

MORMUGAO PORT AUTHORITY

SCALE OF RATES w.e.f 01.05.2026

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 Day (VCD)"** means the day on which operation of the vessel is fully completed. The Day shall be reckoned as from 7:30 a.m. to 7:30 am on the following day.
- (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.
- (viii). **"Barge"** is any craft designed to carry cargo or passengers on Inland water Transport so certified by IWA/ State Maritime board/ State Maritime administration etc. of India.
- (ix). **"Hazardous - I"** shall mean the cargo/container classified as hazardous under International Maritime Organisation (IMO)

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). 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). Vessels calling the Port, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, and only vessel related charges would be collected if the vessels come into the port on their steam and sail out of the port limits on their steam. However, when loading or unloading of cargo/ container takes place to/ from such vessel within the Port limits, cargo/container related charges including wharfage shall be applicable as per SoR on such cargo/ container, declared in the manifest (IGM/EGM).
- (b). When a vessel carries another vessel as cargo for discharging in the Port, either on the quay, jetty or foreshore (wharf), or loads another vessel as cargo on board itself from such wharf of the Port, in such cases, such loaded or unloaded vessels are 'cargo', on which cargo related charges including "wharfage" are leviable.
- (vi). 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.
- (vii). (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.
- (viii). In case of cargo quantity determined by weighment is more than the quantity declared in the manifest then all applicable charges such as wharfage, storage, stevedoring charges etc will be collected on the basis of quantity as determined by weighment.
- (ix). (a). The SOR will be automatically indexed annually to inflation to the extent of 60% of the variation in the Whole Sale Price Index (WPI) as communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government based on the average of monthly Whole Sale Price Index (WPI) for all commodities from January to December announced by the Ministry of Commerce and Industry under the Government of India.
- (b). The Mormugao Port Authority would be entitled to indexation in tariff at 100% of variation in WPI as communicated by IPA or any other Competent Authority decided by the Government will be applied instead of 60% variation in WPI prescribed in clause (viii) (a) above, from second year of tariff fixation on achievement of performance standards committed by the Mormugao Port Authority. Such adjustment of SoR will be made every year and the adjusted SoR will come into force from 1st May of the relevant year to 30th April of the following year.
- (x). Interest on delayed payments / refunds:
 - (a). The user shall pay penal interest at the rate of 15% per annum on delayed payments under this Scale of Rates. Likewise, the MOPA shall pay penal interest at the rate of 15% per annum on delayed refunds.
 - (b). 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.
 - (c). 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 or prescribed as a condition in the tariff.
- (xi). All charges worked out shall be rounded off to the next higher rupee on the grand total of the bill.
- (xii). (a). The rates prescribed in the Scale of Rates are ceiling levels, likewise, rebates and discounts are floor levels. MOPT 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.
- (xiii). Users shall not be required to pay charges for delays beyond a reasonable level attributable to the port.
- (xiv). 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
- (xv). 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.
- (xvi). 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 this Authority.]

1.0 VESSEL RELATED CHARGES

1.1 PORT DUES

Sr. No.	Particulars	Rate Per GRT per Entry	
		Foreign-going vessels (US \$)	Coastal Vessels (₹)
1	Vessels	0.4388	12.31

Sr.no.	Particulars	Rate (₹)	Frequency of Payment
1	Barges carrying cargo	7,817.49	Per Annum or Part Thereof
2	Bunker/Water Barges	7,817.49	Per Annum or Part Thereof
3	Pleasure Yachts	13028.14	Per Annum or Part Thereof

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

Ministry of Ports, Shipping & Waterways, GOI vide its letter no. SW-15011/2/2020-MG, dated 06.10.2025 has rationalised the tariff structure for Cruise Vessels for the period upto 31.03.2026.

