

**NEW MANGALORE PORT AUTHORITY**  
**SCALE OF RATES**

**CHAPTER - I**  
**Definitions and General Terms and Conditions**

**1.1 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 licence issued by the Competent Authority.
- (ii). “Cold move” shall mean the movement of the vessel without the power of the engine of the vessel.
- (iii). “Day” shall mean the period starting from 6 a.m. of a day and ending at 6 a.m. on the following day.
- (iv). “Foreign-going vessel” shall mean any vessel other than coastal vessel.
- (v). “Week” shall mean a continuous period of 7 days.
- (vi). “Hirer” shall mean all users of the port using any of the appliances of the port.
- (vii). “Month” shall mean the period from 1st to end of the calendar month.
- (viii). “Sailing vessels” shall mean vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion.
- (ix). “Ship/steamers” means any vessel propelled under power and fitted with engines.
- (x). “Shifting”

**1.2 General Terms & Conditions**

- (i). The status of a vessel as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as ‘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). 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.
- (iii). 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.
- (iv). 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 Port 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.
- (v). (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 Reference Rate notified by the Reserve Bank of India or Market Buying Rate of State Bank of India as may be specified from time to time. The date of entry of the vessel into the Port Limits 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 Reference Rate as notified by the Reserve Bank of India or Market Buying Rate of State Bank of India prevalent on the date of entry of the vessel in case of import containers and on the date of arrival of containers in the Port premises in the case of export containers shall be reckoned as the day for such conversion of dollar denominated charges.
- (vi). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessel 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 of all coastal vessels should not exceed 60% of the corresponding charges of other vessels.
- (b). The cargo/ container related charges for all coastal cargo/ containers, other than thermal coal, POL including Crude Oil, iron ore and iron pallets, should not exceed 60% of the normal cargo/ container related charges.
- (viii). Interest on delayed payments/refunds:
- (a). The User shall pay interest at the rate of 15% per annum, on the delayed payments of any charge under the Scale of Rates.

- (b). Likewise, the Port Authority shall pay penal interest at the rate of 15% per annum on delayed refunds.
- (c). The delay in refunds will be counted beyond twenty days from the date of completion of services or on production of all the documents required from the User whichever is later.
- (d). Delay in payments by user will be counted only 10 days after the date of raising the bills by NMPA. This provision will, however, not apply to the cases where payment is to be made before availing the services/ use of port properties as stipulated in the MPT Act, 1963 and/ or where payment of charges in advance is prescribed as a condition in the Scale of Rates.
- (ix). No refund shall be made unless the amount refundable is `100/- or more. Likewise, NMPA will not raise supplementary or under charge bills, if the amount due to Port is `100/- or less.
- (x). All charges worked out shall be rounded off to the next higher rupees in each category.
- (xi). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The NMPA may, if they so desire, 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 Users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- (c). The Ports 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.
- (xii). Users shall not be required to pay charges for delays beyond a reasonable level attributable to the NMPA.
- (xiii). 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

The Major Port Authority would, however, be entitled to indexation in tariff at 100% of variation in WPI communicated by the Indian Ports Association (IPA) or any other competent Authority decided by the Government instead of 60% variation in WPI prescribed in clause 2.8.1 above, from the second year of tariff fixation on achievement of performance standards committed by the Major Port Authority. An illustration showing determination of indexed Tariff and Performance Linked Tariff is at Annexure A

Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1<sup>st</sup> May of the relevant year to 30<sup>th</sup> April of the following year.

- (a). The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by this Authority. The next annual indexation will be from 1 May 2020 subject to the NMPA achieving the Performance Standards notified along with the

SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in 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 this Authority. If the Performance Standards as notified by this Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by this Authority and apply the indexed SOR w.e.f. 1 May of the relevant year. The indexed SOR by the NMPA to be intimated by the port to the concerned users and to this Authority.
- (xiv). 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). Major ports shall accord priority berthing, at least on one berth, to dry bulk/general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.
  - (c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
  - (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 to 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). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
  - (i). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.
  - (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.”

- (xv). In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessels related services as well as special discount will 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 9 February 2016 is approved by this Authority.]

- (xvi). The NMPA shall on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services at par with those charged from the coastal vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.

[This condition is incorporated in pursuance to the MOS letter No.PD/15025/5/2012-IWT dated 25 November 2016 based on which a common adoption Order No.TAMP/4/2004-GenI dated 16 December 2016 is approved by this Authority.]

## **CHAPTER-II VESSEL RELATED CHARGES**

### **2.1. PORT DUES**

Vessels chargeable (Sea going vessels of 15 tonnes and above)	Rate per GRT		Frequency of payment in respect of the same vessel	
	Foreign-going Vessels (in US \$)	Coastal Vessels (in `)	Foreign-going Vessels (in US \$)	Coastal Vessels (in `)
Ships/Steamers	0.396	6.41	Each entry	Each entry
Tugs, Launches, Sailing vessels, Barge, etc. not included above	0.063	2.96	Each entry	Each entry
Crude Oil Tanker at Single Point Mooring (SPM)	0.396	6.41	Each entry	Each entry
Bunker Barge	0.063	2.95	Once During First Entry	Once During First Entry
Vessels calling exclusively for bunkering at berth	0.394	6.405	Each entry	Each entry
Vessels calling exclusively for bunkering at Anchorage	Nil	Nil	NA	NA

#### **Notes:**

- (1). 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.
- (2). A vessel entering the port but not discharging or taking in any cargo or passenger (with the exception of such un-shipment and reshipment as may be necessary for the purpose of repairs) shall be charged with only 50% of the port dues with which she would otherwise be chargeable.
- (3). A LASH vessel making a 'second call' to pick up empty and/or laden fleeting LASH barges shall be treated as a vessel entering the Port but not discharging or taking any cargo or passengers therein, as described in Section 50B of the Major Port Authority Act, and shall not be charged any Port Dues.
- (4). No Port dues shall be levied in respect of:

- (i). any pleasure yacht; or,
  - (ii). any vessel which having left the port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.
- (5). 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 levying port dues.
- (6). Port Dues shall be levied for Coast Guard/Naval and other Government Vessels as per the rate applicable to other Ships/Steamers.
- (7). As per the Ministry of Shipping, Government of India, letter No. WTC-15025/5/2012-IWT (Vol.III) (Pt) dated 25<sup>th</sup> November 2016 regarding Clause (6) of Standard Operating Procedure/ Coastal Shipping Agreement between India and the Republic of Bangladesh, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh shall be treated as domestic vessel engaged in Coastal Shipping and not as Foreign Going vessels and port dues shall be levied accordingly.
- (8). Non-Commercial vessels other than mentioned under Point No.7 above, fishing vessels and crafts shall be exempted from the payment of Port Dues.
- (9). (i). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (ii). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (iii). The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.

## 2.2. Berth Hire charges:

### 2.2.1. Berth Hire charges for occupation of berths where wharf cranes are not installed

#### Vessel other than oil tanker

Classification of the Vessel	Rate per hour or part thereof per GRT	
	Foreign going Vessel (in US \$/cents)	Coastal Vessel (in `)
All vessels irrespective of GRT	USD 0.0028 subject to a minimum of USD 8.22 per hour	Re. 0.0713 subject to a minimum of `220.00 per hour

### 2.2.2. Oil Tankers and Other vessels

Classification of the Vessel	Rate per hour or part thereof per GRT	
	Foreign going Vessel (in US \$/cents)	Coastal Vessel (in `)
(i). Tankers / Oil tankers	USD 0.0039 subject to a minimum of USD 6.78 per hour	Re.0.1058 subject to a minimum of `181.24 per hour
<b>Rate per Vessel per Hour</b>		
(ii). Sailing vessels, Barges, Tugs (Vessels other than steamer and Tankers)	USD 4.90 Per vessel/hour	`130.97 per vessel / hour

(iii). Fishing vessels/service boat	USD 0.78 Per vessel/hour	`20.98 per vessel/hour
(iv). Wooden rowing boat with or without auxiliary engines	USD 0.38 Per vessel/hour	10.29 per vessel /hour
(v). Double banking (Daughter vessel)	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above.	
(vi). Bunker Barge	USD 4.90 Per vessel/hour	`113.89 per vessel /hour
(vii). Vessels calling exclusively for bunkering at berth	USD 0.0039 subject to a minimum of USD 6.78 per hour per GRT	Re.0.1058 subject to a minimum of `181.24 per hour per GRT

**Mother Vessel:**

If the mother ships are berthed alongside a Wharf, all the charges as applicable to other Merchant vessels shall be recoverable.

