto 3000 tonnes	70.00	42.00
		3001 - 4000	80.00	48.00
		4001 and above	90.00	54.00
2	Pipes of all types, timber/ wooden logs	Upto 1000 tonnes	130.00	78.00
		1001 to 2000 Tonnes	140.00	84.00
		2001 and above	150.00	90.00
3	All Cargo in Jumbo Bags	Upto 1000 tonnes	80.00	48.00
		1001 to 1200 Tonnes	85.00	51.00
		1201 and above	90.00	54.00
4	All Cargo handled using Net Slings	Upto 400 tonnes	200.00	120.00
		401 to 500 Tonnes	220.00	132.00
		501 and above	250.00	150.00

Note:

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

2.6.3 Container Handling by Mobile Harbour Crane

(`)

Container Category	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	1,603.00	2,405.00	3,207.00	962.00	1,443.00	1,924.00
Normal Container Empty	1,283.00	1,924.00	2,565.00	770.00	1,154.00	1,539.00
Hazardous Container Loaded	2,004.00	3,006.00	4,008.00	1,203.00	1,804.00	2,405.00
Hazardous Container Empty	1,603.00	2,405.00	3,207.00	962.00	1,443.00	1,924.00

Notes:

- (i). The formula for calculation of average berth-day out put is as follows:

$$\frac{\text{Total Quantity loaded / unloaded by the HMC}}{\text{Total time taken from vessel commencement to completion}} \times 24 \text{ hours}$$

- (ii). According to the average berth-day output for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from port users for the full quantity of cargo loaded / discharged.
- (iii). If one HMC works with another HMC or ELL crane/s, the Berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the HMC's load meter.

- (iv). 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 break-down divided by crane working hours and multiplied by 24.
- (v). 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.
- (vi). In case shifting of a vessel becomes necessary due to breakdown / non-performance of HMC, the shifting charges of the vessel from berth to anchorage will be recovered from the crane operator in addition to a penalty of `1,00,000/- (Rupees one lakh only). The shifting charges so recovered will be refunded to the vessel's agent while the penalty will be retained by the port.
- (vii). In case of dispute on the average output, the decision of the port trust will be final and binding.

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

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

	Rate per Tonne (`)
Primary Loading	10.00
Uptopping	5.00

(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(in `)	Unit
1	Mobile Harbour Crane	23,500.00	Per hour or part thereof.
2	3 Tonne Forklifts	1,000.00	Per hour or part thereof.
3	8 Tonne TIL Bull) Cranes	1,200.00	Per hour or part thereof.
4	10 Tonne Dal Cranes	1,400.00	Per hour or part thereof.
5	11 Tonne ACE Cranes	1,500.00	Per hour or part thereof.
6	45 MT Omega Mobile Cranes	4,500.00	Per hour or part thereof.
7	75 MT TIL Cranes	6,000.00	Per hour or part thereof.

4.2 HIRE OF FLOTILLA

Sr. No.	Description	Rate (`)	Unit
1	Launch (For Survey Work)	1,00,000.00	Per Shift of 8 Hrs or Part Thereof

Note: Rates are inclusive of fuel and lubricants.

4.4. WEIGHMENT CHARGES

Sr. No.	Description	Rate (`)	Unit
1	Weighment Charges for Rail/Road Weighbridges	5.50	Per Tonne

5. 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	121.89
Floating Crane 32 T	95.74

Note:

- (i). 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.
- (ii). The rates prescribed in this schedule is valid for a period of three months from the date the revised SOR comes into effect. It will automatically stand expired after three months unless extended.