- (i). The Cruise Tariff for Cruise ship to be charged at US\$ 0.085 per GRT ("Fixed rate") and \$6.00 per passenger ("Head tax") for the first 12 hours stay .
- (ii). For the period exceeding 12 hours stay, the fixed charges on Cruise Ships will be US \$0.0175 per hour of stay at the berth
- (iii). Further, Volume discounts shall be given as under:
 - (a) Upto 10 calls per year – No rebate
 - (b) From 11 to 35 calls per year to get 10% rebate
 - (c) From 36 to 70 calls per year to get 15% rebate
 - (d) Above 70 calls per year to get 20% rebate
- (iv). 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 (US \$)	Coastal Vessels (₹)
1	First 30000 GRT	0.9353	25.66
2	30001 to 60000 GRT	0.7483	20.54
3	60001 GRT & above	0.6546	17.97

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

A). Shifting within the East of Breakwater:

Sr. No.	GRT Slabs	Rate Per GRT per act of shifting	
		Foreign-going vessels (US \$)	Coastal Vessels (₹)
1	First 30000 GRT	0.2339	6.42
2	30001 to 60000 GRT	0.1870	5.12
3	60001 GRT & above	0.1639	4.49

B). All shifting other than (A) above

Sr. No.	GRT Slabs	Rate Per GRT per act of shifting	
		Foreign-going vessels (US \$)	Coastal Vessels (₹)
1	First 30000 GRT	0.4676	12.84
2	30001 to 60000 GRT	0.3742	10.27
3	60001 GRT & above	0.3273	8.99

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. In case of transhippers/ floating crane, however, all acts of shifting are chargeable
- (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 (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	651.2055	19,542.20
3	Cancellation received after Pilot boarding (In addition to the detention charges as applicable)	977.3115	26,056.27

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 (US \$)	Coastal Vessels (₹)
1	Detention Charges per Hour or Part Thereof	4178.9449	1,14,647.40

Notes:

- (i). If an outward bound vessel carries away a Pilot outside the port limits due to the bad weather, compensation at US\$ 647.00 per day in case of foreign-going vessels and ₹17758.00 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 (US \$)	Coastal Vessels (₹)
1	Cargo/Cruise/Container Vessels, Transhippers	0.0101	0.27
2	Liquid Bulk Vessels	0.0156	0.44
3	Indian Navy / Coast Guard Vessels	0.0928	2.54

4	Research vessels, Survey Vessels and other vessels	0.1237	3.40
5	Foreign Navy / Coast Guard Vessels	0.1973	5.41
6	Barges on per call basis	₹1148.42	

1.3.2 MOORING DOLPHINS

Sr. No.	Rate per GRT per Hour or Part Thereof		
	Type of Vessel	Foreign-going vessels (US \$)	Coastal Vessels (₹)
1	Cargo/Container Vessels/Transhippers	0.0050	0.14
2	Liquid Bulk Vessels	0.0079	0.21
3	Indian Navy / Coast Guard Vessels	0.0694	1.91
4	Research vessels, Survey Vessels and other vessels	0.0925	2.55
5	Foreign Navy / Coast Guard Vessels	0.1479	4.06

Notes:

- (i). 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.
- (ii). 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.
- (iii). 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 (US \$)	Coastal Vessels (₹)
1	Cargo / Container Vessels / Transhippers	0.0020	0.06
2	Liquid Bulk Vessels	0.0032	0.09

1.4.2 Idle Anchorage

Sr. No.	Particulars	Rate per GRT per Hour or Part thereof	
		Own Anchor in Stream	
		Foreign-going vessels (US \$)	Coastal Vessels (₹)
1	Cargo /Cruise/ Container Vessels / Transhippers	0.0011	0.04
2	Liquid Bulk Vessels	0.0017	0.06
3	Indian Navy / Coast Guard Vessels and Other vessels including Research vessels, Survey Vessels, etc.	0.0309	0.84
4	Foreign Navy / Coast Guard Vessels	0.0494	1.37

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.
 - (e). A vessel/ barge/ craft, berthing/ unberthing without prior permission from the port will attract a penal berth hire equal to one day's berth hire/call charge as the case may be.
- (iv). If a vessel/ barge 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 MOPT, 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.
- (ix). The idle anchorage charges for Indian Coast Guard vessels and Indian Navy vessels are exempted only when the vessels are patrolling and not when they are actually anchored.

