GOVERNMENT OF INDIA

STANDARDISED TEMPLATE FOR SCALE OF RATES OF

MUMBAI PORT AUTHORITY

Information about the Major Port

Hours of Operations:	
Regular Office Hours	10.00 AM to 6.00 PM on Port Working days
Operational Hours	24 Hours per day, 7 days a week
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Website:	Mumbaiport.gov.in
SOR effective Date:	
Period of validity:	Years.

MUMBAI PORT AUTHORITY
TEMPLATE SCALE OF RATES

Chapter – I

1.1 **Definitions -**

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

(i). “Back to Town cargo/ container" shall mean a cargo/ container entering the Port for export for a vessel voyage but unable to be exported for some reason and removed from the Port.

(ii). “Ballast™ shall mean solid or liquid material placed in the holds of a ship or more often in the ballast tanks, positioned in the compartments right at the bottom and in rare cases on the sides for stabilization and make ship seaworthy in all respects. This may consist of liquid material commonly water.

(iii). “Barge" shall mean a flat bottomed vessel whether self-propelled or not and registered as Barge by the Competent Authority.

(iv). “Coastal vessel” shall mean any vessel exclusively employed in trading between any ports or place in India to any other port or place in India having a valid coastal license issued by the Directorate General of Shipping/ Competent Authority.

(v). “Container” means any freight container complying with all relevant prevailing ISO standards designed to facilitate the carriage and transport of cargo by one or more modes and capable of being handled as a unit with devices permitting ready handling and with unique identification numbers and markings.

(vi). "Crew" shall mean personnel employed for operation or serving on a vessel other than passengers as a part of performing the functions of manning;

(vii). “Cruise Vessel” shall mean any vessel other than pleasure yachts carrying passengers for an ocean trip taken for purpose of tourism or pleasure calling at ports.

(viii). “Cold Move” shall mean the movement of vessel without the power of the engine of the vessel.

(ix). “Day" shall mean the period of 24 hours starting from **7.30** hrs of a day and ending at **7.30** hrs on the following day.

(x). “Demurrage” shall mean charges payable for storage of cargo/ container within the Port premises beyond the free period specified in the Scale of Rates and shall not include the cargo / container stored at the areas licensed to Port users for storage purposes.

(xi). “Foreign going vessel” shall mean any vessel other than coastal vessel and Inland Vessel.

(xii). “Free period” shall mean the period during which cargo or container shall be allowed storage free of Demurrage Charges or Storage Charges, as the case may be, and this period shall be exclusive of Customs notified holidays and port non-working days.

(xiii). “Full Container Load” (FCL) shall mean a container containing cargo belonging to one consignee in the vessel’s manifest”.

(xiv). “Goods” includes livestock and every kind of movable property.

(xv). “GRT” means Gross Registered Tonnage / Gross Tonnage of vessel as per the Ship's Registry or the International Tonnage Certificate issued by the competent authorities or a declaration from defence Authorities in respect of war ships/ Naval ships.

(xvi). “Hazardous Container” shall mean a container containing hazardous goods as classified in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO) including empty container with residual content of hazardous material.

(xvii). “Hazardous Cargo” shall mean any cargo as is defined in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO).

(xviii). “Hazardous Chemicals” shall mean and include the chemicals referred under Schedule-I, Schedule-II and Schedule-III of Manufacture, Storage and Import of Hazardous Chemicals Rules, 1989 framed under Environment (Protection) Act, 1986 and Rules, as applicable from time to time and shall also include cargo /chemicals declared as dangerous in the International Maritime Dangerous Goods (IMDG) Code.

(xix). “Inland Vessel” shall mean any mechanically propelled inland vessel or non-mechanically propelled inland vessel which is registered and plying in inland waters, but does not include-

(a). a fishing vessel registered under the Merchant Shipping Act, 1958 (44 of 1958) or the Marine Products Export Development Authority Act, 1972 (13 of 1972); and

(b). any vessel that are specified as not to be inland vessels by notification by the Central Government.

(xx). "Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one consignee in the vessel's manifest.

(xxi). "M.T." shall mean Metric Tonne.

(xxii). MbPA – MbPA means Mumbai Port Authority.

(xxiii). "Master", in relation to any vessel or any aircraft making use of any Major Port, means any person having for the time being the charge or control of such vessel or such aircraft, as the case may be, except a pilot, harbour master, assistant harbour master, dock master or berthing master of the Major Port.

