

# **NEW MANGALORE PORT TRUST**

## **SCALE OF RATES- From 13.05.2016 To 31.03.2019**

*(Gazette of India Notification No. 133 dated 13.04.2016)*

### **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 / Directorate General of Shipping.
- (ii) “Foreign - going vessel” shall mean any vessel other than coastal vessel.

##### **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) As regards the Container related charges which are denominated in US dollars for the foreign containers, the tariff for coastal container shall not exceed 60% of the corresponding charges for other foreign containers. Further, these charges will be collected in Indian Rupees only at the applicable exchange.
  
  - (c) 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.
  
  - (d) In case of a Foreign flag vessel converted to coastal run on the basis of a Specified Period License 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.
  
  - (e) In case of a Foreign flag vessel converted to coastal run on the basis of a Specified Period License 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.
  
- (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 Trust 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 NMPT. 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, NMPT 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 NMPT 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 NMPT.
- (xiii)
  - (a) The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 April 2017 subject to the NMPT achieving the Performance Standards notified alongwith 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 the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the NMPT to be intimated by the port to the concerned users and to the 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 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 16 February 2016 is approved by the 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 Rs.)	Foreign-going Vessels (in US \$)	Coastal Vessels (in Rs.)
Ships/Steamers	0.332	5.38	Each entry	Each entry
Tugs, Launches, Barges, etc. not included above	0.053	2.48	Each entry	Each entry
Crude Oil Tanker at Single Point Mooring (SPM)	0.332	5.38	Each entry	Each entry
* Ro-Ro Vessels	0.332	1.79*	Each entry	Each entry

\* to be read with Note No (9) below

#### Notes:

- (1) ‘Ship’ means a vessel propelled solely by wind power and ‘Steamer’ means any vessel other than a ship. In respect of sailing vessels fitted with auxiliary engines charges shall be levied at the rate applicable to ships.
- (2) 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.
- (3) 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.

- (4) A vessel calling only for bunker at port or at anchorage shall be charged with only 25% of the port dues with which she would otherwise be chargeable.
- (5) 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 Trusts Act, and shall not be charged any Port Dues.
- (6) 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.
- (7) 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.
- (8) Port Dues shall be levied for Coast Guard/Naval and other Government Vessels as per the rate applicable to other Ships/Steamers.
- (9) As per the Ministry of Shipping, Government of India, letter No.16 (88)/2016-PD-VII dated 20 September 2016 and TAMP notification No. TAMP/4/2004-Genl. dated 25 October 2016, 80% discount on vessels related charges and Cargo related charges for coastal transportation of vehicles through Ro-Ro ship will be granted for a period of two years with effect from 20 September 2016.
- (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.

## 2.2 PILOTAGE

Classification of the vessels	Rate per GRT	
	Foreign-going Vessels (in US \$)	Coastal Vessels (in Rs.)
(i) For Pilotage both inward and outward		

(a) Upto 30,000 GRT	0.426 subject to minimum of USD 1,278	Rs.11.37 subject to minimum of Rs.34,110.00
(b) 30,001 to 60,000 GRT	USD 12,780 + USD 0.340 per GRT over 30,000 GRT	Rs.3,41,100 + Rs.9.10 per GRT over 30000 GRT
(c) 60,001 GRT and above	USD 22,980 + USD 0.298 per GRT over 60,000 GRT	Rs.6,14,100 + Rs.7.97 per GRT over 60,000 GRT
(d) SPM	USD 0.2515	Rs. 9.58
<b>Rate per vessel</b>		
(ii)		
(a) Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessels upto GRT 199	USD 94.88 per vessel	Rs. 2,536.31
(b) GRT 200 and above	USD 142.31 per vessel	Rs. 3,803.80
* (iii) for Ro-Ro Vessels		
(a) Upto 30,000 GRT	0.426 subject to minimum of USD 1,278	Rs.3.79 subject to minimum of Rs.11,370.00
(b) 30,001 to 60,000 GRT	USD 12,780 + USD 0.340 per GRT over 30,000 GRT	Rs.1,13,700+ Rs.3.03 per GRT over 30000 GRT
(c) 60,001 GRT and above	USD 22,980 + USD 0.298 per GRT over 60,000 GRT	Rs.2,04,600 + Rs.2.66 per GRT over 60,000 GRT

**\* to be read with Note No (10) below**

**Notes:**

1. (a) Pilotage-cum-towage fee will be composite and shall include one inward and one outward movement with services of Port's Pilot for to and fro pilotage and towage with required number of tugs/launches of adequate capacity and shifting/s of vessels for 'Port convenience' and supply of mooring boats.
- (b) Pilotage-cum-towage charges shall be levied for Coast Guard/ Naval and other Government Vessels as per the rate applicable to other vessels.



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. 8 (Old 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.

3. (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 Rs.)
(i) (a) Upto 30,000 GRT	USD 0.106 subject to a minimum of USD 318	Rs.2.85 subject to a minimum of Rs. 8,550.00
(b) 30,001 to 60,000 GRT	USD 3,180 + USD 0.085 per GRT over 30,000 GRT	Rs.85,500 + Rs. 2.27 per GRT over 30,000 GRT
(c) 60,001 GRT and above	USD 5,730 + USD 0.074 per GRT over 60,000 GRT	Rs.1,53,600 + Rs. 2.00 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	USD 23.73 per vessel	Rs. 634.41

vessels upto GRT 199		
(b) GRT 200 and above	USD 35.58 per vessel	Rs. 950.95
* (iii) for Ro-Ro Vessels		
(a) Upto 30,000 GRT	USD 0.106 subject to a minimum of USD 318	Rs.0.95 subject to a minimum of Rs. 2,850.00
(b) 30,001 to 60,000 GRT	USD 3,180 + USD 0.085 per GRT over 30,000 GRT	Rs.28,500 + Rs. 0.76 per GRT over 30,000 GRT
(c) 60,001 GRT and above	USD 5,730 + USD 0.074 per GRT over 60,000 GRT	Rs.51,300+ Rs. 0.67 per GRT over 60,000 GRT

**\* to be read with Note No (10) below**

- (ii) When tugs are not used for shifting, 50% concession shall be given on shifting charges.
4. The shifting charges prescribed above are for the movement of vessels within the dock basin movement from/to anchorage outside the dock basin qualifies for a second set of pilotage fee.
  5. 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.
  6. 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.
  7. 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.
  8. 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.
  9. 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 Rs. 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.