**Notes:**

1. Berth hire shall be levied per hour from the time of completion of mooring of a vessel in a berth is completed.
2. (i). Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. A penal berth hire equal to berth hire charges for one day's berth hire charge (i.e. 24 hours) shall be levied 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 other reasons attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions."
- (ii). The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
3. A vessel which owing to an impending cyclone, elects to stay in the Port after being duly warned by the Port authorities, shall be charged at the specified rates for the period covered by warning and commencing in the case of a vessel which has not completed its loading or unloading at the time of warning, from the day after the loading or unloading has been completed.
4. (i). The vessel for whose convenience an adjacent berth(s) is (are) kept vacant due to the nature of cargo to be handled at that particular berth shall be charged berth hire charges applicable to the berths kept vacant in addition to berth hire charge for the berth occupied by the vessel.  
 (ii). Berth Hire charges shall be levied for Coast Guard/ Naval and other Government Vessels occupying the berth or berthed alongside the wharf/diaphragm wall as applicable to other vessels.
5. Any vessel which continues to occupy any berth after the expiry of time given by the port, penal charges for unauthorized occupation of berths; without prejudice to any other course of action in accordance with the relevant provisions of law, rules and regulations, berth hire charges for the unauthorized occupation of a berth in the Port shall be levied at the following rates after giving 3 hours advance intimation or notice in writing to the agents/owner of the vessels concerned:

I	Upto 3 days or part thereof	:	At three times the rate of berth hire charges
II	Above 3 and upto 6 days	:	At four times the rate of berth hire charges
III	Above 6 and upto 9 days	:	At five times the rate of berth hire charges
IV	Above 9 days and so on for subsequent days	:	At six times the rate of berth hire charges and so on

Penal Charges shall be applicable only for the overstay period of the vessel from time/date of issue of the notice.

6. No berth hire shall be levied for the period when the vessels idle at its berths due to break down of Port equipments or power failure or any other reasons attributable to the Port.

**7. Priority Berthing or Ousting priority**

- (i). For providing priority berthing to any vessel, a fee equivalent to berth hire charges for single day (24 hours) or 75% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.
- (ii). For providing ousting priority berthing to any vessel, a fee equivalent to berth hire charges for single day (24 hours) or 100% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.
- (iii). The fee for according 'priority' /ousting as indicated above shall be charged from all vessels, except the following categories:
  - (a). Vessels carrying cargo on account of the Ministry of Defence
  - (b). Defence vessels coming on goodwill visits
  - (c). Vessels hired for the purpose of Antarctica expedition by the Department of Ocean Development
  - (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.

**8. Berth Reservation**

- (i). A Shipping line requiring advance reservation for a container ship should give its scheduled arrival of ships at least 3 months in advance. In the case of other vessels, a minimum notice of 1 month should be given. The shipping line should also intimate the expected stay of the ship at the berth at the time of asking for berth reservation.
- (ii). A berth reservation equal to berth hire charges for single day (24 hours) or 25% of the berth hire for the expected stay of the ship at the berth, whichever is higher, will be charged.
- (iii). If the shipping line does not bring the ship at the pre-reserved time, then the berth reservation fee paid in advance will be forfeited.
- (iv). Liner ships should arrive within 6 hours of the commencement of the time reserved for the berths and non-liner ships should arrive within 24 hours of the time indicated for arrival of the ship.

9. As per the Ministry of Shipping, Government of India, letter No. WTC-15025/5/2012-IWT (Vol.III) (Pt) dated 25<sup>th</sup> November 2016 regarding Clause (6) of Standard Operating Procedure/ Coastal Shipping Agreement between India and the Republic of Bangladesh, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh shall be treated as domestic vessel engaged in Coastal Shipping and not as Foreign Going vessels and port dues shall be levied accordingly.

10. `1,400.00 per certificate will be charged for issue of entry and Clearance certificate to Master/Owner/Agent of vessel which calls at the Port for crew change and anchor within port limits without discharging or loading any cargo or passenger.

11. (i). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May



2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

- (ii). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (iii). The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.

### 2.3. PILOTAGE

Classification of the vessels	Rate per GRT	
	Foreign-going Vessels (in US \$)	Coastal Vessels (in `)
(i). For Pilotage both inward and outward		
(a). Upto 30,000 GRT	0.507 subject to minimum of USD 1,323	`13,536 subject to minimum of `35,310
(b). 30,001 to 60,000 GRT	USD 13,230 + USD 0.406 per GRT over 30,000 GRT	`3,53,100+ `10,833 per GRT over 30000 GRT
(c). 60,001 GRT and above	USD 23,790 + USD 0.355 per GRT over 60,000 GRT	`6,35,700 + `9,476 per GRT over 60,000 GRT
(d). SPM	USD 0.299	`11.40
	Rate per vessel	
(ii). (a). Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessel upto GRT 199	USD 112.70	`3018.75
(b). GRT 200 and above	USD 169.05	`4526.40
(iii). (a). Bunker Barge (One time during First Entry)	USD 112.70	3018.75
(b). For vessels calling exclusively at berth	As per 2.3 (i) above	As per 2.3 (i) above
(c). For vessels calling exclusively at Anchorage (Based on request)	As per 2.3 (i) above	As per 2.3 (i) above

#### Notes:

1. (i). Pilotage fee will be composite and shall include one inward and one outward movement with services of Port's Pilot/s for to and fro pilotage and towage with required number of tug/tugs, lanches of adequate capacity and shifting/s of vessels for 'Port convenience' and supply of mooring boats.
- (ii). Pilotage-charges shall be levied for Coast Guard/Naval and other Government Vessels as per the rate applicable to other vessels.
- (iii). Pilotage fees shall be collected based on the GRT of the Vessels, Deck Cargo shall be exempted from assessment of Pilotage fees.
2. No charges for shifting shall be levied for shifting of a vessel for Port convenience.
- (i). "Port convenience" is defined to mean the following:
  - (a). If a working cargo vessel at berth or any vessel at mooring 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/Pilotage is necessitated, such shifting/Pilotage shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting/ Pilotage

made to reposition such shifted vessel shall also be considered as “SHIFTING FOR PORT CONVENIENCE”

- (b). For shifting/Pilotage of any vessel for the convenience of/benefit of another vessel, the vessel benefited is liable to pay the shifting/Pilotage charges for shifting and re-positioning of the vessel shifted.
- (c). For shifting of vessels as port convenience from Berth No. 14 to other berths for accommodating waiting vessels those could not be berthed at any other berths due to draft constraints, no shifting charges to be levied.
- (d). Shifting of container vessels from Berth No. 8 to any other general cargo berth shall be considered as “SHIFTING FOR PORT CONVENIENCE” and no shifting charges shall be levied.
- (e). Shifting of any working vessels from general cargo berth to facilitate on arrival berthing of passenger/ cruise vessels shall be considered as “SHIFTING FOR PORT CONVENIENCE” and no shifting charges shall be levied.

3. In the event of the vessel carrying a Pilot outside the Port limits for unavoidable reasons, the Master shall be bound to leave the pilot at the next nearest port and Master, Owner or his representatives shall be responsible for the repatriation and all connected formalities thereof and also be liable to pay all expenses incurred in the matter of boarding, lodging, other reasonable expenses and repatriation of the Pilot thus over carried. In addition, compensation at the rate of `101.08 for coastal vessel or US\$ 3.78 for foreign going vessels per hour shall be payable by the Master of the vessel till the Pilot reports back to duty at the port.

4. (i). Shifting at the request of the vessels will attract separate shifting charges as prescribed below:

**Shifting charges:**

Classification of vessels	Rate per GRT	
	Foreign going Vessel (in US \$)	Coastal Vessel (in `)
(i). (a). Upto 30,000 GRT	USD 0.127 subject to a minimum of USD 330	`3.3925 subject to a minimum of `8,820.00
(b). 30,001 to 60,000 GRT	USD 3,300 + USD 0.101 per GRT over 30,000 GRT	`88065 + `2.714 per GRT over 30,000 GRT
(c). 60,001 GRT and above	USD 5,940 + USD 0.089 per GRT over 60,000 GRT	`1,58.208 + `2.369 per GRT over 60,000 GRT
	Rate per vessel	
(ii). (a). Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessel upto GRT 199	USD 28.24 per vessel	`754.00
(b). GRT 200 and above	USD 42.34 per vessel	`1132.00
(iii). (a). Bunker Barge	Nil	Nil
(b). for Vessels calling for bunkering exclusively at berth	Nil	Nil

(ii). When tugs are not used for shifting, 50% concession shall be given on shifting charges.