(xxiv). "Month" shall mean 30 consecutive calendar days including holidays.

(xxv). "Over dimensional container" shall mean a container beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also included damaged containers and other types which require special devices.

(xxvi). "Ousting Priority" — When a working vessel at berth is removed (ousted) from the berth and shifted to stream / another berth / mooring/ anchorage for accommodating another cargo / container / cruise vessel, such movement shall be treated as "ousting priority" berthing.

(xxvii). 'Pleasure Yacht' shall means a ship howsoever propelled which is exclusively used for pleasure cruises and does not carry any passengers on a commercial basis.

(xxviii). "Port Limits" in relation to a Major Port, means the limits of such Major Port as may be determined by the Central Government by way of notification from time as defined at clause No.2 (1) (y) of Major Port Authorities Act. 2021.

(xxix). "Priority berthing" if a vessel having a priority for a given berth arrives, she will berthed ahead of other vessel waiting for that berth once the berth falls vacant.

(xxx). "Reefer Container" shall mean a refrigerated container used for carriage of perishable goods or goods needing a desired temperature to be maintained with provision for electrical supply to maintain the desired temperature.

(xxxi). "Roll On/ Roll Off (RO/ RO) Vessel" shall mean a method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes and also refers to any specialised vessels designed to carry Ro/ Ro cargo.

(xxxii). "Sailing vessel" shall means any primitive or traditionally built wooden vessel not primarily propelled provided with sufficient sail area for navigation under sails alone, whether or not fitted with mechanical means of propulsion but does not include a pleasure craft.

(xxxiii). "Segregated ballast" shall mean the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast.

(xxxiv). "Shut out Container" shall mean a container, which enters into the port as an export intake for a particular vessel (as indicated by the Vessel Identification Advice Number, i.e. VIA No.) and is not connected to the particular vessel for reasons whatsoever.

"Shut out Cargo" shall mean any cargo brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.

(xxxv). "Shift" shall mean the duration of 8 hours constituting 3 shifts in a day as given below:

1st Shift – 0730 hrs to 1630 hrs;
2nd Shift – 1630 hrs to 2330 hrs;
3rd Shift – 2330 hrs to 0730 hrs.

(xxxvi). "Shifting" shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage / mooring or vice versa within the port limits.

(xxxvii). "Single Buoy Mooring" (SBM) or "Single Point Mooring" (SPM) are loading buoys anchored offshore and serve as a mooring point for tanker vessel to off load gas and/or liquid products.

(xxxviii). "Stream Loading" denotes loading of vessel exclusively at places other than at berths.

(xxxix). "TEU" shall mean Twenty Feet Equivalent Unit of container and FEU shall mean Forty Feet Equivalent Unit.

(xl). "Transhipment Cargo" shall mean any cargo not originally manifested for the port of Mumbai, but landed at Mumbai and subsequently reshipped to other ports/ removed to other Ports by same or any other vessel. Transhipment of cargo is applicable to import oriented cycle only and not for export oriented cycle.

"Transhipment Container" shall mean any container which is discharged from one vessel stored in the yard and transhipped through same or another vessel.

(xli). "Vessel" includes anything made for the conveyance mainly by water of human being or of goods and a caisson.

(xlii). "Warping" shall mean movement of vessel (other than shifting) by means of her mooring ropes to facilitate operations.

(xliii). "Wharf" includes any wall or stage and any part of the land or foreshore that may be used for loading or unloading goods, or for the embarkation or disembarkation of passenger and any wall enclosing or adjoin the same.

(xliv). "Wharfage" shall mean the basic due recoverable on all cargo/container import or exported or transhipped or passing through the port, whether porteraged by the port or not.

(xlv). "Week" shall mean 7 days consecutively including holidays.

(xlvi). Crew boat" shall mean a boar of any type mainly used for transportation of crew members of any vessel or ship.

(xlvii). "Offshore supply vessel" – Offshore supply vessel is a vessel of any type mainly used for transportation from docks to offshore installation (outside IV limits) of men, material and store required for any offshore installation and does not include barge/vessels registered under IV Act.

(xlviii). Vessel Completion Date (VCD)

(a). For vessel in the Docks - the date on which import operations of the vessel are fully completed.