10. As per the Ministry of Shipping, Government of India, letter No.16 (88)/2016-PD-VII dated 20 September 2016 and TAMP notification No. TAMP/4/2004-Genl. dated 25 October 2016, 80% discount on vessels related charges and Cargo related charges for coastal transportation of vehicles through Ro-Ro ship will be granted for a period of two years with effect from 20 September 2016.
11. 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 Pilotage and Shifting charges shall be levied accordingly.

### 2.3 Detention charges of the vessels:

	<b>Description</b>	<b>Foreign going vessel ( in US \$)</b>	<b>Coastal Vessel (in Rs.)</b>
(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 99.75	Rs. 2,666.65
(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 49.88	Rs. 1,332.65
	(b) For every subsequent hour or part thereof	USD 41.56	Rs. 1,110.55

#### **Note:**

In case where a Pilot boards a 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.

### 2.3.1 Tug Hire Charges for SPM Operations:

Description	Rate per Tug hour or part thereof	
	Foreign going Vessel (in US \$)	Coastal Vessel (in Rs.)
Tug Hire charges for SPM Operations	USD 1,240.63	Rs. 47,275.45

### 2.4 Berth Hire charges:

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

Classification of the Vessel	Rate per hour or part thereof per GRT	
	Foreign going Vessel (in US \$/cents)	Coastal Vessel (in Rs.)
<b>Vessel other than oil tanker</b>		
All vessels irrespective of GRT	0.23 cents subject to a minimum of USD 7.98	Re. 0.060 subject to a minimum of Rs. 213.33
* Ro-Ro Vessels	0.23 cents subject to a minimum of USD 7.98	Re. 0.02 subject to a minimum of Rs. 71.11

\* to be read with Note No (10) below

#### 2.4.2 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 Rs.)
(i) Tankers / Oil tankers	0.33 cents subject to a minimum of USD 6.58	Re. 0.089 subject to a minimum of Rs. 175.96
<b>Rate per Vessel per Hour</b>		
(ii) Sailing vessels, Barges, Tugs (Vessels other than steamer and Tankers)	USD 4.12 Per vessel/hour	Rs. 110.06 per vessel/hour
(iii) Fishing vessels/ trawlers/service boat	USD 0.66 Per vessel/hour	Rs.17.63 per vessel/hour
(iv) Wooden rowing boat	USD 0.32	Rs. 8.65

with or without auxiliary engines	Per vessel/hour	per vessel/hour
(v) Double banking	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above.	

(vi) **Mother Ships:**

- (a) If the mother ships are berthed alongside a Wharf, all the charges as applicable to other Merchant vessels shall be recoverable.
- (b) If anchored at outer anchorage, there will be no pilotage fees, berth hire, mooring charges and tug hire charges
- (c) If anchored at inner anchorage, all applicable vessel related charges excluding berth hire shall be recovered.

(vii) **Lash Barges**

- (a) The berth hire charges shall be levied at the rate of Rs 16.05 per barge per hour or part thereof for coastal vessel or US\$ 0.60 per barge per hour or part thereof for foreign going during the process of loading and unloading of cargo.
- (b) When the barges wait at the safe fleeting area, they shall be charged at Rs 5.35 per barge per hour or part thereof for coastal vessel or US\$ 0.20 per barge per hour or part thereof for a foreign going vessel.
- (c) The charges for towing of barge shall be according to the rate prescribed for tugs or launches, as the case may be.
- (d) Though not berthed, if the Service Boat remaining in the Port area, they shall be charged at the rate of Rs.17.62 per hour.

**Notes:**

1. Berth hire shall be levied per hour from the time of completion of mooring of a vessel in a berth or when its anchoring is completed, whichever is later.
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. (a) 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.
- (b) 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. 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

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. In compliance with the Ministry of Shipping letter No. SW-17011/2/2016-CT.dt 11<sup>th</sup> July 2016 regarding Implementation of the recommendation of the sub-committee on cruise tourism and resolution No 77/2016-17 of the Board meeting held on 29.08.2016, following concessions will be extended to Cruise Vessels:
- i) 30% rebate for all vessel related charges which includes port dues, pilotage and berth hire from the notified scale of rates for cruise vessel.
  - ii) No levy of priority /ousting and shifting charges for berthing the cruise vessels provided the liner /steamer agents informs the port 30 days in advance about berthing of the vessel. However subsequent shifting for ship's convenience at their request shall be charged.
10. As per the Ministry of Shipping, Government of India, letter No.16 (88)/2016-PD-VII dated 20 September 2016 and TAMP notification No. TAMP/4/2004-Genl. dated 25 October 2016, 80% discount on vessels related charges and Cargo related charges for coastal transportation of vehicles through Ro-Ro ship will be granted for a period of two years with effect from 20 September 2016.

- (11) 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 Berth Hire shall be levied accordingly.