5. The shifting charges prescribed above are for the movement of vessels within the dock basin. Shifting vessel from any berth to anchorage shall mean completion of Pilotage act.

On re-entry by the vessel, Pilotage fees afresh shall be payable as prescribed under the schedule.

6. If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice versa, then the consolidated pilotage should be divided into two equal halves (i.e. one for inward and other for outward pilotage) which should be charged according to the status of the vessel prevailing at the time of taking place of relevant movement.
7. Where a movement of a vessel is aborted or had to be changed due to reasons like tug failure, insufficiency of length, lack of proper fenders, etc. for which the vessel is not at fault, no charge shall be levied for the unsuccessful operation involved till she occupies allotted berth.
8. For piloting a vessel on COLD MOVE as certified by the Master of the vessel namely without the power of the engine of the vessel partly or fully in any operation, a surcharge of 20% shall be levied over the rates payable as per the Schedule of pilotage charges prescribed above.
9. During the course of hot movements, if a vessel fails to offer its full power for a duration not exceeding five minutes, it shall not be considered as cold move.
10. As per the Ministry of Shipping, Government of India, letter No. WTC-15025/5/2012-IWT (Vol.III) (Pt) dated 25<sup>th</sup> November 2016 regarding Clause (6) of Standard Operating Procedure/ Coastal Shipping Agreement between India and the Republic of Bangladesh, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh shall be treated as domestic vessel engaged in Coastal Shipping and not as Foreign Going vessels and port dues shall be levied accordingly.
11. (i). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (ii). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (iii). The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.

**2.4. Detention charges of the vessels:**

Sl. No.	Description	Foreign going vessel (in US \$)	Coastal Vessel (in `)
(i).	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice for pilotage between 0600 hours to 1800 hours or with less than 6 hours notice for pilotage between 1800 hours and 0600 hours	USD 118.70	₹3,173.00
(ii).	For detention of Pilot by a Steamer for more than 30 minutes beyond the time for which the requisition was made		
	(a) For 1st hour or part thereof	USD 59.36	₹1,586.00
	(b) For every subsequent hour or part thereof	USD 49.46	₹1,321.00

**Note:**

In case where a Pilot boards a ship/Steamer but has to return on being informed that this services are not required, cancellation charges specified in sub-item (i) above shall be levied. If a Pilot is

made to wait for more than 30 minutes after boarding the vessel before being informed that his services are not required, charges specified in sub-item (ii) above shall be levied in addition to cancellation charges.

#### 2.4.1 Tug Hire Charges:

Description	Rate per Tug hour or part thereof	
	Foreign going Vessel (in US \$)	Coastal Vessel (in `)
1. Tug Hire charges for SPM Operations	USD 1,472.00	`56,120.00
2. Tug Hire charges for other than SPM Operations	USD 276.00	`11,500.00
3. Hire charges for other Harbour Craft		
(i). Pilot Launches	USD 79.35	`3,324.00
(ii). Mooring Launches	USD 65.55	`2,749.00
4. Tug hire charges when requisitioned but not utilised or delayed (applicable for all tugs irrespective of their capacity).		
(i). Non-utilisation of the tug by the hirer for any reason, other than those exceptional circumstances under which the hirer has no control and is not at fault and the tug released within one hour from the time of reporting for assigned work.	USD 56.35	`2,358.00
(ii). In the case of the tug being delayed by the hirer beyond one hour from the time the tug has reported for work due to reasons other than exceptional circumstances under which the hirer has no control and is not at fault.		
(a). For first one hour.	USD 112.70	`4,715.00
(b). For every additional hour or part thereof.	USD 57.50	`2,415.00
5. Cancellation charges in respect of floating craft mentioned in Sl. No.3 above, whose services have been requisitioned but not utilised or delayed. If cancellation was done without giving 3 hours Notice.		
(i). Launch (Flat Rate).	USD 9.20	`385.00
(ii). In respect of Tug (Flat Rate).	USD 18.40	`772.00

#### Notes:

Tug service shall be provided as part of the pilotage service (without any charge) on requisition from Master/Owners, Agents of vessels for purposes of berthing, un-berthing, shifting, mooring, re-mooring and all connected works. Tug service provided as part of shifting service shall also be without any charge.

#### 2.5. ANCHORAGE FEES:

The following charges shall be levied as anchorage fee for stay of vessel (ship or steamer, sailing vessel, tugs, launches or other marine crafts) in the port waters within the notified port limits:

##### 2.5.1. Schedule of Anchorage charges for all vessels other than liquid cargo vessels:

Sl. No.	Period	Anchorage Charges
1.	Upto 48 hours	Free
2.	Above 48 hours and upto 96 hours	10% of applicable berth hire charges
3.	Above 96 hours and upto 144 hours	30% of applicable berth hire charges
4.	Above 144 hours	50% of applicable berth hire charges

##### 2.5.2. Schedule of Anchorage charges for liquid cargo vessels:

Sl. No.	Period	Anchorage Charges
1	Upto 72 hours	Free
2	Above 72 hours and upto 144 hours	5% of applicable berth hire charges
3	Above 144 hours	10% of applicable berth hire charges

#### Notes:

- (1). No anchorage charges are payable in cases where vessels waiting at anchorage for reasons attributable to the Port like (e.g. crane or equipment failure, unavailability of pilot, unavailability of dedicated berth etc.) causing waiting of vessels.
- (2). For bunkering operations:
  - (i). No Anchorage charges shall be charged for bunker barge.
  - (ii). Anchorage charges for vessel calling only for bunkering at Berth shall be charged as per the SOR.
  - (iii). Anchorage charges will be charged for vessels calling exclusively for bunkering at Anchorage as per the SOR.

**2.6. Miscellaneous service charges for the use of tug:**

Description	Amount ( ` )
Charges per person per voyage while tug on SPM duty	5,000/-

**Note:** Permission will be provided considering operational requirements.

**CHAPTER - III**  
**SCHEDULE OF WHARFAGE CHARGES**

The rates to be paid for the use of wharves, jetties and landing places (hereinafter referred to as Wharfage dues) on goods landed at or shipped from the Port of New Mangalore shall be as specified below:-

**3.1. Break-Bulk Cargo**

SI. No.	Cargo	Unit	Foreign (in ` )	Coastal (in ` )
1	Spices (cardamom, ginger, turmeric, coriander seed, pepper, chillies etc.)	MT	63.16	38.13
2	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen	MT	47.65	28.59
3	Yarn, cotton and wool raw, waste or manufactured staple fibre	CBM	54.85	33.37
4	Arecanuts, beedi leaves and beedies, coffee instant coffee essence or powder, magnasite illuminates monazite bauxite rutile sand, sandal wood logs, and product, Tea, Coffee/ Coffee husk, tobacco	MT	61.96	36.93
5	Asphalt, Bitumen	MT	100.09	60.77
6	Plant & Machinery (in Knock Down Conditions or otherwise)	MT	157.27	94.13
7	Over Dimensional Cargo	MT	1078.28	646.97

**3.2. Bulk Cargo**

SI. No.	Cargo	Unit	Foreign (in ` )	Coastal (in ` )
<b>1</b>	<b>(a) Finished Fertilizers</b>			
	MOP, SOP, Urea, DAP, NPK, CAN Ammonia Sulphate, MAP/SAP/UAP and any other Finished fertilizer	MT	42.89	25.02
	<b>(b) Fertilizer Raw Materials</b>			
	Sulphate/ Rock phosphate	MT	48.85	28.59