(b). For vessels in the midstream - the date following two days after the date of completion of discharging of mother vessel in stream or date of discharge of last barge at berth, whichever is earlier.

(xlix). "Float On-Float Off (FLO-FLO) vessels means Semi-submersible heavy lift ships having a long and low well deck between accommodation area located forward and an aft machinery space. In appearance, it looks similar to a gearless bulk carrier or oil tanker. Its ballast tanks can be flooded to lower the main deck below the water's surface, allowing oil platforms, other vessels, or other floating cargo to be moved into position for loading (float-on/float-off). The ballast tanks are then pumped out and the main deck rises to take the load of cargo. Float-on / float-off vessels transport vessels, rigs from one site to another. They also transport other oversized cargo and yachts.

(l). Port Cargo – Port cargo includes cargoes handled in Docks/Outlying / Bunder areas through vessels / barges / craft.

(li). Non Port Cargo – Non Port Cargo includes cargoes handled through Railway/ Road in Railway / Outlying / Bunder areas and not handled through vessel / barges / craft.

(lii). "Mafi" shall mean a mobile loading platform for loading a large item, facilitating transport by Ro-Ro vessels, and treated on par with Containers.

(liii). "Ship stores" shall mean Inventory carried on board of a ship to meet its daily requirements such as food, water, cleaning supplies, spare parts etc.

(liv). "Telegraph Vessel" (cable ship) means a vessel equipped with machinery and gears for lifting examining and laying sub-marine cables for overseas communications.

1.2.1 General Terms & Conditions

(i) Status of vessel: The status of the vessel as borne out by its certification by the Customs or the Directorate General of Shipping, shall be the deciding factor for its classification as 'coastal' or 'foreign-going' for the purpose of levying vessel related charges. The nature of cargo or its origin will not be of any relevance for this purpose.

(ii). A. System of classification of vessel for levy of Vessel Related Charges (VRC):

(a) A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port will not require any, further custom conversion, 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 License for Specified period or voyage issued by the Director General of Shipping and a custom conversion order.

B. **Criteria for levy of Vessel Related Charges (VRC)at Concessional Coastal rate and foreign rate:**

(a). In cases of such conversion coastal rates shall be chargeable by the load port from the time the 'converted 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 License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

C. **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

(ii). Not converted "to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian

* 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.

(iii) (a) All US dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in US dollar terms into its equivalent Indian Rupees at the Reference rate notified by the Reserve Bank of India and in case of non-availability of RBI Reference rate, at the market buying rate notified by State Bank of India.

(b) The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of US dollar denominated charges on containers, the day of entry of the vessel into the port limit in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.

(c) A regular review of exchange rate shall be made once in 30 days from the date of arrival in the cases of vessels staying in the port for more than 30 days. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

(iv) (a) Vessel related charges shall be levied on Shipowners/ Steamer Agents/ **Vessel 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 as prescribed at clause No.(iii)(a).

(b) Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees as prescribed at clause No. (iii)(a).

(v) All the charges prescribed in the Scale of Rates are exclusive of taxes. Applicable taxes, if any, shall be charged.

(vi) User shall pay all port charges in advance.

(vii) Users shall not be required to pay charges for delays beyond a reasonable level attributable to the port.

(viii) Interest on delayed payments/ refunds:

a. The user shall pay penal interest at the rate of 15% per annum (simple interest) on delayed payments. Likewise, Port shall pay penal interest on delayed refunds at the rate of 15% per annum (simple interest).

b. Interest will be levied on all Bill payments received after 10 days of raising bills, intimating shortfall etc.

c. The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all documents required from the user, whichever is later.

d. As excess amount is credited to PD Account and no refund is generated, there will be no interest on the excess balance in PD Account which will be adjusted against the next transactions.

e. In case of any specific agreement, the agreement shall prevail.

f. If there are no deposits made against the self-assessment charges by the Agent and if there is no balance or less balance, than the amount of self-assessment charges, in the PD Account of the Agent, then interest @ 15% pa. may be levied from the date of arrival of the vessel at anchorage point or berth whichever is earlier.

g. The interest on delayed payment is to be levied from the date of generation of shortfall mail or from the date of sailing of vessel whichever is earlier till date of payment.

h. In case of berth hire charges and other charges raised by Traffic department and other departments excluding vessel related charges, if the advance payment is not paid by the Port user, the interest at the rate of 15% per annum shall be payable from the date of generation of shortfall mail against raising bill till date of payment.