### 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

	<b>Cargo</b>	<b>Unit</b>	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
1	Spices (cardamom, ginger, turmeric, coriander seed, pepper, chillies etc.	MT	50.77	30.46
2	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen	MT	38.58	23.15
3	Yarn, cotton and wool raw, waste or manufactured staple fibre	CBM	121.68	73.01
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	50.00	30.00
5	Asphalt, Bitumen	MT	81.65	48.99
6	Plant & Machinery (in Knock Down Conditions or otherwise)	MT	127.95	76.77
7	Over Dimensional Cargo	MT	875.00	525.00

#### 3.2. Bulk Cargo

<b>Sl.</b>	<b>Cargo</b>	<b>Unit</b>	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
<b>1</b>	<b>(a) Finished Fertilizers</b>			



	MOP, SOP, Urea, DAP, NPK, CAN Ammonia Sulphate and any other Finished fertilizer	MT	34.45	20.67
	<b>(b) Fertilizer Raw Materials</b>			
	Sulphate/ Rock phosphate	MT	39.37	23.62
<b>2</b>	<b>Food Grains and Food Products</b>			
	(a) Rice, Wheat, Maize, Pulses (bags/bulk)	MT	39.37	23.62
	(b) Sugar, Sugarcandy or Cube	MT	39.37	23.62
<b>Sl.</b>	<b>Cargo</b>	<b>Unit</b>	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
<b>3</b>	<b>P.O.L.</b>			
	(a) Motor spirit	MT	68.89	68.89
	(b) Superior Kerosene Oil	MT	68.89	68.89
	(c) Diesel Oil	MT	68.89	68.89
	(d) Crude Oil	MT	68.89	68.89
	(e) Naphtha	MT	68.89	68.89
	(f) Furnace Oil	MT	68.89	68.89
	(g) Grease	MT	63.97	63.97
	(h) Asphalt/ coaltar/ bitumen	MT	63.97	63.97
	(i) Crude oil through Single Point Mooring (SPM)	MT	25.00	25.00
	(j) Pet Coke (in bulk or break bulk)	MT	39.90	39.90
	(k) Others	MT	68.89	68.89
<b>4</b>	<b>Other Chemicals</b>			
	(a) Ammonia Liquid or Gas	MT	68.89	41.33
	(b) Phosphoric Acid and Styrene Monomer	MT	59.05	35.43
	(c) Sulphuric Acid	MT	59.05	35.43
	(d) Orthoxylene	MT	59.05	35.43
	(e) Ethylene Dichloride (E.D.C.)	MT	59.05	35.43
	(f) Cyclohexanone	MT	59.05	35.43
	(g) Cumene	MT	59.05	35.43
	(h) Methanol	MT	59.05	35.43
	(i) Phenol	MT	59.05	35.43
	(j) Caustic Soda Dye	MT	59.05	35.43
	(k) Acids/ Chemicals of all kinds in crystals liquids not specified above	MT	59.05	35.43
	(l) Benzene	MT	59.05	35.43
	(m) Mixed Xylene	MT	59.05	35.43
	(n) Para Xylene	MT	59.05	35.43
	(o) Soda Ash	MT	63.97	38.38
	(p) Sulphur	MT	59.05	35.43
	(q) Poly Propylene Granules	MT	59.05	35.43
	(r) Purified Terephthalic Acid	MT	59.05	35.43

	(PTA)			
	(s) Poly Ethylene Terephthalate (PET)	MT	59.05	35.43
	(t) Mono Ethylene Glycol (MEG)	MT	59.05	35.43
<b>5</b>	<b>Edible Oil &amp; Other Liquids</b>			
	(a) Palm oil, vegetable Oil etc.	MT	49.21	29.53
	(b) Oil seeds	MT	49.21	29.53
	(c) Molasses	MT	49.21	29.53
<b>Sl.</b>	<b>Cargo</b>	<b>Unit</b>	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
<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	49.21	29.53
	(b) Iron and steel scraps and drops	MT	39.37	23.62
	(c) Pig iron/ Sponge iron	MT	49.21	29.53
	(d) Galvanized Steel, Ingots, Tin plates, Lead material of all types	MT	81.02	48.61
	(e) Alloy Steel, Stainless Steel and Metals not otherwise specified - Ingots and products	MT	134.82	80.89
<b>7</b>	<b>Granite in any form</b>	MT	44.29	26.57
<b>8</b>	<b>Ores/ Metals</b>			
	(a) Manganese ore	MT	29.53	17.72
	(b) Perlite ore	MT	29.53	17.72
	(c) Chromite ore	MT	29.53	17.72
	(d) Bentonate & ballclay sand/ clay of any Class	MT	19.68	11.81
	(e) Rock sand	MT	26.60	15.96
	(f) Zinc concentrate	MT	103.34	62.00
	(g) Copper concentrate	MT	39.37	23.62
	(h) Copper cathode	MT	123.03	73.82
	(i) Copper wire, rods, cables, bars blocks	MT	98.42	59.05
	(j) Limestone	MT	34.45	20.67
	(k) Aluminium and Tin	MT	108.26	64.96
	(l) Iron Ore Pellets other than KIOCL	MT	34.45	34.45
	(m) Iron Ore Fines/Lumps	MT	32.38	32.38
	(n) Slag	MT	33.25	19.95
	(o) Bauxite	MT	34.45	20.67
	(p) Any other ore in bulk	MT	34.45	20.67
<b>9</b>	<b>Gas</b>			
	LPG/LNG or any gas in any other form	MT	177.16	106.30