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 (US \$)	Coastal Vessels (₹)
1	At Berth	10.0565	275.93
2	By Barges		
	(a). Within Break Water	13.5396	371.54
	(b). Beyond Break Water	17.4068	477.60

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

Sr. No.	Description	Foreign-going vessels (US \$)	Coastal Vessels (₹)
1	For supply at EOB	182.6055	5,010.04
2	For supply at WOB	365.1945	10,020.20

1.5.1.3 Detention charges for water barge

Sr. No.	Description	Foreign-going vessels (US \$)	Coastal Vessels (₹)
1	For supply at EOB	91.2996	2,505.04
2	For supply at WOB	182.5973	5,010.16

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 (US \$)	Coastal Vessels (₹)
1	Tug used for operation other than for assisting berthing, unberthing, shifting and towage of vessels within Port limits.	1,392.9816	58,626.61
		Foreign-going vessels Rate Per Hour or Part Thereof (₹)	Coastal Vessels Rate Per Hour or Part Thereof (₹)
2	Launch Hire Charges	19,542.1809	11,724.72
3	Launch Hire Charges for Survey Work (Excluding manpower cost of Survey Dept.)	39,084.3617	23,450.44

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 Fines/ Lumpy	32.2684	32.27
2	Iron Ore Pellets	36.3145	36.31
3	Pig Iron	64.5569	38.73
4	Bauxite/ Manganese	36.3145	21.78
5	Cement/Clinker/Limestone/ Gypsum/ Nickel/Alumina/ Bentonite/Slag	56.4848	33.89
6	Fertilizer/ Fertilizer raw material/ Rock Phosphate	67.2342	40.35
7	Sugar, Foodgrains, Oil seeds, Cereals & Pulses of all types etc.	53.7874	32.27
8	Wood Chips	53.7874	32.27
9	Steam (Thermal) Coal and its variants	73.9677	73.97
10	Coke of all Types/Slag	73.9677	44.38
11	Scrap of all types	73.9677	44.38
12	Sand	56.4848	33.89
13	Livestock Goat, Sheep (each unit)	35.0866	21.05
14	Fodder	5.8478	3.50
15	Soda Ash	73.9677	44.38
16	Cargo not specified above	109.8494	65.91

2.1.2 Break Bulk Cargo

Sr. No.	Particulars of Commodities	Rate per Tonne (₹)	
		Foreign Cargo	Coastal Cargo
1	Wire rolls /Steel Coils of all types	68.5930	41.15
2	Slab/Bars/ Ingots/ Pipes and Plates of all types/Timber/ wooden logs	88.7532	53.24
3	Granites/Marbles	67.4154	41.15
4	Minerals and ores of all types in bags, pallets etc.	67.4154	41.15
5	Machinery and Project Cargo	355.0429	213.02
6	Baggage and personal effects not accompanying bonafide passengers	6.6328	3.98
7	Cargo not specified above	329.5382	197.73

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	584.7161	584.72
2	Caustic Soda	115.6569	69.39
3	Liquid Ammonia	252.8328	151.70
4	Acids of all types	172.1316	103.30
5	LPG/LNG	470.6897	282.41
6	Edible Oil	115.6569	69.39
7	Molasses	76.6450	45.99
8	Cargo not specified above	549.2269	329.54

Notes:

- (i). Any Cargo not specified above shall be initially grouped as per the relevant customs classification, otherwise classifications should be based on the nature of the cargo (density, stowage & mode of handling etc). 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). The wharfage 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.
- (vi). Wharfage shall not be charged on any equipment/ machinery e.g grabs, wheel-loaders, forklifts etc. (moveable/ unmoveable) loaded on the barges/vessels for carrying out loading/unloading operations in stream or at Mooring dolphins or for carrying out operations at berth.
- (vii). 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.
- (viii). 80% discount on vessels related charges and Cargo related charges for coastal transportation of vehicles through Ro-Ro ship.

2.1.4 WEIGHMENT CHARGES

Sr. No.	Description	Rate (in ₹)	Unit
1	Weighment Charges for Rail/Road Weighbridges	7.02	Per Tonne

2.1.5 DUST SUPPRESSION LEVY

Cargo Type	Unit	Berths	MD
		Rate (₹)	Rate (₹)
Dry bulk	Tonne	7.0153	3.51

Break bulk	Tonne	2.3351	1.17
Container	TEU	2.3351	1.17

Notes: Not applicable for Cargo handled at WOB and PPP Berths.