(ix) All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

(x) No person shall be entitled to a refund of an overcharges made by a port unless his claim to the refund has been preferred in writing by him or on his behalf to the port within six months from the date of raising bill duly supported by all relevant documents and original invoice. Provided that a Port may of its own motion remit overcharges made in its bills at any time.

(xi) (a). When Port Authority notices that any charge leviable has been short- levied or erroneously refunded, it may issue a notice to the person who is liable to pay such charge or to whom the refund has erroneously been made, allowing him to represent within 30 days from the date of receipt of the notice.

(b) The Port may, after considering the representation, if any, made by the person to whom notice is issued as at (a) above, determine the amount due from such person and thereupon such person shall pay the amount so determined. (Section 1.2 (xx) (2) of existing SOR).

(xii). No refund shall be made unless the amount refundable is Rs.100/- or more. Similarly, short collection upto Rs.100/- will not be demanded by the port.

(xiii) In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions above 0.5 shall be treated as one unit, except where otherwise specified.

(xiv). (a) The vessel related charges for all coastal vessel should not exceed 60% of the corresponding charges for foreign vessels.

(b) The cargo/ container related charges for all coastal cargo/ containers, other than thermal coal and POL including crude oil iron ore and iron ore pellets should not exceed 60% of the corresponding charges for normal cargo/container related charges.

(c) In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from/ to quay to/ from storage yard including wharfage.

(d) In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer and transfer from/ to quay to/ from storage yard as well as wharfage on cargo and containers.

(e) Cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify in so far as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.

To amplify, in case a container from foreign port reaches Indian Port 'A' for subsequent transshipment to India Port 'B', 50% of foreign going rate and 50% of coastal rate shall be applicable for vessels permitted to undertake coastal voyage. (MOPSW letter No.PR-14019/29/2001-PG dated 03 January 2005)

(xv) Concessional coastal tariff for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh in terms of Notification No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.

(a). Coastal goods transported between an Indian Port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri. Lanka, whether or not calling any port in Sri. Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

(b). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change or vessel in terms of Notification No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

(xvi) (a). As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.

(d) Port and other charges:

(i). Port dues to be levied by the Port on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.

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

(xvii) The rates prescribed in this SOR are applicable only to the services provided by the Port. The services offered by any other authorized service provider are not governed by the rates and conditions prescribed in this SOR, unless tariff for such authorized service provider is specifically prescribed in this SOR.

(xviii) (a). The SOR is valid for 3 years from the effective date of implementation of the SOR, subject to automatic annual indexation in the tariff at 60% of the Wholesale Price Index (WPI) to be annually announced by the Indian Port Association (IPA) or any other Competent Authority decided by the Government.

(b) The Port would, be entitled to indexation in tariff at 100% of variation in WPI communicated by the IPA or any other Competent Authority decided by the Government instead of 60% variation in WPI, from the second year of tariff fixation on achievement of performance standards committed by the Major Port.

(c) The next annual indexation is SOR will be from 1st May ____

(d) Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1°' May of the relevant year to 30'^ April of the following year.

(e) The indexed SOR arrived by the Port shall be intimated by the port the users by hosting it on the Port website.

(xix) a). The rate prescribed in the Scale of Rates are ceiling levels subject to annual indexation. The Port may, if it so desires, charge lower rates than the notified rates and/or allow higher rebates and discounts or increase the prescribed free period.

(b). The port may, if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

(xx) (a) Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the MbPA can submit a suitable proposal to the Board of Mumbai Port Authority as per Tariff Policy, 2021.

(b) New rates / ad-hoc rates / final rates shall be applied as per Tariff Policy.

(xxi) (a) The minimum charges recovered in any bill (except interest bills) shall be Rupees One

Hundred (100/-) only.

(b) No interest bill will be raised if amount of interest works out less than Rupees two hundred and fifty (250/-).

(xxii) Vessel related charges for cruise vessels will be 60% of the relevant applicable charges leviable on other vessels.