<b>10</b>	<b>Timber &amp; Allied Products</b>			
	(a) Timber of all kinds of logs including plywood	CBM	49.21	29.53
	(b) Wood pulp and wood chips	MT	39.37	23.62
	(c) Papers of all kinds including waste papers	MT	49.21	29.53
<b>Sl.</b>	<b>Cargo</b>	<b>Unit</b>	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
<b>11</b>	<b>Coal and Coke in bulk</b>			
	(a) Thermal Coal (other than UPCL)	MT	24.61	24.61
	(b) Coal (other than Thermal Coal) and coke	MT	24.61	14.77
<b>12</b>	<b>Cement</b>			
	(a) upto 3.00 lakh tonnes per annum	MT	59.05	35.43
	(b) Above 3.00 lakhs tonnes and upto 4.00 lakhs Tonnes per annum	MT	49.21	29.53
	(c) Above 4.00 lakh tonnes per annum	MT	39.37	23.62
	(d) Bagged cement/ sugar/ raw sugar/ all types of bagged cargo	MT	59.05	35.43
<b>13</b>	(a) Gypsum/ Clinker	MT	29.53	17.72
	(b) Dolomite	MT	29.53	17.72
<b>14</b>	<b>Others</b>			
	(a) Raw cashew nuts	MT	34.45	20.67
	(b) Cashew kernels	MT	54.13	32.48
	(c) Cashew shell liquid	MT	39.37	23.62
	(d) Coir and coir products	MT	54.13	32.48
	(e) Ferro silicon	MT	39.37	23.62
	(f) Defence stores equipments	MT	127.95	76.77
	(g) Oil cakes and fodder of all kinds	MT	29.53	17.72
	(h) Unaccompanied personal effects	MT	98.42	59.05
	(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	46.55	27.93
<b>15</b>	Salt	MT	29.53	17.72
<b>16</b>	Rice Bran	MT	29.53	17.72
<b>17</b>	Tapioca chips, flour starch, waste	MT	49.21	29.53

	& tamarind Seed powder in bags			
<b>18</b>	Onion	MT	29.53	17.72
<b>19</b>	Construction and building materials			
	(i) Sand, Stones, Boulders, Jelly, manufacturing sand, marble	MT	69.16	41.50
<b>Sl.</b>	<b>Cargo</b>	<b>Unit</b>	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
	(ii) Clay, chalk, fly ash in bulk	MT	96.82	58.09
<b>20</b>	Conveyance- Various types, parts and accessories			
	(a) Vehicles/Equipments Imported/Exported through the Port	Each Unit	3000.00	1800.00
	* (b) Vehicles/Equipments Imported/Exported through the Port through Ro-Ro operation	Per vehicle/equipment	3000.00	600.00*
	* (c) Vehicles/Equipments handled with loaded merchandise or cargoes through Ro-Ro operation	Per vehicle/equipment	1,500.00	300.00*
<b>21</b>	Unenumerated goods other than the above specified	MT	63.97	38.38

\*to be read with Note No (10) below

**M.T = Metric Tonne**

**CBM = Cubic metre**

### 3.3. Rates of embarkation and dis-embarkment of passengers from Cruise vessels

<b>Sl.</b>	<b>Particulars</b>	<b>Unit</b>	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
(i)	Cruise vessel passenger- disembarking	Per passenger	720.59	432.35
(ii)	Cruise vessel passenger- embarking	Per passenger	720.59	432.35
(iii)	For transit passenger (Tourist/Cruise)	Per passenger	541.84	325.10

#### 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 Rs 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 over board or jettisoned but not salvaged, refund of wharfage will be considered on production of a certificate from the authorized official of the Port Trust, justifying the circumstances under which the goods were jettisoned or thrown over board. 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), NMPT 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 NMPT 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 Trust
  - (v) Postal Mail bags.
10. As per the Ministry of Shipping, Government of India, letter No.16 (88)/2016-PD-VII dated 20 September 2016 and TAMP notification No. TAMP/4/2004-Genl. dated 25 October 2016, 80% discount on vessels related charges and Cargo related charges for coastal transportation of vehicles through Ro-Ro ship will be granted for a period of two years with effect from 20 September 2016.

## CHAPTER – IV

### CONTAINER CHARGES

#### 4.1 Wharfage charges

Sl.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign (in Rs.)	Coastal (in Rs.)	Foreign (in Rs.)	Coastal (in Rs.)
1	Upto 20'	59.05	35.43	295.26	177.16
2	Above 20' and upto 40'	88.58	53.15	442.89	265.73
3	Above 40'	118.10	70.86	590.52	354.31

#### 4.2 Storage charges

Sl.No.	Container Size	Rate per container Per day or part thereof	
		Foreign(in US \$)	Coastal (in Rs.)
1	Upto 20'	0.285	12.67
2	Above 20' and upto 40'	0.427	19.02
3	Above 40'	0.569	25.36

#### 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 alongwith 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 N.M.P.T 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-Stow charges:

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

Sl.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign (in Rs.)	Coastal (in Rs.)	Foreign (in Rs.)	Coastal (in Rs.)
1	Upto 20'	29.53	17.72	49.21	29.53
2	Above 20' and upto 40'	44.29	26.57	73.82	44.29
3	Above 40'	59.05	35.43	98.42	59.05

#### 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.

(ii) **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.

