

MORMUGAO PORT TRUST

Scale of Rates

Gazette No.330 dated 18.11.2014

UPFRONT TARIFF SCHEDULE FOR MULTIPURPOSE CARGO TERMINAL

1.1 DEFINITIONS:

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

- (i). “**Coastal Vessel**” means 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 competent authority.
- (ii). “**Foreign Vessel**” means any vessel other than a coastal vessel.
- (iii). “**Per Day**” means per calendar day unless otherwise stated.

1.2 GENERAL TERMS AND 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). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
 - (b). The cargo related charges for all coastal cargo other than thermal coal should not exceed 60% of the normal cargo 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). Cargo from a foreign port, which reaches an Indian Port ‘A’ for subsequent transshipment to Indian Port ‘B’ will be, levied the concessional charges relevant for its coastal voyage. In other words, cargo from / to Indian ports carried by vessel permitted to undertake coastal voyage will qualify for the concession.
- (iii). Interest on delayed payments / refunds.
 - (a). The User shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the terminal operator shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 2% above the Prime Lending Rate of the State Bank of India.
 - (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.

- (d). The delay in payment by the users will be counted only 10 days after the date of raising the bills by the Terminal Operator. This provision shall, however, not apply to the cases where payment is to be made before availing the services where payment of charges in advance is prescribed as a condition in this Scale of Rates.
- (iv). All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.
- (v). (a). The rates prescribed in the Scale of Rates are ceiling levels, likewise, rebates and discounts are floor levels. The operator may, if they so desire, charge lower rates and/or allow higher rebates and discounts.
- (b). The operator may also, if they so desire rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in the rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- (c). The operator should notify the public such lower rates and/ or rationalisation of the conditionalites governing the application of such rates and continue to notify the public any further charges in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rate notified by the TAMP
- (vi). Users will not be required to pay charges for delays beyond reasonable level attributable to the operator.

2. BERTH HIRE:

The Berth Hire charges payable by masters/owners/agents of the vessel shall be as per rates below:

Sl. No.	Vessels	Rate per GRT per hour or part thereof (₹)	
		Foreign Vessel	Coastal Vessel
1.	All Vessels	2.03	1.22

- (i). The period of berth hire shall be calculated from the time vessel occupies the berth.
- (ii). Berth hire includes charges for services rendered at the berth, such as occupation of berth, rubbish removal, cleaning of berths, fire watch, etc.
- (iii). No berth hire shall be levied for the period the vessel is compelled to idle at berth operated by the terminal operator for continuous one hour or more due to non-availability / breakdown of equipment or power failure or any other reasons attributed to the terminal operator.
- (iv). (a). Berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail.
- (b). The time limit of 4 hours prescribed for the cessation of berth hire shall exclude the ship's waiting time for want of favorable tide 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 favorable tidal and weather conditions.

- (v). The Penal Berth hire shall be equal to one-day's (24 hours) berth hire charge for a false signal.

“False signal” would be when the vessel 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 other reasons attributable to the vessels. This excludes the signaling readiness when a vessel is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions.”

3. CARGO HANDLING CHARGES:

	Cargo	Cargo Handling Charges	
		Foreign (₹ per Tonne)	Coastal (₹ per Tonne)
1	Steel and Bagged Cargo	411.94	247.16
2	Other Break Bulk Cargo	659.10	395.46
3	Dry Bulk Cargo like Food Grains and Fertilisers	205.97	123.58
4	Dry Bulk Cargo like Coal, Limestone, Minerals etc.	205.97	123.58
5	Containers	4041.73 per TEU	2425.04 per TEU

Notes:

The handling charges prescribed above is a composite charge for loading/unloading of cargo, transferring the same upto the point of storage, storage at the stackyard upto the prescribed free period, reclaiming from stackyard and loading onto the ship/train/trucks as applicable, wharfage and all other miscellaneous services not specifically prescribed in the Scale of Rates.

4. STORAGE CHARGES:

The storage charges for the cargo stored in the stackyard beyond the free period shall be as follows:

Free Period

Import Cargo	-	15 days
Export Cargo	-	25 days

a) Storage Charges for balance cargo beyond free period

	Period	Rate per Tonne per day or part thereof (₹)				Containers (Rate per TEU/day or part thereof)
		Steel & bagged cargo	Other break bulk cargo	Dry bulk cargo like food grains & Fertilisers	Dry bulk cargo like Limestone, minerals	
1	First 5 Days	22.89	36.62	10.98	10.98	220.07
2	6 th to 10 th Day	34.33	54.92	16.48	16.48	330.11
3	11 th Day Onwards	45.77	73.23	21.97	21.97	440.15

Notes:

- (i). For the purpose of calculation of free period Customs notified holidays and Terminal's non- working days shall be excluded.
- (ii). Free period for import cargo shall be reckoned from the day following the day of completion of final discharge from the vessel.
- (iii). Storage charge on cargo shall not accrue for the period when the terminal operator is not in a position to deliver / ship the cargo when requested by the user due to reasons attributable to the terminal operator.

5. MISCELLANEOUS CHARGES:

Charges for all miscellaneous services such as sweeping, collecting, spillage from yard conveyors, galleries etc., moisturizing of cargo, dust separation services, environment, Security charges etc.

The following miscellaneous charges are applicable:

Sr. No.	Particulars	Rate in ₹. per Tonne for cargo and ₹. per TEU for container
1	Steel and Bagged Cargo	13.94
2	Other Break Bulk Cargo	13.94
3	Dry Bulk Cargo like Food Grains and Fertilisers	13.94
4	Dry Bulk Cargo like Coal, Limestone, Minerals etc.	13.94
5	Containers	220.05 per TEU

GENERAL NOTE TO SCHEDULE (2) TO (5) ABOVE:

The tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 January 2014 and 1 January of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31 March of the following year.