2.2 CONTAINERS HANDLING CHARGES

2.2.1 Composite Handling Charges Using Ship's Gears

Sr. No.	Particulars	Rate per container (in ₹)					
		Foreign			Coastal		
		20'	40'	Above 40'	20'	40'	Above 40'
1	Loaded Container	3,961.8759	4,987.9825	5,935.5519	2,377.13	2,992.78	4,356.62
2	Empty Container	2,321.1702	2,525.5903	2,654.1405	1,392.69	1,515.36	2,387.76
3	Hazardous Container	4,948.7089	6,487.8688	7,909.2078	3,565.70	4,489.18	5,540.81

Notes:

- 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.
- For the containers brought to the Port under transshipment permit for Customs verification to MOPT shall be charged ₹5,747.12 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 (US \$)	Coastal Vessels (₹)
1	For the first 5 days after free period		
	- upto 20 ft	1.2876	59.09
	- above 20 ft upto 40 ft	2.5753	117.97
	- above 40 ft	3.8628	177.28
2	From 6 th day to 15 th day		
	- upto 20 ft	1.9314	88.65
	- above 20 ft upto 40 ft	3.8630	176.96
	- above 40 ft	5.7943	265.94
3	From 16 th day to 30 th day		
	- upto 20 ft	2.5752	118.19
	- above 20 ft upto 40 ft	5.1507	235.95
	- above 40 ft	7.7257	354.59
4	From 31 st day onwards		
	- upto 20 ft	3.8628	177.28

	- above 20 ft upto 40 ft	7.7260	353.92
	- above 40 ft	11.5885	531.87

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 (US \$)	Coastal Vessels (₹)
1	For the first 5 days after free period		
	- upto 20 ft	2.5753	117.97
	- above 20 ft upto 40 ft	5.1506	235.94
	- above 40 ft	7.7260	353.92
2	From 6 th day to 15 th day		
	- upto 20 ft	3.8630	176.96
	- above 20 ft upto 40 ft	7.7259	353.91
	- above 40 ft	11.5891	530.89
3	From 16 th day to 30 th day		
	- upto 20 ft	5.1507	235.95
	- above 20 ft upto 40 ft	10.3011	471.88
	- above 40 ft	15.4521	707.85
4	From 31 st day onwards		
	- upto 20 ft	7.7260	353.92
	- above 20 ft upto 40 ft	15.4517	707.82
	- above 40 ft	23.1780	1,061.77

Notes:

- (i). Free dwell-time (storage) period for import containers shall commence from the day of 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 dwell-time (storage) allowed shall be exclusive of Customs notified holidays and port's non-working days .
- (iii). Premium up to the extent of 50% on handling and storage charges shall be levied in case of hazardous containers. Premium up to extent of 50% on handling charges can be levied on over- dimensional containers.
- (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 de-stuffing. 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 de-stuffing the cargo.
- (d). Where the container is seized / confiscated by the Custom Authorities and the same cannot be de-stuffed 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 de-stuffing. 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.
- (vii). Whenever a container is brought in for Export, if moved out of Port without loading on to vessel, then NO free days shall be given. Also, Storage charges & two Reach Stacker moves shall be applicable as per SoR.

2.2.4 Reach Stacker Charges for Additional Moves

Sr. No.	Description	Rate per Move (₹)
1	Reach Stacker	994.42

Notes: 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 (\$)
1	Container of length upto 20'	4.6721
2	Container of length above 20'	6.2392

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:

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

2.2.6 Mandatory User Charges

1. An amount of ₹ 145/- (excl GST) per container will be levied on all containers (except transshipment and coastal) handled at the Major Port Trusts and BOT terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by National Industrial Corridor Development Corporation (NICDC).
2. MUC charges of ₹ 145/- per container shall be applicable till 30.09.2027.

2.3. CARGO STORAGE CHARGES

- (i) **“Vessel Completion Day (VCD)”** means the day on which operation of the vessel is fully completed. The Day shall be reckoned as from 7:30 a.m. to 7:30 am on the following day.

2.3.1 Cargo Storage Charges Outside Custom Bound Area

2.3.1.1 Import

- (i) **Free period** – The Free period for import cargo shall commence from the Vessel Completion Day. 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.
- (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). For Smaller parcel size upto 10,000 MT the following free period to be adopted :

Cargo Quantity	Free Period
Upto 5000 MT	7 Days
Above 5000 but less than 10000 MT	10 Days

- (v). **Demurrage** – Demurrage shall be payable after the expiry of free period at the rates given below:

Period (after expiry of Free Period)	Open Plot	Covered Storage (Shed)
	Rate per tonne per day (₹)	Rate per tonne per day (₹)
1 - 10 days	6.5926	7.25
11 - 20 days	14.2822	15.71
21 - 30 days	28.5645	31.41
31 st day onwards	56.0218	61.63