3. 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 Rs.)
1	20' Spreader	147.63
2	40' Spreader	221.45

4.5 **Container Handling charges**

Sl.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign (in Rs.)	Coastal (in Rs.)	Foreign (in Rs.)	Coastal (in Rs.)
1	Upto 20'	120.07	72.04	251.96	151.18
2	Above 20' and upto 40'	180.11	108.07	377.93	226.76
3	Above 40'	240.14	144.08	503.91	302.35

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

Sl.No.	Container Size	Rate per 4 hours or part thereof per container (in Rs.)
1	Upto 20' containers	155.61
2	Above 20' and upto 40' containers	188.86
3	Above 40' containers	222.11

**Notes:**

1. No private equipment shall be permitted into the port premises without prior permission of the NMPT.
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 Rs.100 per hour or part thereof.
4. A charge of Rs.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 NMPT 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 NMPT 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 Rs.500 per every breach of the above condition whenever he is found guilty of such breach by the NMPT  
(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 NMPT 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 NMPT 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 NMPT 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.
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 container charges shall be levied accordingly.

## CHAPTER-V

### DEMURRAGE

#### 5.1 Imports

Demurrage 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.	Classification	Unit	Rate
1	Goods lying in the Transit sheds or in the open transit space	Per wharfage unit per day	(a) first week Rs. 4.00 (b) second week Rs.6.65 (c) succeeding period Rs.9.30

#### 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 be reckoned 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 demurrage charges provided the goods are removed within twenty four hours after the completion of the survey.

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

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

### **5. Demurrage charges on Sundays and Port Holidays**

Once demurrage 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 demurrage 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 demurrage charges at the rates prescribed in the Schedule of Demurrage (Imports) at (c) in Sl.No.1 or 2 whichever is applicable.

### **5.2 Exports**

Demurrage at the rate of Rs.4.00 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 days 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. Demurrage charges shall be levied on such goods in accordance with the rate specified for demurrage on export cargo.

## **5. Transhipment of Goods**

The free period shall be allowed for the transhipment 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. Demurrage charge on both import and export cargo shall not accrue for the period when the NMPT is not in a position to deliver/ship cargo when requested by the user

- If operational area is licensed on rental terms to users, demurrage charge on cargo stored there-at shall not be levied again.

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

		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	Rs.150/- per day per vehicle / equipment	Rs.300/- per day per vehicle / equipment
3	Thereafter	Rs.300/- per day per vehicle / equipment	Rs.600/- 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 NMPT
- Shut out charges for not loading on the vessel for which the vehicle/equipment is brought in is Rs.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 Rs.)
Water Charges	USD 4.655	124.42

#### 6.2. Charges for use of bunkering facility alongside berths/anchorage

Sl.No.	Description	Rate per M.T. (in Rs.)
1	For providing bunkers alongside berth(s)/anchorage through fixed pipelines or loading arms or flexible hoses of users or through mobile trucks/trainers/barges	35.91

### 6.3. Marshalling yard usage charges

Sl.No.	Description	Rate per M.T. (in Rs.)
1	Use of Marshalling yard only	16
2	Use of Marshalling yard including private siding inside the wharf	20

### 6.4 Fees for issue of Licence to C&F Agency

Sl.No.	Description	Rate (in Rs.)
1	New Licence	6,650.00 for two calendar years
2	Renewal within the period of licence for a further period of two calendar years	1,330.00 per licence
3	For issue of duplicate licence when the original is lost or defaced	266.00 per licence
4	For temporary licence for a period not exceeding one year	1,330.00 for one calendar year

**Note:**

Renewal licence shall be effected only if the licence has utilised and transacted activities at the port during the pervious licence period. Failure to renew the licence within the specified period entails cancellation of the licence.

### 6.5 Fees for issue of licence to Steamer Agency

Sl.No.	Description	Rate (in Rs.)
1	New Licence	6,650.00 per licence
2	Renewal within the period of licence for a further period of two calendar years	1,330.00 per licence
3	For issue of duplicate licence when the original is lost or defaced	266.00 per licence
4	For temporary licence for a period not exceeding one year	1,330.00 for one calendar year

**Note:**

Renewal of licence shall be effected only if the licence was utilized and transacted activities at the port during the pervious licence period. Failure to renew the licence within the specified period entails cancellation of the licence.



## 6.6. Charges for hire of launches and tugs within the limits of the Port

### I. Tugs

Sl.No.	Name of the vessel	Rate per hour or part thereof	
		Foreign-going vessels (in US \$)	Coastal vessels (in Rs.)
1	32.50 T.B.P	USD 1,578.98	Rs. 42,206.22
2	50.00 T.B.P	USD 2,342.98	Rs. 62,628.37

#### Note:

For use of the above tugs by Indian Navy and Coast Guard only 60% of the rate prescribed above shall be levied.

### II. Launches

Sl.No.	Name of the vessel	Rate per hour or part thereof	
		Foreign-going vessels (in US \$)	Coastal vessels (in Rs.)
(a)	<b>Multi purpose vessel:</b> M.V. Mallya.	USD 1,528.04	Rs. 40,844.30
(b)	<b>Mooring Launches:</b>	USD 152.80	Rs. 4,084.43
(c)	<b>Pilot Launches:</b>	USD 387.10	Rs. 10,347.40
(d)	<b>Survey Launch:</b>	USD 306.99	Rs. 8,206.10

## 6.7. Hire charges for cargo handling equipment

Sl.No.	Equipment	Rate per hour or part thereof (in Rs.)	
1	10 MT capacity Fork Lift Truck	Rs.705.00 subject to minimum of Rs. 2,820.00	
2	Tata Truck Model LPT 909/36	Rs.555.00 subject to minimum of Rs. 4,440.00	
3	3 Ton Forklift Trucks	<b>Foreign (in Rs.)</b>	<b>Coastal (in Rs.)</b>
		Rs.120.00 subject to a minimum of Rs.240.00	Rs.72.00 subject to a minimum of Rs.144.00

#### Notes:

1. No private equipment shall be permitted into the port premises without prior permission of the NMPT.
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 Rs.100 per hour or part thereof.
4. A charge of Rs.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 NMPT 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 NMPT 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 Rs.500 per every breach of the above condition whenever he is found guilty of such breach by the NMPT
  - (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 NMPT 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 NMPT 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 NMPT 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.