(xxiii) Any Person who, with the intention of evading payment of the rates lawfully due, in respect of any goods or vessel carrying any goods, to the Board-

(a) understates or incorrectly gives the weight, quantity, value or description of such goods or the tonnage of such vessel in any document presented to any employee of the Board for the purpose of enabling him to determine such rates; or

(b) removes or attempts to remove or abets the removal of such goods or such vessel.; shall be punishable with fine which may extend to ten times the amount of rates so due subject to a minimum of five hundred rupees.

(xxiv) Consignments of Iron or Steel landed in the Docks may at his discretion be removed by the Traffic Manager to any other premises in the possession of the Mumbai Port Authority at the cost of the consignees, owners or importers and without any previous notice to them if he deems it necessary to do so for the safe and convenient working of the Docks.

CHAPTER- II

VESSEL RELATED CHARGES

Docks are classified as (a) Indira Dock including the Ballard Pier, Ballard Pier Extension and Harbour Wall berths, (b) Prince's & Victoria Docks, (c) Naval Docks, (d) Mazgaon Dock, Kassara Basin, (e) Bunders and Darukhana and (f) Jetties at Jawahar Dweep and Pir Pau and (g) OCT berths (h) Ferry wharf, DCT.

2.1.1. Schedule of Port Dues

Sl. No.	Description	Rate of per GRT per each entry		Due how often chargeable in respect of same vessels
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US $)	
1	Vessels of 3000 tons and upwards (except fishing boats)	10.5366	0.3850	The due is payable on each entry into the port.
2	Vessels of Ten tons and upwards but less than 3000 tons (except fishing boats)	7.4379	0.2718	The due is payable on each entry into the port.
3	Tugs, boats, ferry boats, whether propelled by steam or other mechanical means arriving from ports outside India	7.4379	0.2718	Once between the 1st January and 30th June and once between 1st July and 31st December in each year
4	Inland vessels operating within port limits	7.4379	------	The dues is payable once in the same month

2.1.2 Concession in port dues shall be extended to the following vessels.

Sr. No.	Description	Concession / Exemption
1	(i). Vessels entering the port limit in ballast and not carrying passengers but taking in any cargo or passengers at port. (ii) A vessel in distress with no cargo on board brought in to harbour in tow.	25%
2	(i) Telegraph vessels (ii)A vessel entering the port in ballast and not carrying passengers but sailing from the port without taking any passenger or cargo. (iii) A vessel entering the port in ballast and not carrying passengers for the purpose of repairs, dry docking, taking in bunkers, provision of water or for change of crew or for discharging any sick member of the crew and sailing from the port without taking in any passenger or cargo. (iv) A vessel which enters the Port but does not discharge or take in any cargo or passenger (with the exception of such unshipment and re-shipment of cargoes as may be necessary for purpose of repairs).	50%
3	(i) Any vessel, which having left the Port is compelled to re-enter by stress of weather or in consequence of having sustained any damage, either with or without stress of weather. (ii)Pleasure Yacht. (iii) Naval vessels and Government vessels (iv) 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, (v) No port dues shall be levied on the vessels re-entering the port after being forced to move out of the port limits before completing its discharges/ loading operation and in the same voyage when. (a) If the Naval exercise is undertaken i.e. for safety consideration and vessel is shifted to outer anchorage. (b) If the Vessel is shifted to outer anchorage to accommodate another passenger vessel. (c) No suitable deep draft anchorage is available for the vessel after entering the port and forced to go to at outer anchorage.	100%

	(d) If the vessel was forced to move out due to dredging work carried out at respective berth or channel. (e) If the Vessel is moved to outer anchorage due to operational difficulties such as non-availability of MbPA floating crafts required for shipping operation or change of tide or non-functioning of lock gates etc. (f) If the Vessel is shifted to outer anchorage as deep draft anchorage was not available. (g) Any other operational reasons for safety consideration which are not attributable to the vessel.	
4	Port Dues shall be levied at 18% of the rates specified at Section 2.1.1 above for the vessels visiting JNPA in the following case A vessel which enters the Port but does not discharge or take in any cargo or passenger (with the exception of such unshipment and re-shipment of cargoes as may be necessary for purposed of repairs)	82%
5	The vessels visiting JNPA, if for any reasons the same vessels visit MbPA, 82% of the Port Dues recoverable as per Section 2.1.1 above shall be levied. However, vessels plying exclusively between MbPA and JNPA for carriage of cargo shall be levied full Port Dues 2.1.1 above. Vessels paying full port dues at the MbPA need not pay 18% of the MbPA port dues at the JNPA.	18%

Notes to Schedule 2.1.1 and 2.1.2 above

(1). Port dues being an entry fee is to be realized as per the status of the vessel at the time of the entry.