<b>2</b>	<b>Food Grains and Food Products</b>			
	(a) Rice,Wheat, Maize, Pulses (bags/bulk)	MT	48.85	28.59
	(b) Sugar, Sugarcandy or Cube	MT	48.85	28.59
<b>3</b>	<b>P.O.L.</b>			
	(a) Motor spirit	MT	85.77	85.77
	(b) Superior Kerosene Oil	MT	85.77	85.77
	(c) Diesel Oil	MT	85.77	85.77
	(d) Crude Oil	MT	85.77	85.77
	(e) Naphtha	MT	85.77	85.77
	(f) Furnace Oil	MT	85.77	85.77
	(g) Grease	MT	78.63	78.63
	(h) Asphalt/ coaltar/ bitumen	MT	78.63	78.63
	(i) Crude oil through Single Point Mooring (SPM)	MT	30.99	30.98
	(j) Pet Coke (in bulk or break bulk)	MT	48.85	48.85
	(k) Slop/ Sludge Oil/ Waste Oil	MT	85.77	85.77
	(l) Others	MT	85.77	85.77
	(m) Reformate/sludge/oil/gas oil	MT	85.77	85.77
<b>4</b>	<b>Other Chemicals</b>			
	(a) Ammonia Liquid or Gas	MT	85.77	51.23
	(b) Phosphoric Acid and Styrene Monomer	MT	72.68	44.09
	(c) Sulphuric Acid	MT	72.68	44.09
	(d) Orthoxylene	MT	72.68	44.09
	(e) Ethylene Dichloride (E.D.C.)	MT	72.68	44.09
	(f) Cyclohexanone	MT	72.68	44.09
	(g) Cumene	MT	72.68	44.09
	h) Methanol	MT	72.68	44.09
	(i) Phenol	MT	72.68	44.09
	(j) Caustic Soda Dye	MT	72.68	44.09
	(k) Acids/ Chemicals of all kinds in crystals liquids not specified above	MT	72.68	44.09
	(l) Benzene	MT	72.68	44.09
	(m) Mixed Xylene	MT	72.68	44.09
	(n) Para Xylene	MT	72.68	44.09
	(o) Soda Ash	MT	78.63	47.65
	(p) Sulphur	MT	72.68	44.09
	(q) Poly PropyleneGranuales	MT	72.68	44.09
	(r) Purified Terephthalic Acid (PTA)	MT	72.68	44.09
	(s) Poly Ethylene Terephthalate (PET)	MT	72.68	44.09
	(t) Mono Ethylene Glycol (MEG)	MT	72.68	44.09
	(u)Acrylic Acid	MT	72.68	44.09
<b>5</b>	<b>Edible Oil &amp; Other Liquids</b>			
	(a) Palm oil, vegetable Oil etc.	MT	60.77	36.93
	(b) Oil seeds	MT	60.77	36.93
	(c) Molasses	MT	60.77	36.93
<b>6</b>	<b>Iron &amp; Steel Materials</b>			
	(a) Iron and Steel Plates, Pipes, tubes, steel wire coils (irrespective of the weight of individual piece)	MT	60.77	36.93
	(b) Iron and steel scraps and drops	MT	48.85	28.59
	(c) Pig iron/ Sponge iron	MT	60.77	36.93
	(d) Galvanized Steel, Ingots, Tin plates, Lead material of all types	MT	100.09	59.58
	(e) Alloy Steel, Stainless Steel and Metals not otherwise specified - Ingots and products	MT	166.80	100.09
	(f) Scraps	MT	48.85	28.59
	(g)Hot Rolled coils	MT	60.77	36.93
<b>7</b>	<b>Granite in any form except Granite Boulder</b>	MT	54.80	32.17
<b>8</b>	<b>Ores/ Metals</b>			
	(a) Manganese ore	MT	36.93	21.45
	(b) Perlite ore	MT	36.93	21.45
	(c) Chromite ore	MT	36.93	21.45
	(d) Bentonate&ballclay sand/ clay of any Class	MT	23.84	14.30

	(e) Rock sand	MT	33.37	20.27
	(f) Zinc concentrate	MT	107.23	64.34
	(g) Copper concentrate	MT	48.85	28.59
	(h) Copper cathode	MT	151.32	90.56
	(i) Copper wire, rods, cables, bars blocks	MT	121.53	72.68
	(j) Limestone	MT	42.89	25.02
	(k) Aluminium and Tin	MT	133.46	79.83
	(l) Iron Ore Pellets other than KIOCL	MT	42.89	42.89
	(m) Iron Ore Fines/Lumps	MT	40.51	40.51
	(n) Slag	MT	40.51	25.02
	(o) Bauxite	MT	42.89	25.02
	(p) Any other ore in bulk	MT	42.89	25.02
<b>9</b>	<b>Gas</b>			
	LPG/LNG or any gas in any other form	MT	218.04	131.07
<b>10</b>	<b>Timber &amp; Allied Products</b>			
	(a) Timber of all kinds of logs including plywood	CBM	47.65	28.59
	(b) Wood pulp and wood chips	MT	47.65	28.59
	(c) Papers of all kinds including waste papers	MT	47.65	28.59
<b>11</b>	<b>Coal and Coke in bulk</b>			
	(a) Thermal Coal (other than UPCL)	MT	29.79	29.79
	(b) Coal (other than Thermal Coal) and coke	MT	29.79	17.86
<b>12</b>	<b>Cement</b>			
	(a) upto 3.00 lakh tonnes per annum	MT	72.68	44.09
	(b) Above 3.00 lakhs tonnes and upto 4.00 lakhs Tonnes per annum	MT	60.77	36.93
	(c) Above 4.00 lakh tonnes per annum	MT	48.85	28.59
	(d) Bagged cement/ sugar/ raw sugar/ all types of bagged cargo	MT	72.68	44.09
<b>13</b>	(a) Gypsum/ Clinker	MT	36.93	21.45
	(b) Dolomite	MT	36.93	21.45
<b>14</b>	<b>Others</b>			
	(a) Raw cashew nuts	MT	42.89	25.02
	(b) Cashew kernels	MT	64.34	38.13
	(c) Cashew shell liquid	MT	48.85	28.59
	(d) Coir and coir products	MT	66.72	40.51
	(e) Ferro silicon	MT	48.85	28.59
	(f) Defence stores equipments	MT	157.27	94.13
	(g) Oil cakes and fodder of all kinds	MT	36.93	21.45
	(h) Unaccompanied personal effects	MT	121.53	72.68
	(i) Baggages accompanying passengers or Seamen free and personnel baggages, Horses and carriages/ accompanying Military personnel moving on duty Embarking from vessels and the Animal meats for providing food for them.		Free	Free
	(j) Mill Scale	MT	57.19	34.56
<b>15</b>	Salt	MT	8.34	4.77
<b>16</b>	Rice Bran	MT	36.93	21.45
<b>17</b>	Tapioca chips, flour starch, waste & tamarind Seed powder in bags	MT	44.09	26.21
<b>18</b>	Onion	MT	36.93	21.45
<b>19.a)</b>	Construction and building materials:			
	Riversand/ Rocksand/ Metal Sand/ Granule/ Jelly/Marble/Manufactured Sand (M.Sand)	MT	23.84	14.30
<b>19.b)</b>	Items other than Construction and building materials:			
	(i) Clay, chalk, fly ash in bulk	MT	47.65	28.59
	(ii) Granite boulders	MT	47.65	28.59
	(iii) Tetra Pod	MT	47.65	28.59
<b>20</b>	Conveyance- Various types, parts and accessories			
	(a) Vehicles/Equipments Imported/Exported through the Port	Each Unit	3,698.32	2,219.70
	(b) Vehicles/Equipments Imported/ Exported through the Port through Ro-Ro operation.	Per vehicle/ equipment	3,698.32	2,219.70

	(c) Vehicles/Equipments handled with loaded merchandise or cargoes through Ro-Ro operation	Per vehicle/equipment	1,849.17	369.36
22	Pipeline Transfer Operation Charges of POL Products	MT	47.65	47.65
23	Unenumerated goods other than the above specified	MT	47.65	28.59

**M.T = Metric Tonne**

**CBM = Cubic metre**

**3.3. Charges for use of bunkering facility alongside berths**

Description	Unit	Foreign (in `)	Coastal (in `)
For providing bunkers alongside berth(s)/anchorage through fixed pipelines or loading arms or flexible hoses of users or through mobile trucks/trainers/barges	MT	40.75	28.37

**3.4 Composite Port Charges for Cruise Vessels (As per Ministry of Shipping Order No.SW-15011/2/2016-MG dated 3<sup>rd</sup> November, 2017.)**

Sl. No.	Particulars	Unit	(in US \$)
	For Cruise vessels:		
1.	For first 12 hours	Per GRT	0.350
2.	For each additional hour or part thereof exceeding 12 hours	Per GRT	0.060

The port will not charge any other rate like port dues, berth hire, pilotage and passenger fees.

The above Tariff for cruise vessels are made effective on a trial basis for a period of 3 years from 3<sup>rd</sup> November 2017 to 2<sup>nd</sup> November 2020.