2.3.1.2 Export

- (i). **Free period** – The Free period for export cargo shall commence from the Day of aggregation of cargo for export. 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.
- (ii). Delivery Rate for export Dry Bulk Cargo shall be 1000 tonnes per day.
- (iii). Delivery Rate for export Break Bulk Cargo shall be 750 tonnes per day.
- (iv). For Smaller parcel size upto 10,000 MT the following free period to be adopted :

Cargo Quantity	Free Period
Upto 5000 MT	7 Days
Above 5000 but less than 10000 MT	10 Days

- (v). 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)	Open Plot	Covered Storage (Shed)
	Rate per tonne per day (₹)	Rate per tonne per day (₹)

1 - 15 days	1.10	1.21
16 - 30 days	3.30	3.62
31 st day onwards	6.59	7.25

- (vi) 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

2.3.2.1 Import

- (i). **Free period** – The Free period for import cargo shall commence from the Vessel Completion Day. 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.
- (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). For Smaller parcel size upto 10,000 MT the following free period to be adopted :

Cargo Quantity	Free Period
Upto 5000 MT	7 Days
Above 5000 but less than 10000 MT	10 Days

- (v). **Demurrage** – Demurrage shall be payable after the expiry of free period at the rates given below:

Period (after expiry of Free Period)	Open Plot	Covered Storage (Shed)
	Rate per tonne per day (₹)	Rate per tonne per day (₹)
1 - 10 days	12.09	14.50
11 - 20 days	17.57	21.10
21 - 30 days	35.16	42.18
31 st day onwards	87.88	105.45

- (vi). 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** – The Free period for export cargo shall commence from the Day of aggregation of cargo for export. 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.
- (ii). Delivery Rate for export Dry Bulk Cargo shall be 1000 tonnes per day.
- (iii). Delivery Rate for export Break Bulk Cargo shall be 750 tonnes per day.
- (iv). For Smaller parcel size upto 10,000 MT the following free period to be adopted :

Cargo Quantity	Free Period
Upto 5000 MT	7 Days
Above 5000 but less than 10000 MT	10 Days

- (v). 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)	Open Plot	Covered Storage (Shed)
	Rate per tonne per day (₹)	Rate per tonne per day (₹)
1 - 15 days	2.20	2.63
16 - 30 days	5.49	6.59
31 st day onwards	9.88	11.87

- (vi). Demurrage shall cease from the date of commencement of loading of cargo into the vessel.
- (vii). 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 within the port area. The applicable rent shall be the prevailing rate as per the Port land SoR.
- (d). Cargo brought for export, if due to some reason if it is taken back then no free days shall be given, the storage charges shall be charged from date of start of aggregation of 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 ₹)
A.	Ground rent for explosives/dangerous/hazardous goods.	
1	In bulk or break-bulk – Harzadous -I	13,448.85
2	In Containers – Harzadous –I	13,448.85

Note: 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 07:30 a.m. to 7:30 a.m. of 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.
- (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 (₹)	
		Foreign Cargo	Coastal Cargo
	Dry Bulk Cargo		
1	Iron Ore Fines/Lumpy/Pellets,	42.89	25.73
2	Pig Iron/Manganese/Cement/Clinker/Nickel/Bentonite/	63.89	38.34
3	Bauxite/Limestone /Gypsum	42.89	25.73
4	Fertilizer/ Fertilizer raw material/ Rock Phosphate	92.64	55.58
5	Sugar, Foodgrains, Oil seeds, Cereals & Pulses of all types etc.	92.64	55.58
6	Wood Chips	56.93	34.16
7	Coal / Coke (all Types) /Slag	57.30	34.38
8	Scrap of all types	88.97	53.38
9	Sand	42.89	25.73
10	Soda Ash	57.30	34.38
11	Cargo not specified above	109.85	65.91
	Break Bulk Cargo		
1	Wire rolls /Steel Coils of all types/ Slabs/Bars/Ingots of all types/ Granites/Marbles	77.63	46.57
2	Pipes and Plates of all types/ timber/ wooden logs	76.01	45.60
3	Minerals and ores of all types in bags, pallets etc.	121.04	72.62
4	Machinery and Project Cargo	77.63	46.57
5	All Cargo in Jumbo Bags	121.04	72.62
6	All Cargo handled using Net Slings	244.41	146.65
7	Cargo not specified above	219.69	131.81

Note: Any Cargo not specified above shall be initially grouped as per the relevant customs classification, otherwise classifications should be based on the nature of the cargo (density, stowage & mode of handling etc). If such cargo cannot be classified under any of the above classifications then the rate applicable to the "cargo not specified above" shall apply.