**6.8 Charges for use of Harbour Mobile Cranes installed by the private operators:**

*(TAMP order no.TAMP/24/2013-NMPT dated 13.02.2015 & notified in the Gazette of India on 19.03.2015)*

- (i) For Dry Bulk Cargo

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
12500	43.52	26.12
12501-13500	45.70	27.43
13501-14500	47.87	28.73
14501-15500	50.05	30.04

**Note:**

To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes and for the 2<sup>nd</sup> thousand tonnes the rate was enhanced to 110% of the base rate. The same methodology shall also be adopted to calculate the rate beyond 14500 tonnes.

- (ii) For Break Bulk Cargo

- (A) Steel and Bagged Cargo:

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
6000	90.33	54.20
6001-7000	94.85	56.91

**Note:**

To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 7000 tonnes.

- (B) Others:

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
3750	144.60	86.76
3751-4750	151.83	91.10

**Note:**

To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 4750 tonnes.

- (iii) After completion of one year from the effective date of implementation of this order, the rate for the benchmark level of the average daily crane performance at 12500 Metric Tonne for Dry Bulk Cargo, 6000 Tonne for Steel and Bagged Cargo and 3750 Tonne for others, shall be indexed annually to meet the cost of inflation to the extent of 100% of the variation in Wholesale Price Index (WPI) announced by the Government of India occurring between 1<sup>st</sup> January 2015 and 1<sup>st</sup> January of the relevant year as per clause 2.8 of the Tariff Policy, 2015 subject to achievement by the crane operator of the benchmark level of the average daily crane performance to be calculated taking into account the total tonnage (cargo wise) handled in a year divided by the total time taken for the respective cargo group as stipulated in clause 3.2 of the said Tariff Policy. Such automatic adjustment of SOR will be made every year and the adjusted SOR will come into force from 1<sup>st</sup> April of the relevant year to 31<sup>st</sup> March of the following year.

**Notes:**

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

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

- (ii) According to the average berth-day output for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from port users for the full quantity of cargo loaded / discharged.
- (iii) If one MHC works with another MHC or ELL crane/s, the berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the MHC's load meter.
- (iv) In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by MHC will be determined taking into account cargo loaded / discharged prior to breakdown divided by crane working hours and multiplied by 24.
- (v) In case of stoppage of operation of MHC for more than two hours at a stretch for reasons not attributable to the MHC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of MHC for less than two hours will not be taken into consideration for the above purpose. No allowance will be allowed for stoppages attributable to the MHC. All stoppages in loading / unloading operation during working of MHC are required to be certified by the Stevedore of the vessel in the Daily Vessel Performance Report.
- (vi) In case shifting of a vessel becomes necessary due to breakdown / non performance of MHC, the shifting charges of the vessel from berth to anchorage will be recovered from

the crane operator in addition to a penalty of Rs.1,00,000/- (Rupees One Lakh). The shifting charges so recovered will be refunded to the vessel's agents while the penalty will be retained by the port.

- (vii) In case of dispute on the average output, the decision of the Port Trust will be final and binding.

### 6.8.1 Charges for use of Harbour Mobile Crane installed by the Port:

(TAMP order no.TAMP/41/2014-NMPT dated 21.03.2015 & notified in the Gazette of India on 13.04.2015)

- (i) For Dry Bulk Cargo

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
10000	37.22	22.33
10001-11000	39.08	23.45
11001-12000	40.94	24.56

**Note:**

To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes and for the 2<sup>nd</sup> thousand tonnes the rate was enhanced to 110% of the base rate. The same methodology shall also be adopted to calculate the rate beyond 12000 tonnes.

- (ii) For Break Bulk Cargo

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in Rs.)	
	Foreign	Coastal
4000	90.65	54.39
4001-5000	95.18	57.10
5001-6000	99.71	59.83

**Note:**

To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes and for the 2<sup>nd</sup> thousand tonnes the rate was enhanced to 110% of the base rate. The same methodology shall also be adopted to calculate the rate beyond 6000 tonnes.

- (iii) For Containers

	Foreign (in Rs.)		Coastal (in Rs.)	
	Loaded	Empty	Loaded	Empty
<b>Normal Containers</b>				
Upto 20'	1566	746	940	448
20' to 40'	2350	1120	1410	672
<b>Reefer</b>				

<b>Containers</b>				
Upto 20'	1801	858	1081	515
20' to 40'	2702	1288	1621	773
<b>Hazardous Containers</b>				
Upto 20'	1880	896	1128	537
20' to 40'	2820	1344	1692	806

- (iv) After completion of one year from the effective date of implementation of this order, the rate for the benchmark level of the average daily crane performance at 10000 Metric Tonne for Dry Bulk Cargo, 4000 Metric Tonne for Break Bulk Cargo and 60000 TEUs, shall be indexed annually to meet the cost of inflation to the extent of 100% of the variation in Wholesale Price Index (WPI) announced by the Government of India occurring between 1<sup>st</sup> January 2015 and 1<sup>st</sup> January of the relevant year as per clause 2.8 of the Tariff Policy, 2015 subject to achievement of the benchmark level of the average daily crane performance. The benchmark level of the average daily crane performance is to be calculated taking into account the total tonnage (cargo wise) handled in a year divided by the total time taken for the respective cargo group. Such automatic adjustment of SOR will be every year and the adjusted SOR will come into force from 1<sup>st</sup> April of the relevant year to 31<sup>st</sup> March of the following year.