**Notes:**

1. No export cargo shall be admitted into the Port premises without the permission in writing of the authorized official of the Port. Normally export cargo for a vessel shall be admitted only after the vessel is opened for export.
2. Wharfage shall be in addition to any charges towards rent for storage of goods in the quays, warehouses, transit sheds or landing places of the Port of New Mangalore.
3. Request for amendment in import / export applications or documents shall be accompanied by a fee of `10/- which shall not be refunded.
4. The 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 corresponding charges for normal cargo/container related charges.
5. **Method of calculating wharfage:**
  - (i). All goods intended for shipment shall be assessed on export application and wharfage shall be paid before the goods are shipped.
  - (ii). All goods landed within the limits of the Port of New Mangalore shall be assessed on import application and the wharfage shall be paid before the goods are delivered.
  - (iii). The wharfage dues shall be calculated on the manifested tonnage of the vessel's cargo in the case of imports, iron and steel scrap, ores and other goods in bulk



- (iv). In the case of cargo other than that mentioned in sub-rule (iii), the wharfage shall be calculated in accordance with the unit specified against each item of the goods in the Schedule of Wharfage given above.
- (v). The wharfage dues shall be calculated on the total tonnage of each item of goods. For this purpose, the gross and not the net tonnage of each package as specified in the relative invoice or other shipping document shall be taken, subject to fresh check by the Port if the circumstances so require. In the absence of these documents or in the absence of the specification of gross tonnage therein the tonnage arrived at by actual test-check shall be taken as gross tonnage.
- (vi). For the purpose of calculating the dues in the Scale of rates –
  - (a). One unit by weight means 1 tonne (1000 kilograms)
  - (b). One unit by measurement means 1 cubic meter
  - (c). One unit by liquid measurement (capacity) means 1000 liters
- (vii). In calculating the gross weight or measurement by volume or capacity or an individual item, fractions upto and including 0.50 shall be reckoned as 0.50 and fractions over 0.50 shall be reckoned as one unit
- (viii). Assessment on packages containing articles of a miscellaneous character shall be levied based on the rate applicable for individual cargo items
- (ix). Where marks are indistinguishable and the cargo is landed in bulk or under such conditions that the tonnage is not readily ascertainable in that case;
  - (a). if the cargo is landed at the Wharf, the tonnage shall be ascertained by taking the actual measurement and converting it at one cubic meter to a tonne,
  - (b). if the cargo is conveyed by craft from a vessel at the outer roads, the licenced carrying capacity of the craft shall be taken as the tonnage.
- (x). 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.

**6. Refund:**

No refund of dues shall be made in respect of goods lost over board or jetties within the limits of the Port. However, in the case of goods thrown overboard or jettisoned but not salvaged, refund of wharfage will be considered on production of a certificate from the authorized official of the Port Authority, justifying the circumstances under which the goods were jettisoned or thrown overboard. In case the goods are salvaged and landed within the port limits, the wharfage dues would be charged on a pro-rata basis.

**7. Porterage (Handling of Cargo) at wharf or jetties**

- (i). The Port shall not assume custody of any export cargo and handle the same at the wharf or jetties.
- (ii). Import cargo covered by Overside Delivery Order (ODO) and for all bulk cargoes (import), NMPA doesn't assume the Custody of cargo.
- (iii). The Port may assume custody at shore and convey to transit space and sort for delivery all import general cargo and other cargo for which overside delivery direct from ships is permitted in special case by the Port and the Customs except the bulk cargo and for this service in addition to wharfage, the following charges shall be levied namely
  - (a). Actual labour charges incurred by the Port plus 20% overhead

- (b). Crane hire charges as per rates prescribed in the Scale of Rates, if Crane is provided by the Port
- (c). Fork lift hire charges as per rates prescribed in the Scale of Rates, if Forklift is provided by the Port
- (d). Overtime allowance admissible
- (iv). In case of ship to shore transfer and transfer from quay/ to storage yard operations in respect of coastal cargo eligible for concessional tariff, 60% of the rates prescribed in the above schedule will be levied

**8. Tranship Goods**

- (i). Cargo landed on and shipped from the wharf, except as otherwise provided shall be charged full wharfage. The transshipment charges in respect of coastal cargo / vessel shall be at the concessional rate as prescribed for coastal cargo.
- (ii). Though cargo originally manifested at Port of shipment for transshipment landed on the Wharf and cargo manifested for local and subsequently amended at the Port of New Mangalore for transshipment shall be charged 85% of the applicable wharfage
- (iii). Cargo discharged overside or shipped overside (ship to ship) shall be charged 50% of the applicable wharfage rate except in respect of food grains manifested for Indian Ports and transhipped to smaller vessels from cargo tankers or bulk carriers within the Port limits.
- (iv). Wharfage shall be levied at Rs.1/- per tonne on food grains manifested for Indian Ports and transhipped into a smaller vessel from tanker or bulk carrier at the Port. This charge shall not be levied in respect of transhipped quantity landed at this Port
- (v). In case cargo from foreign Port lands at NMPA 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.

**9. Goods exempted from wharfage**

The following categories of goods shall be exempted from the wharfage charges:

- (i). Bonafide consumable/non consumable ship stores.
- (ii). Passenger and seaman's bonafide baggage and personal effects accompanying them.
- (iii). Empty gunnies and twines sent to ship to facilitate landing or loading of cargoes in bulk or for replacing wet or torn bags.
- (iv). Goods consigned to or by the New Mangalore Port Authority
- (v). Postal Mail bags.

**CHAPTER – IV**  
**CONTAINER CHARGES**

**4.1. (a). Wharfage charges for Hazardous containers:**

Sl. No.	Container Size	Rate per container	
		Empty	Loaded

		Foreign(in `)	Coastal(in `)	Foreign(in `)	Coastal(in `)
1	Upto 20'	136.17	81.69	680.84	408.51
2	Above 20' and upto 40'	204.25	122.56	1021.26	612.76
3	40' and above	272.33	163.41	1,361.67	817.01

**(b). Wharfage Charges for other types of containers (including Reefer containers):**

Sl. No.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign(in `)	Coastal(in `)	Foreign(in `)	Coastal(in `)
1	Upto 20'	90.78	54.47	453.89	272.33
2	Above 20' and upto 40'	136.17	81.69	680.84	408.51
3	Above 40'	181.56	108.93	907.78	544.67

**4.2. Storage charges**

Sl. No.	Container Size	Rate per container per day or part thereof	
		Foreign (in US \$)	Coastal (in `)
1	Upto 20'	0.49	21.57
2	Above 20' and upto 40'	0.97	43.11
3	Above 40'	1.46	64.68

**Notes:**

1. 1 day free period shall be allowed on containers whether landed/shipped either empty or stuffed
2. Free period prescribed above excludes Customs notified holidays and port's non-working days.
3. 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:
  - (i). The consignee can issue a letter of abandonment at any time
  - (ii). 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,
    - (a). the line shall resume custody of container along with cargo and either take back it or remove it from the Port premises; and
    - (b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (iii). 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.
  - (iv). 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.
4. Storage charge on container shall not accrue for the period when the NMPA is not in a position to deliver/ship container when requested by the user

5. If operational area is licensed on rental terms to users, storage charge on containers/demurrage on cargo stored thereat shall not be levied again.

**4.3. Re-Stowcharges:**

Container manifested for other destination, unloaded and reloaded in the same vessel in the same voyage, the following rates will be levied:

Sl. No.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign(in `)	Coastal(in `)	Foreign(in `)	Coastal(in `)
1	Upto 20'	35.17	21.57	57.88	35.17
2	Above 20' and upto 40'	52.21	31.78	87.38	52.19
3	Above 40'	69.22	41.99	115.74	69.22

**General Notes:**

- Wharfage on containers is collected irrespective of the contents of the containers.
- The stuffed cargo removed from the container and cargo meant for stuffing in the container stacked in transit area other than the space allotted on lease for that purpose will be liable for demurrage as applicable to the cargo specified in Chapter V Demurrage.
  - Containerised import cargo**  
For levy of demurrage, the free days for import cargo destuffed from the container shall count from the date following the date of destuffing.
  - Containerised Export cargo**  
For levy of demurrage, the free days for export cargo shall be reckoned from the date on which cargo is admitted in the transit area and demurrage leviable, if any shall be computed from the day following the completion of free days till the cargo has been stuffed into containers.
- The applicant shall accept all risks and responsibilities for goods stored at the rental space allotted and shall make his own arrangement for security of the goods stored in such spaces. Hire charges for port equipment whenever utilised by the shipper will be charged separately according to the Scale of Rates in force from time to time.