2.4.2. Containers Stuffing/ De-Stuffing Charges:

Sr. No.	Cargo	Rate (₹)	Foreign Cargo	Coastal Cargo
1	Container Stuffing / De-stuffing	per TEU	1,403.83	842.52

Notes to Section 2.4. :

- (i). 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.

- (ii). 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

- (i). One Time charges of ₹50,325/- will be charged for issue of New EDI (SAP access).
- (ii). EDI Charges shall be charged at 1% of the Service Amount subject to a minimum of US \$ 2.013 and ₹100.65 and a maximum of US \$ 50.3250 and ₹ 3,522.75 for Foreign and Coastal related services respectively. Service amount is the Invoice amount exclusive of any taxes.

2.6. MISCELLANEOUS CARGO RELATED CHARGES

2.6.1. Mobile Harbour Crane

Sr. No.	Cargo	Rate per Tonne (₹)	
		Foreign Cargo	Coastal Cargo
	Dry Bulk Cargo		
1	Iron Ore Fines/Lumpy/Pellets/Pig Iron /Bauxite/ Manganese / Limestone /Gypsum / Cement/Clinker/Nickel/ Bentonite	64.81	38.44
2	Fertilizer/ Fertilizer raw material/ Rock Phosphate	106.55	64.81
3	Sugar, Foodgrains, Oil seeds, Cereals & Pulses of all types etc.	106.55	64.81
4	Wood Chips	76.53	46.13
5	Coal/Coke (all Types)/ Slag	114.62	68.76
6	Scrap of all types	177.95	106.77
7	Sand	85.77	51.46
8	Soda Ash	114.62	68.76
9	Cargo not specified above	109.85	65.91
	Break Bulk Cargo		
1	Wire rolls /Steel Coils of all types/ Slabs/Bars/Ingots of all types/ Granites/Marbles	105.45	63.16
2	Pipes and Plates of all types/ timber/ wooden logs	175.76	105.45
3	Minerals and ores of all types in bags, pallets etc	161.43	96.84
4	Machinery and Project Cargo	103.51	62.11
5	All Cargo in Jumbo Bags	146.09	87.88
6	All Cargo handled using Net Slings	292.19	175.76
7	Cargo not specified above	219.69	131.81

Note: Any Cargo not specified above shall be initially grouped as per the relevant customs classification, otherwise classifications should be based on the nature of the cargo (density,

stowage & mode of handling etc). If such cargo cannot be classified under any of the above classifications then the rate applicable to the "cargo not specified above" shall apply.

2.6.2 Container Handling by Mobile Harbour Crane

(in ₹)

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	2,156.93	3,234.89	4,312.85	1,295.37	1,940.53	2,587.71
Normal Container Empty	1,725.14	2,587.71	3,450.28	1,036.70	1,553.03	2,069.36
Hazardous Container Loaded	2,695.41	4,043.11	5,391.82	1,617.45	2,426.67	3,234.89
Hazardous Container Empty	2,156.93	3,234.89	4,312.85	1,295.37	1,940.53	2,587.71

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 break-down 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 / Floating crane Charges using Own anchor

The charges for loading / unloading of cargo through Transhipper / floating cranes shall be collected from the transhipper vessel / floating crane owners at following rates:

Particulars	Rate per tonne (₹)
Transhipper	23.15
Floating crane	23.15

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 (₹)	Unit
1	Mobile Harbour Crane	31,604.10	Per hour or part thereof.
2	3 Tonne Forklifts	1,344.68	Per hour or part thereof.
3	8 Tonne TIL Bull Crane	1,613.42	Per hour or part thereof.
4	11 Tonne ACE Crane	2,016.02	Per hour or part thereof.
5	75 MT TIL Crane	8,069.11	Per hour or part thereof.
6	EOT Crane 8 Tonne	2,924.89	Per hour or part thereof.
7	EOT Crane 12 Tonne	4,385.32	Per hour or part thereof.
8	EOT Crane 18 Tonne	6,577.48	Per hour or part thereof.
9	Loco Engine Pit Charges	2,339.11	Per hour or part thereof.
10	Bollard Pull Test	29,235.81	Per Test