(2). Port Dues of a vessel will be assessed on her total GRT at the rate shown against the relevant vessel group according to GRT of that vessel.

(3). Any vessel entering the Port limit from outside shall be treated as fresh entry.

(4). Port dues shall levied only once for entry of a vessel, irrespective of any change of her Name/ Agent(s)/ Owner(s), during the stay in the port.

(5). For oil tankers with segregated ballast, the reduced Gross Tonnage that is indicated in the "Remarks" column of its International Tonnage Certificate will be taken as its Gross Tonnage for the purpose of levying Port Dues and not for other tonnage based fees.

2.2.1. Schedule of **Composite Pilotage and Towage Charges – Cargo Vessel**

Sr. No.	Size of the vessel	*Docks	@ Stream	*Jawahar Dweep / Pir Pau	#Shifting Charges
		(Rate per GRT)			
1.	0-30,000 GRT Foreign going (in US $) Coastal (in ₹)	 0.6322 17.2897	 0.1144 3.1259	 1.1399 31.1811	 0.1570 4.3431
2.	30,001 - 60,000 GRT a. Foreign going (in US $) b. Coastal (in ₹)	US $ **18966** for 1st 30,000 GRT + US $ **0.5058** for every additional GRT ₹ **518691** for 1st 30,000 GRT + ₹ **13.8318** for every additional GRT	US $ **3432** for 1st 30,000 GRT + US $ **0.0916** for every additional GRT ₹ **93777** for 1st 30,000 GRT + ₹ **2.5007** for every additional GRT	US $ **34197** for 1st 30,000 GRT + US $ **0.9119** for every additional GRT ₹ **935433** for 1st 30,000 GRT + ₹ **24.9449** every additional GRT	US $ **4710** for 1st 30,000 GRT + US $ **0.1256** for every additional GRT ₹ **130293** for 1st 30,000 GRT + ₹ **3.4745** every additional GRT
3.	Above 60,000 GRT a. Foreign going (in US $) b. Coastal (in ₹)	US $ **34140** for 1st 60,000 GRT + US $ **0.4425** for every additional GRT ₹ **933645** for 1st 60,000 GRT + ₹**12.1028** for every additional GRT	US $ **6180** for 1st 60,000 GRT + US $ **0.0801** for every additional GRT ₹ **168798** for 1st 60,000 GRT + ₹ **2.1881** for every additional GRT	US **$ 61554** for 1st 60,000 GRT + US $ **0.7979** for every additional GRT ₹ **1683780** for 1st 60,000 GRT + ₹ **21.8268** for every additional GRT	US **$ 8478** for 1st 60,000 GRT + US $ **0.1099** for every additional GRT ₹ **234528** for 1st 60,000 GRT + ₹ **3.0402** for every additional GRT

***** Includes vessels docking either directly from sea or from stream, berth to stream, berth to berth using tugs.

@ Includes vessels coming from sea to stream and back to sea without tugs and shifting from stream to stream without tugs. If any additional Tug assistance is required, the extra tug charges as per Section 2.2.3 shall be levied.

Shifting charges without tugs. If tugs are used, then dock charges will be applicable.
Shifting charges are applicable for dock to dock shifting (harbor Wall, BPS/BPX, OCT, Indira Dock)
For JD & PP: JD/PP charges are applicable.

2.2.2 Schedule of Miscellaneous Composite Towage & Pilotage fee (Other categories of vessels availing Pilotage services

Sr. No.	Particulars	Unit	Coastal (in Rs.)	Foreign-going (in US $)
1	Floating crane/ craft,	Per GRT	14.4013	0.5268
2	Pleasure yacht, barge, self-propelled barges , dumb barge, crew boat and any other type of barges	Per yacht	6.0604	0.2219
3	Inland vessels/ Sailing vessels.	Per GRT	6.0604	0.2219
4	Drill ship, jack-up rigs, rig vessel	Per GRT	14.4013	0.5268
5	Dredgers	Per GRT	14.4013	0.5268
6	Off shore Supply Vessels, Survey vessels, specific support vessels and vessel under construction, Telegraph Vessel, High speed passenger craft.	Per GRT	14.4013	0.5268
7	Tug boats, ferry boats and river boats, whether propelled by steam or other mechanical means	Per GRT	6.0604	0.2219
8	Fishing trawlers/ vessels availing pilotage service of the Port	Per trawler	6.0604	0.2219
Rates above are without tug assistance. If any tug assistance is required, the rates as per Section 2.2.1 above will be applicable				

Notes:

(1). Above rates are for one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for port convenience.