**Notes:**

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

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

- (ii) According to the average berth-day output for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from port users for the full quantity of cargo loaded / discharged.
- (iii) If one MHC works with another MHC, the berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the MHC's load meter.
- (iv) In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by MHC will be determined taking into account cargo loaded / discharged prior to breakdown divided by crane working hours and multiplied by 24.
- (v) In case of stoppage of operation of MHC for more than two hours at a stretch for reasons not attributable to the MHC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of MHC for less than two hours will not be taken into consideration for the above purpose. No allowance will be allowed for stoppages attributable to the MHC. All stoppages in loading / unloading operation during working of MHC are required to be certified by the Stevedore of the vessel in the Daily Vessel Performance Report.

- (vi) 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.
- (vii) In case of dispute on the average output, the decision of the Port Trust will be final and binding.

## 6.9. Miscellaneous Charges

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

Sl	Classification	Rate (in Rs.)
1	For shooting of films by film making company or private parties	25,000 per day or part thereof
2	For still photographs of export/import cargoes	532 per day or part thereof
3	For taking photographs of the parties or of the crew on Board the ships and in case not covered in clauses (1) & (2) above	66.50 per each time for each party

#### Notes:

1. The permission shall be issued by the NMPT 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 NMPT 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:

Sl.No.	Classification	Rate (in Rs.)
1	For issue of temporary pass for admission into the Harbour (per head, per day)	3.00
2	Temporary pass for bus, authorized trucks carrying passengers (per vehicle per day)	66.50
3	Temporary pass for trucks/trailers/ tippers (per day)	13.30
4	Temporary pass for Car/Jeep/Van (per day)	7.98
5	For private cargo handling equipments (per day)	99.75
6	Issue/renewal of permanent photo pass (per head)	133.00
7	Issue of duplicate photo pass (per head)	332.50
8(a)	Permanent vehicle pass for trucks/trailers/tippers For six months For one year For duplicate	665.00 1,064.00 332.50
8(b)	Permanent vehicle pass for car/jeep/van For six months For one year For duplicate	505.40 798.00 332.50
9	Permanent pass for private cargo handling equipments For six months For one year	3,325.00 5,320.00
10	Entry fees for cargo trucks entering the Bounded area of the Port - payable by C&F Agent per entry	13.30

### Notes:

1. The licence shall be issued by the NMPT or any official authorized by it.
2. The payment of the charge will not automatically entitle a person to get a pass.
3. The temporary pass shall be valid for a day for which it is obtained from zero to zero hours.
4. The NMPT 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 Trust 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 NMPT.
5. Only persons who have harbour entry passes will be issued with temporary vehicles licence on payment of the above prescribed fee and it is not transferable.
6. No refund will be allowed for the charges once paid for temporary vehicle licences issued by the Port.



7. Drivers of vehicles (with permanent licence) are exempted from the payment for entry into the Wharf.
8. No refund will be allowed for the charges once paid for the licences issued for the vehicles covered by item above for unexpired period of licence.
9. Failure to apply for the renewal of the annual or half yearly licence within 15 days, before the day of expiry thereof may entail cancellation of the licence or levy of penalty of Rs. 50/- per vehicle in addition to the renewal fee.
10. A fee of Rs. 50/- shall be charged for transfer of each annual or half yearly licence due to change of ownership of the carriers.
11. A sum of Rs. 50/- shall be charged for the issue of a duplicate annual or half yearly licence when the original is defaced or illegible or is lost.
12. Vehicles i.e. carriers of goods belonging to the New Mangalore Port Trust and other Major Port Trusts alone shall be exempted from holding a licence.
13. Any other vehicles not covered by above may be exempted from charge under the scale of Rates at the discretion of the NMPT.
14. No refund is permissible for the unexpired period of licence.
15. Whenever damage to the NMPT property is caused by any vehicle plying within the NMPT 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	Rs. 1.33 per tonne or part thereof
(2)	For issue of certificate of total tonnage of cargo	Rs.4.00 subject to a minimum of Rs. 20 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 NMPT in writing so as to reach him at least 2 hours prior to the commencement of the period of hire.
4. A fee of Rs.10/- each shall be levied for a duplicate certificate of payment issued by the port authorities.

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

(1)	Weighment of cargo on the Port Lorry weigh bridge	:	Rs.20.00 per truck both ways
(2)	For issue of weighing Certificate	:	Rs.25 in addition to the charge prescribed at (1) above per certificate.

#### 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. The fee under item (2) above shall be payable in addition for the issue of certificate showing both the tare and loaded weight of the vehicle.
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 Rs.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 NMPT
5. The NMPT 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 NMPT 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 NMPT for all liabilities under the Workmen's Compensation Act, 1923.