4.2 MISCELLANEOUS CHARGES

Sr. No.	Description	Rate (in ₹)	Unit
1	Dumping of Dredged Material by Parties	35.23	Per Cubic Meter
2	1 Std Length Oil Boom (Excl. manpower and flotilla cost, etc.)	2,924.89	Per hour or Part Thereof
3	Skimmer/Any OPRC equipment (Excl. manpower and flotilla cost, etc.)	3,508.66	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	₹ Per annum
Transhipper	1,75,413.83
Floating Crane	1,16,942.22

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

Particulars	Ceiling rate per tonne in ₹ (Foreign)
Transhipper 30 T	164.06
Floating Crane 32 T	128.83

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.

4.5 RAILWAY CHARGES:

Sr. No.	Description	Rate in Rs.
1.	Haulage Charges	Rate as notified by the Railway Board from time to time shall be levied.
2.	Terminal Charges	
3.	Hire of Locomotive	
4.	Stabling Charges on non-commissioned wagon or wagon owned by CFS operator / by party other than Indian Railways	Rate of stabling charge will be Rs.603.90 per wagon per day or part thereof from the time of arrival to the time of removal.
5.	Additional Hauling Charges	Double the existing Hauling charges
6.	Yard cleaning charges	Rate as notified by the Port from time to time.

Note: Loco hire charges for Calibration of Weighbridges, sick / detached wagons shall be collected on hourly basis or part thereof.

4.6 HOLIDAY OVERTIME:

The services availed by the port users during the port holidays will be liable for payment of Holiday Overtime charges. The said charges are based on the Cost to Company (CTC) of the personnel booked for providing services.

4.7 CHARGES FOR HARBOUR ENTRY PERMITS: (Excluding GST)

Sr. no.	TYPE OF HARBOUR ENTRY PERMITS	RATE(₹)
1	TEMPORARY	
A.	Daily Commercial Vehicles	38.25
	Person	15.10
	Vehicles(Four wheeler)	75.49
	Two wheeler	38.25

	Bus	150.98
B.	WEEKLY	
	Person	94.61
	Vehicles(Four wheeler)	189.22
	Two wheeler	75.49
	Bus	905.85
C.	MONTHLY	
	Person	189.22
	Vehicles(Four wheeler)	377.44
	Two wheeler	226.46
	Bus	1,509.75
D	ANNUAL	
	Person	754.88
	Vehicles(Four wheeler)	1,509.75
	Two wheeler	754.88
	Bus	3,774.38
2	INTER-CARTING VEHICLES	
	Trucks – Daily	75.49
	Trucks – 7 days	377.44
	Tippers – 15 days	566.66
	Tippers – 30 days	754.88
	Trailors – Six months	1,509.75
	Trailors – One year	3,019.50
3	INTER- CARTING EQUIPMENTS (DOZERS, DUMPERS, BACK-HOES, EXCAVATORS, ETC.)	
	Daily	113.73
	7 days	754.88
	15 days	1,132.31
	30 days	1,509.75
4	LOADERS, CRANES & OTHER HEAVY MACHINES, ETC.	
	Half yearly	11,323.13
	Annual	18,871.88
5	VISITOR PASS (PRIVATE VISITORS)	
	Person	38.25
	Vehicles(Four wheeler)	75.49
	Two wheeler	38.25
	Mini Coach- Bus	150.98
	Luxury Coaches/ Bus	226.46
6	EDUCATIONAL INSTITUTION	
	For school students upto XII standards (each)	15.10
	For college students, cadets, Trainees and accompanying faculty/ teachers (each)	38.25
7	All above charges are excluding charges for RFID card. RFID card charges (inclusive of GST)	415.68

Annex - II

PERFORMANCE STANDARDS

Sr. No.	Performance Parameters	Performance Standard
1.	Cargo Related Services	
(a).	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	
	(i). Dry bulk cargo	5500
	(ii). Break- bulk cargo	4000
	(iii). Liquid bulk cargo	6500
(b).	Average moves per hour (in TEUs) in respect of Containers	12
2.	Vessel Related Services	
(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