**4.4. Hire charges of Spreaders for Container Handling:**

Sl.No.	Description	Rate per hour or part thereof (in `)
1.	20' Spreader	173.62
2.	40' Spreader	259.86

**4.5. Container Handling charges**

Sl. No.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign(in `)	Coastal(in `)	Foreign(in `)	Coastal(in `)
1	Upto 20'	212.20	127.10	443.68	266.67
2	Above 20' and upto 40'	317.72	190.64	666.09	399.43
3	Above 40'	423.25	254.18	888.50	533.32

**4.6. Electricity and monitoring charges for Reefer container**

Sl.No.	Container Size	Rate per 4 hours or part thereof per container (in `)
1	Upto 20' containers	182.69
2	Above 20' and upto 40' containers	221.27
3	Above 40' containers	260.99

**4.7. Container Scanning Charges:**

Sl.No.	Description	Rate per TEU (in `)
1	Container Scanning Charges	225.40

**Notes relating to Schedule 4.7:**

- (1). The tariff prescribed for container scanning is applicable to all import and export laden containers whether it is scanned or not.
- (2). The tariff prescribed will be valid for period of 15 years from the date it comes into effect subject to automatic annual indexation.
- (3). The tariff prescribed above will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1<sup>st</sup> January 2020 and 1<sup>st</sup> January of the relevant year. Such automatic adjustment of tariff cap will be made every year and the adjusted tariff cap will come into force from 1<sup>st</sup> May of the relevant year to 30<sup>th</sup> April of the following year. The first annual indexation in tariff shall be on 1 May 2021.”

**Notes:**

1. No private equipment shall be permitted into the port premises without prior permission of the NMPA.
2. The hire charges shall commence from the time the equipment is made available for use.
3. If the equipment is detained without use, detention charges shall be leviable at the rate of `100 per hour or part thereof.
4. A charge of `350 per equipment will be recovered if a requisition is cancelled in writing before the commencement of the period of hire, provided no such charges shall be recovered if the notice of cancellation was received before action was taken by the NMPA to comply with the requisition. In case where no written notice of cancellation is received before the commencement of the period of hire or where the equipment is used only for a portion of the period applied for, charges payable for the full period of requisition shall be recovered. If the NMPA are unable to supply the equipment to suit their convenience either for the entire period of requisition or for a part thereof, no charge shall be recovered for the period of non-supply of the equipment.
5.
  - (i). The hirer shall not put on the equipment hired or cause to be put on them by his agents or employees or other persons working under such hirer, any load heavier than the lifting capacities of the said equipment.
  - (ii). The hirer shall be liable to pay a penalty of `500 per every breach of the above condition whenever he is found guilty of such breach by the NMPA
  - (iii). The cost of damage, if any, caused to the equipment by its being used in contravention of the above condition, shall, in addition to the penalty referred to above, be recovered from the hirer and shall include even the replacement value of the equipment if the damage caused makes such a recovery necessary. On admittance of the claim of damages of the equipments from the insurance company, the same shall be refunded to the hirer from whom the cost of the damage was collected.
6. The NMPA shall not be responsible to the hirer or any person for any loss or damage or injury to the life of the person arising directly or indirectly from the use of the equipment during the period of its supply for hire. The hirer shall indemnify the NMPA against all loss

or damage or injury to life arising directly or indirectly from the use of the equipment during the period of the supply on hire to any property belonging to the Port including the equipment, or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The hirer shall also indemnify the NMPA for all liabilities under the Workmen's Compensation Act, 1923.

7. When equipment are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges shall be calculated as if the hire was for a continuous period by totaling up the broken periods of work instead of rounding off each spell of work separately.
8. In case of breakdown of equipment due to mechanical defects, the period taken to repair shall be deducted in calculating the hire charges.
9. Wherever separate rate for coastal container handling are not prescribed, the admissibility and extent of concession will be governed by clause (v) of Schedule 1.2-General Terms & conditions.

**4.8. Mandatory User Charges:**

The Mandatory User Charges for the Logistics Data Bank (LDB) service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC) in pursuance of MOS communication vide letter No.PD-14033/34/2017-PD-V dated 06 June 2018 will be governed by separate common adoption Order No.TAMP/46/2018-MUC dated 24 July 2019 approved by TAMP for common adoption by all Major Port Authority and BOT terminals.

**CHAPTER-V**  
**STORAGE**

**5.1 . Imports**

Storage charges at the following rates shall be levied in respect of all goods left in the port's Transit sheds or open space after the expiry of the free days and free periods till their delivery is effected.

Sl. No.	Classification	Unit	Rate
1	Goods lying in the Transit sheds or in the open transit space	Per wharfage unit per day	(a) first week `4.54 (b) second week `7.94 (c) succeeding period `11.35

**Notes:**

**1. Free days**

- (i). Free days prescribed below shall exclude customs holidays and Port's non working days.
- (ii). Seven working days (excluding customs holidays and Port's non-working days) following the date of the complete discharge of the goods from the vessel on to jetties, quays or wharves shall be allowed as free period.

When goods are landed from the vessel into lighters, barges or other floating craft, the seven working days shall be calculated from the date of complete discharge of goods from the lighters, barges or other floating craft on the jetties, quays or wharves.

- (iii). In the case of salvaged goods, the free days shall bereckoned from the day following the date of notification of salvage by the Receiver or wrecks in the Official Gazette of Karnataka State.

**2. Free period:**

The following free periods shall be allowed in addition to the free days prescribed above:

- (i). Periods during which the goods are detained by the Collector of Customs for examination under sub-section (3) and (4) of section 144 of the Customs Act 1962 (152 of 1962), other than the ordinary process of appraisement and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of importers, plus one working day. The Customs holidays shall also be treated as free periods in addition.
- (ii). Periods during which the goods are detained by any public Health Authority whether cleared or destroyed.

**3. Survey of Goods**

If the goods are detained for survey, then a period not exceeding seven days excluding Customs holidays and Port's non-working days, from the date of completion of discharge from the vessel may be excluded while calculating the storage charges provided the goods are removed within twenty four hours after the completion of the survey.

**4. Empty or partially empty packages.**

Storage charges shall be payable on packages landed empty or partially empty.

**5. Storage charges on Sundays and Port Holidays**

Once storage charges begin to accrue, no allowance shall be made for Sundays and port holidays

**6. Delivery of goods**

Goods shall not be delivered to owners or consignees unless all dues leviable thereon, including storage charges are paid.

**7. Congestion of goods**

If at any time the Port apprehends a serious congestion in the transit area which may effect rapid transit of goods through the Port, it may direct the owners or consignees of any specified goods to remove such goods from the port premises within a specified period.

8. If the goods are not removed within a specified period, the Port may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or consignees. Goods so removed shall be charged storage charges at the rates prescribed in the Schedule of Storage (Imports) at (c) in Sl.No.1 or 2 whichever is applicable.

**5.2. Exports**

Storage at the rate of Rs **4.54** per wharfage unit shall be levied after the expiry of the free days.

**Notes:**

**1. Free days**

- (i). Free days shall exclude the Customs holidays and port non-working days
- (ii). All cargo except salvaged goods (a) Twenty One day free days(excluding Customs holidays and Port's non-working days) from the actual date of the receipt of goods in the transit area. (b) From the date the vessel is berthed for working cargo to the date of the vessel completes loading.
- (iii). For salvaged goods, three days (excluding Customs holidays and port's non-working days) from the date on which the goods were actually salvaged.

## **2. Shut out cargo**

- (i). In the case of goods shut out from shipment and if removed outside, in addition to the free days mentioned in Note 1, the working day next to the date of completion of taking in of the exports by the vessel also be allowed as a free day.
- (ii). In the case of goods shut out by one vessel and subsequently shipped by another vessel the free days shall count from the date of the first shut out, upto ten days excluding Customs holidays and port's non-working days. The total free period, however, shall not be more than 21 days as specified in Note 1.
- (iii). Cargo intended for export but not actually shipped will be allowed free days up to only seven days excluding Customs holidays and port's non-working days from the actual date of receipt of the goods in the transit area.