#### V. Charges for issue of Entry & Clearance Certificate:

Charges for issue of entry and clearance certificate to Master/Owner/Agent of vessel which calls at the Port for crew change and anchor within or beyond port limits without discharging or loading any cargo or passenger.	Rs.1,330.00 per certificate
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#### VI. Charges for parking Barge:

Charges for parking Barge including Bunkering Barge within the Port limit other than berth(s)	Rs.50/- per hour
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## CHAPTER VII

### **Levy for supply of Cargo Handling worker from Registered Cargo Handling Labour Wing for Cargo Handling Operations**

The charges for obtaining services of cargo handling worker from New Mangalore Port Trust Registered Cargo Handling Workers' Administrative Wing shall be as follows:

Sl.	Commodity	Foreign Cargo (Rs. per ton)	Coastal Cargo (Rs. per ton)	Benchmark Productivity per gang per shift (in tonnes)
1	Iron ore	33.25	33.25	1644
2	Coal	33.25	19.95	1352
3	Limestone	33.25	19.95	1268
4	Coke	46.55	27.93	792
5	Granite/Boulders	46.55	27.93	794
6	M.O.P / S.O.P.	53.20	31.92	972
7	Maize	59.85	35.91	637
8	Pig Iron	59.85	35.91	440
9	DAP	66.50	39.90	958
10	Rock Phosphate	66.50	39.90	944
11	Urea	66.50	39.90	733
12	Clay	39.90	23.94	220
13	Machinery	133.00	79.80	316
14	Timber	133.00	79.80	193
15	Wood Pulp	66.50	39.90	99
16	Wheat	46.55	27.93	814
17	Sulphur	53.20	31.92	594
18	M. Logs/B. Logs	133.00	79.80	94
19	Bentonite	59.85	35.91	840
20	Yellow Peas	33.25	19.95	1034
21	Container per TEU	598.50	359.10	82 TEU
22	Other foodgrains and cereals	46.55	27.93	814
23	Other Bulk Cargo not classified in this list	59.85	35.91	275
24	Iron ore by HMC	6.42	6.42	4993
25	Coal (mechanical by HMC)	6.32	3.79	4028
26	Coke (mechanical by HMC)	9.22	5.53	2787
27	Lime Stone (mechanical by HMC)	7.16	4.29	3772

Sl.	Commodity	Foreign Cargo (Rs. per ton)	Coastal Cargo (Rs. per ton))	Benchmark Productivity per gang per shift (in tonnes)
28	Urea (mechanical by HMC)	16.60	9.96	1163
29	M.O.P/S.O.P (mechanical by HMC)	6.45	3.87	5422
30	DAP/Sulphate/Rock Phospate (mechanical by HMC)	20.75	12.45	1163
31	Fertilizer (mechanical by HMC)	8.06	4.84	5422
32	Pet Coke (Grab)	46.55	27.93	792
33	Soda Ash	59.85	35.91	637
34	Galvanized steel, ingots, Tin plates, lead material of all types	133.00	79.80	316
35	Alloy steel, stainless steel and metals not otherwise specified- ingots and products	133.00	79.80	316
36	Bauxite	66.50	39.90	958
37	Bag Cement/ sugar/ raw sugar/ all types of bagged cargo	46.55	27.93	814
38	Dolomite	33.25	19.95	1268
39	Gypsum	33.25	19.95	1268
40	Salt	59.85	35.91	637
41	Rocksand	166.25	99.75	316
42	Construction of Building Materials	166.25	99.75	316
43	Vehicle/equipment- Less than 10 tons	Rs.75.00 per vehicle/equipment	Rs.45.00 per vehicle/equipment	-
44	Vehicle/equipment - More than 10 tons	Rs.550.00 per vehicle/equipment	Rs.330.00 per vehicle/equipment	-

**Notes:**

- (i) The rate indicated above is in addition to the actual incentives calculated as per the respective clauses of prevailing settlement/scheme and payable to the NMPT by the licensed stevedores.

- (ii) Following penalty / incentive in the rate prescribed will apply for performance below/higher than the benchmark level of productivity per gang/shift prescribed in the schedule:

<b>On achieving productivity higher than the benchmark level of productivity per gang/shift prescribed in the schedule</b>	<b>Rebate on the rate prescribed in the above schedule if the productivity achieved is higher than the benchmark productivity per gang/shift (in %)</b>	<b>On achieving productivity lower than the benchmark level of productivity per gang/shift prescribed in the schedule</b>	<b>Penalty on the rate prescribed in the above schedule if productivity is lower than the benchmark productivity per gang/shift (in %)</b>
Upto 10% higher than the productivity prescribed	10%	Upto 10% lower than the productivity prescribed	10%
Above 10% to 20%	20%	Below 10% to 20%	20%
Above 20% to 30%	30%	Below 20% to 30%	30%

## CHAPTER VIII

### Performance Standards

<b>Sl.No.</b>	<b>Performance Parameters</b>	<b>2016-17, 2017-18 &amp; 2018-19</b>
<b>(1)</b>	<b>Cargo Related Services</b>	
(a)	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	
	(i) Containers	5500
	(ii) Break Bulk	1300
	(iii) Dry Bulk (Mech)	17300
	(iv) Dry Bulk (Conv)	12600
	(v) Liquid Bulk	29500
	Overall	19000
(b)	Average Moves per hour (in TEUs) in respect of Containers	NA

<b>(2)</b>	<b>Vessel Related Services</b>	
(a)	Average Turnaround Time of Vessels (in days)	
	(i) Containers	1.55
	(ii) Break Bulk	3.20
	(iii) Dry Bulk (Mech)	3.00
	(iv) Dry Bulk (Conv)	4.00
	(v) Liquid Bulk	2.10
	Overall	2.50
(b)	Average Pre-Berthing Time of Vessels ( in days)	
	(i) Containers	0.04
	(ii) Break Bulk	0.50
	(iii) Dry Bulk (Mech)	0.63
	(iv) Dry Bulk (Conv)	0.65
	(v) Liquid Bulk	0.72
	Overall	0.62
<b>(3)</b>	<b>Any other parameters found relevant by the Port</b>	
<b>(4)</b>	<b>% of idle time at Berth</b>	
	(i) Containers	9.65
	(ii) Break Bulk	17.45
	(iii) Dry Bulk (Mech)	12.70
	(iv) Dry Bulk (Conv)	9.05
	(v) Liquid Bulk	18.80
	Overall	14.10