## **3. Free periods**

In addition to the free days prescribed above, the period during which goods are detained by the Collector of Customs for examinations under Sub section (3) and (4) of Section 17 and for chemical test under Section 144 of the Customs Act, 1962, other than the ordinary processes or appraisalment and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of the exporters, plus one working day shall also be allowed as free period. The Customs holidays shall also be treated as free periods in addition.

## **4. Congestion of goods**

If at any time the Port apprehends a serious congestion in the transit sheds or other spaces allotted for the goods in transit to the detriment of the rapid transit of goods through the Port, it may direct the owner or consignor or Agents of any specified goods to remove such goods from the Port premises within a specified period. If the goods are not removed within such period, Port may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or shipper/agents. Storage charges shall be levied on such goods in accordance with the rate specified for storage on export cargo.

## **5. Transshipment of Goods**

The free period shall be allowed for the transshipment cargo up to 28 days excluding Customs holiday and port's non-working days from the date of receipt of the goods.

### **General Notes:**

- 1. Storage charge on both import and export cargo shall not accrue for the period when the NMPA is not in a position to deliver/ship cargo when requested by the user.
- 2. If operational area is licensed on rental terms to users, storage charge on cargo stored there-at shall not be levied again.

### **5.3. Dwell Time Charges for Motor Vehicle / Equipments (Import/Export/Transshipment)**



Sl. No.	Description	Gross Weight of the Motor Vehicle/Equipment in MT	
		Less than 10 Ton	More than 10 Ton
1.	1 - 10 days	Free	Free
2.	10 - 20 days	`175.88/- per day per vehicle / equipment	`351.77/- per day per vehicle / equipment
3.	Thereafter	`351.77/- per day per vehicle / equipment	`704.67/- per day per vehicle / equipment

**Notes:**

- Free days shall exclude the Customs holidays and Port non-working days.
- The Dwell charges shall be levied for storage inside the Port other than the area leased out for the purpose of storage of vehicle/equipment.
- Dwell time for import/transshipment of motor vehicle/equipment shall be calculated from the day following the day of landing.
- Dwell time for export of motor vehicle/equipment shall be calculated from the day following the day of receipt in NMPA.
- Shut out charges for not loading on the vessel for which the vehicle/equipment is brought in is `50/- per vehicle/equipment.

**CHAPTER - VI  
OTHER CHARGES**

**6.1. Charges for supply of water**

Description	Rate per K.L./Tonne	
	Foreign-going Vessels(in US \$)	Coastal Vessels(in `)
Water Charges	USD 5.34	141.79

**6.2. Marshalling yard usage charges**

Sl.No.	Description	Rate per M.T. (in `)
1.	Use of Marshalling yard outside wharf	18.72
2.	Use of Marshalling yard including private siding inside the wharf	23.83
<b>3.</b>	<b>Marshalling yard usage charges for handling containers (outside wharf):</b>	<b>Rate per Box (in `)</b>
(i).	For 20" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	45.38
(ii).	For 40" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	68.09
(iii).	20" Dry/ FR/ OT Laden	453.89
(iv).	40" Dry/ FR/ OT Laden	567.36
(v).	20" Reefer/ Tank Container Laden	567.36
(vi).	40" Reefer/ Tank Container Laden	680.84
<b>4.</b>	<b>Marshalling yard usage charges including private siding inside the wharf for handling containers:</b>	<b>Rate per Box (in `)</b>

(i).	For 20" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	56.74
(ii).	For 40" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	90.78
(iii).	20" Dry/ FR/ OT Laden	567.36
(iv).	40" Dry/ FR/ OT Laden	703.53
(v).	20" Reefer/ Tank Container Laden	703.53
(vi).	40" Reefer/ Tank Container Laden	817.01

### 6.3. Fees for issue of Licence to C&F Agency

SI.No.	Description	Rate (in `)
1	New Licence	27,692.50 for two calendar years
2	Renewal within the period of licence for a further period of two calendar years	3,323.10 per licence
3	For issue of duplicate licence when the original is lost or defaced	332.31 per licence
4	For temporary licence for a period not exceeding one year	11,077 for one calendar year

**Note:**

Renewal licence shall be effected only if the licence has handled cargo / container of a minimum four vessels per annum at the port during the perviouslicence period. Failure to renew the licence within one month of expiry entails cancellation of the licence.

### 6.4. Fees for issue of licence to Steamer Agency

SI.No.	Description	Rate (in `)
1	New Licence	27,692.50 for two calendar years
2	Renewal within the period of licence for a further period of two calendar years	3,323.10 per licence
3	For issue of duplicate licence when the original is lost or defaced	332.31 per licence
4	For temporary licence for a period not exceeding one year	11,077 for one calendar year

**Note:**

Renewal of licence shall be effected only if the licence has handled:

- (a). Minimum four vessels per annum or
- (b). Containers of a minimum four vessels per annum at the port during the previouslicence period. Failure to renew the licence within the specified period entails cancellation of the license.

### 6.5. Charges for carrying out Bollard Pull Test:

SI.No.	Particulars	Rate per hour or part thereof	
		Foreign-going vessels (in US \$)	Coastal vessels (in `)
(i).	Charges for carrying out Bollard Pull Test*	508.43	13,901.64

Bollard pull test charges are applicable to the tugs which are not hired by the port and are availing the facility.

### 6.6. Hire charges for cargo handling equipment

SI.No.	Equipment	Rate per hour or part thereof(in `)	
1	10 MT capacity Fork Lift Truck	`828.35 subject to minimum of `3,235.57	
2	Tata Truck Model LPT 909/36	`651.34subject to minimum of `5,093.37	
3	3 Ton Forklift Trucks	<b>Foreign (in `)</b>	<b>Coastal (in `)</b>

		₹140.70 subject to a minimum of ₹276.22	₹83.96 subject to a minimum of ₹164.84
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**Notes:**

1. No private equipment shall be permitted into the port premises without prior permission of the NMPA.
2. The hire charges shall commence from the time the equipment is made available for use.
3. If the equipment is detained without use, detention charges shall be leviable at the rate of ₹100 per hour or part thereof.
4. A charge of ₹350 per equipment will be recovered if a requisition is cancelled in writing before the commencement of the period of hire, provided no such charges shall be recovered if the notice of cancellation was received before action was taken by the NMPA to comply with the requisition. In case where no written notice of cancellation is received before the commencement of the period of hire or where the equipment is used only for a portion of the period applied for, charges payable for the full period of requisition shall be recovered. If the NMPA are unable to supply the equipment to suit their convenience either for the entire period of requisition or for a part thereof, no charge shall be recovered for the period of non-supply of the equipment.
5. (i). The hirer shall not put on the equipment hired or cause to be put on them by his agents or employees or other persons working under such hirer, any load heavier than the lifting capacities of the said equipment.  
(ii). The hirer shall be liable to pay a penalty of ₹500 per every breach of the above condition whenever he is found guilty of such breach by the NMPA.  
(iii). The cost of damage, if any, caused to the equipment by its being used in contravention of the above condition, shall, in addition to the penalty referred to above, be recovered from the hirer and shall include even the replacement value of the equipment if the damage caused makes such a recovery necessary.
6. The NMPA shall not be responsible to the hirer or any person for any loss or damage or injury to the life of the person arising directly or indirectly from the use of the equipment during the period of its supply for hire. The hirer shall indemnify the NMPA against all loss or damage or injury to life arising directly or indirectly from the use of the equipment during the period of the supply on hire to any property belonging to the Port including the equipment, or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The hirer shall also indemnify the NMPA for all liabilities under the Workmen's Compensation Act, 1923.
7. When equipment are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges shall be calculated as if the hire was for a continuous period by totaling up the broken periods of work instead of rounding off each spell of work separately.
8. In case of breakdown of equipment due to mechanical defects, the period taken to repair shall be deducted in calculating the hire charges.
9. Wherever coastal rates are not prescribed for cargo/container handling, the admissibility and extent of concession will be governed by clause (v) of Schedule 1.2 – General Terms and conditions.
- 6.7. Charges for use of Harbour Mobile Cranes installed by the private operators:**  
The hire charges for HMC installed by private operators authorized by NMPA will be governed by separate Order No.TAMP/24/2013-NMPA approved by TAMP on 13

February 2015 & notified in the Gazette of India on 19 March 2015 and which has been last extended vide Order No.TAMP/24/2013-NMPA dated 29 March 2019 upto 24 February 2020.

**6.8. Charges for use of Harbour Mobile Crane installed by the port:**

The rate for 63T HMC installed by the port will be governed by the rates approved by this Authority vide separate Order No.TAMP/41/2014-NMPA dated 21.03.2015 notified in the Gazette of India on 13.04.2015 the validity of which has been extended in this Order relating to general revision of the SOR of the NMPA from the date of its expiry till the revised rate for HMC based on the proposal to be filed by the NMPA comes into effect.

Dry Bulk Cargo	Ceiling rate per tonne (in `)	
	Foreign	Coastal cargo other than thermal coal and iron ore/ pallets
	46.47	27.88

Note: For Thermal Coal, Iron Ore and Iron pellets cargos, the rate specified under foreign categories will apply to coastal cargo.

(ii). **For Break Bulk Cargo:**

(A). Steel & Bagged Cargo	Ceiling rate per tonne (in `)	
	Foreign	Coastal
	113.15	67.89

(B). Other than Steel & Bagged Cargo	Ceiling rate per Hour or part thereof (in `)	
	Foreign	Coastal
	29,155.79	17,494.16

(iii). **For Containers:**

	Foreign (in `)		Coastal (in `)	
	Loaded	Empty	Loaded	Empty
Normal Containers including reefer containers				
Upto 20'	1,955.13	931.61	1,173.31	559.42
20' to 40'	2,933.28	1,397.98	1,759.97	838.56
Hazardous Containers				
Upto 20'	2,346.63	1,118.84	1,408.20	670.62
20' to 40'	3,519.94	1,677.14	2,111.74	1,006.51

**Notes:**

- (i). No shifting charges shall be levied by the port in case shifting of a vessel from berth to another berth/ anchorage becomes necessary due to breakdown/ non- performance of MHC.
- (ii). The rates prescribed shall remain valid for a period of 5 years effective from the date it comes into effect and shall be subject to automatic annual indexation at 100% of the WPI from the second year onwards. That is to say, from second year onwards till the validity period, on completion of each anniversary thereafter, the rate of HMC as prevailing during the immediate previous year shall be automatically indexed at the rate of 100% WPI published by TAMP from time to time.

**6.9. Miscellaneous Charges**

**I. Charges for taking photographs or shooting films in the harbour premises:**

SI. No.	Classification	Rate (in `)
1	For shooting of films by film making company or private parties	1,10,770.00 per day or part thereof
2	For still photographs of export/import cargoes or vessel on request of port user	1,107.70 per day or part thereof

**Notes:**

1. The permission shall be issued by the NMPA or any official authorised by it.
2. Still photographs taken and shooting film by the State and Central Govt. for education and scientific purposes and in connection with Govt.Publicity and shipping activities are exempted from paying charges.
3. Any other cases of taking still photographs and shooting of films within the perimeter wall or in the Port premises shall be at the discretion of the NMPA on merit of each case.
4. The charges shall be paid in advance and no refund of such payments shall be allowed for any failure/cancellation of the programme.
5. If the cancellation of programme is at the instance of the Port or under extraordinary circumstances the charges paid shall be refunded subject to the claim in time.
6. The hire charges for any craft and or appliance of the Port if any, that are supplied and used by the film making company or by those taking photographs shall be levied as per the respective provisions of the Scales of Rates in addition to charges payable under this scale.

**II. Fees of issue of passes/licence for entry into the wharf:**

SI.No.	Classification	Rate (in `)
1	For issue Entry pass for individual (per head)	
i)	Daily	5.00
ii)	One month	100.00
iii)	Six months	200.00
iv)	One year	400.00
2	Issue of entry pass for bus, authorized trucks carrying passengers (per vehicle per day)	120.00
3.a)	Issue of entry pass for commercial vehicles	
i)	Daily	20.00
ii)	One month	400.00
iii)	Six months	700.00
iv)	One year	1250.00
b)	Issue of entry pass for Individual and Commercial Vehicles (Car/ Jeep/ Van)	
i)	Daily	25.00
ii)	One month	450.00
iii)	Six months	750.00
iv)	One year	1500.00
4. a)	Issue of entry pass for light motor vehicles (Car/ Jeep/ Van)	
i)	Daily	10.00
ii)	One month	250.00
iii)	Six months	600.00
iv)	One year	1000.00
b)	Issue of entry pass for individual and light motor vehicles (Car/Jeep/Van)	
i)	Daily	15.00
ii)	One month	300.00
iii)	Six months	750.00
iv)	One year	1250.00
5	Issue of entry pass for private cargo handling equipment	

i)	Daily	120.00
ii)	One month	750.00
iii)	Six months	3500.00
iv)	One year	6000.00

**Notes:**

1. The deposit cost of the RFID card will be `150/- (Rupees One Hundred and Fifty only).
2. The Deposit cost of the RFID Tag will be `210/- (Rupees Two Hundred and Ten only).
3. This deposit cost of the RFID card and Tag is refundable after physical verification of the card / tag if is in usable condition. RFID card and Tag are reusable.
4. The entry passes shall be issued by the NMPA.
5. The payment of the charge will not automatically entitle a person to get a pass.
6. The temporary pass shall be valid for a day for which it is obtained from zero to zero hours.
7. The NMPA may issue temporary passes free of charge to the distinguished guests to the port, visiting staff of other Major Ports and other Govt. Officers/ officials connected with the Port Authority and visiting the Wharf on official duty. No charges shall also be collected from the employees of the Port holding valid identity cards and other shipping interests holding valid photo passes issued by the NMPA.
8. Only persons who have harbour entry passes will be issued with temporary vehicles entry passes on payment of the above prescribed fee and it is not transferable.
9. No refund will be allowed for the charges once paid for temporary vehicle entry passes issued by the Port.
10. Drivers of vehicles (with permanent entry passes) are exempted from the payment for entry into the Wharf.
11. No refund will be allowed for the charges once paid for the entry passes issued for the vehicles covered by item above for unexpired period.
12. Vehicles i.e. carriers of goods belonging to the New Mangalore Port Authority and other major Port Authorities alone shall be exempted from holding an entry passes.
13. Any other vehicles not covered by above may be exempted from charge under the scale of rates at the discretion of the NMPA.
14. No refund is permissible for the unexpired period of entry passes.
15. Whenever damage to the NMPA property is caused by any vehicle plying within the NMPA foreshore premises, the owner of the vehicle shall accept liability thereof and pay the damages resulting therefrom.

**III. Fees for the hire of weighing scale and for the issue of certificates of weights:**

(1)	For hire of weighing scales	`1.57per tonne or part thereof
(2)	For issue of certificate of total tonnage of cargo	`4.67subject to a minimum of `22.28 per certificate

**Notes:**

1. The attendant labour shall be supplied by the parties concerned in all cases.

2. Charges shall be levied in accordance with the above scale when it is necessary for the Port to weigh goods, e.g. for the purpose of assessing the amount of wharfage payable in respect of the goods.
3. No refund of hire charges shall be allowed in case a notice of cancellation of requisition is not sent to the authorised officer of the NMPA in writing so as to reach him at least 2 hours prior to the commencement of the period of hire.
4. A fee of `10/- each shall be levied for a duplicate certificate of payment issued by the port authorities.

**IV. Charges for the use of weigh bridges:**

Description	Amount
Weighment of cargo on the Port Lorry weigh bridge	`43.11 per truck both ways

**Notes:**

1. The weighbridge shall be used only for weighing lorries or carts etc., with or without loads.
2. The fee under item (1) above shall cover hire charges of passing the cart or lorry etc., both empty and loaded over the weighing platform.
3. If any empty lorry after recording the tare weight on the ports weigh bridge within the wharf area is not brought to the ports weigh bridge during the same day with a load for recording the gross weight, a fee of `7.00 per lorry shall be payable by the party on whose behalf the tare weight is asked to be recorded.
4. The weigh bridge shall be manned by the NMPA.
5. The NMPA shall not be responsible to the hirer or any person for any loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge during the period of its hire. The hirer shall indemnify the NMPA against all loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the port. The hirer shall also indemnify the NMPA for all liabilities under the Workmen's Compensation Act, 1923.

**V. Charges for the use of electric pump for supply of sea water:**

Description	Amount (₹)
Charges for the use of electric pump for supply of sea water	2,164.45 /- per hour

**Notes:**

1. Total monthly hours will be rounded off to nearest units, i.e., Hours for calculation of monthly demand.
2. The charges prescribed above for supply of sea water will be charged as per actual usage of electric pump.