(2). For every Shifting at the request of the vessels the shifting charges as specified in Section 2.1 (A) above are leviable.

(3). Charges for movement without the power of the engine of the vessel shall be levied at twice the rates applicable.

(4). In the event of a vessel in distress or is not able to move on its own propulsion or cold move additional tug hire charges will be levied.

(5). Supply vessels/ tugs/ barges going beyond Mumbai Port Authority revised port limits/ MPL (Nhava Sheva Cross line) shall be treated as leaving Mumbai Port and going to sea and next arrival of the vessel shall be treated as fresh voyage.

(6). Any vessel/ tugs/ barges working as supply vessels shall be treated as supply vessels for levy of charges.

(7). Vessels traversing from Sea to other Ports situated within port limits through MbPA waters shall be treated as Sea/ Mumbai Port Authority revised port limits to stream as arrival and from Stream to inner Port MbPA cross line as departure and fresh arrival from the same route will be treated as fresh voyage for purpose of levy of MbPA charges.

(8) Pilotage cum towage shall be charged 50% of the prescribed rates for inward and outward leg of the vessel depending upon the status of the vessel at each leg (i.e.) either foreign going or Coastal.

(9) Charges leviable according to GRT will be levied on a minimum of 1000 GRT.

(10) Movement of pass pilot vessels from lock gate to berth and berth to lockgate will be charged at the rate prescribed at section 2.1 (A)* Docks.

<u>Notes to Schedule 2.2.1. and 2.2.2.</u>

(1). Pilotage fee is a composite fee and shall include one inward and one outward movement with services of ports' pilot(s), with required number of tugs/ launches of adequate capacity, mooring crew and shifting(s) of vessels for 'port convenience'. Shifting at the request of vessel will attract separate shifting charges.

(2). (1) Shifting of vessels for Port convenience is defined to mean the following:

i. If a working cargo vessel is required to be shifted to another berth so as to enable berthing or sailing of another vessel at the same berth or any other berth in the Dock in view of restriction of LOA, beam, draft, etc., such shiftings shall be considered as shifting for Port convenience.

ii. Whenever a vessel is required to be shifted from one berth to another berth via stream so as to accommodate another vessel or the same vessel in view of the restriction of LOA, beam, draft, etc., such shiftings shall be treated for Port convenience.

iii. Whenever an export loading vessel is required to be shifted from Harbour Wall berths to BPX/BPS berths due to restriction of LOA, beam and draft via stream, such shiftings shall be treated for Port convenience.

iv. Whenever an import discharging vessel is required to be shifted from BPX/BPS to Harbour Wall berths due to restrictions of LOA, beam and draft via stream so as to accommodate another vessel at BPX/BPS, such shiftings shall be treated for Port convenience.

v. Whenever irrespective of loading/discharging, if the vessels are required to reposition either from Harbour Wall berths to BPX/BPS berth and vice versa, and if such shiftings are required to be done due to restrictions of LOA, beam and draft, the same shall be treated for port convenience.

vi. Whenever a vessel is shifted either from Harbour wall berths or BPX/BPS berths to stream so as to accommodate another ousting priority vessel, such shifting shall be treated for Port convenience.

vii. Whenever vessels are required to be shifted from deep draft anchorage to lesser draft anchorage in order to accommodate vessel of higher draft, such shifting shall be treated for Port convenience.

viii. Whenever vessels shifting occurs due to failure of Port mechanism such as lock gate not working, tug not working, pilot not available or if berth not available, such shifting shall be treated for port convenience.

(1.1) <u>For OCT Berths:</u>

(i) Whenever an import cargo vessel is initially berthed at OCT berth berth and on attaining permissible draft is shifted from OCT berth to MbPA berth for handling balance cargo, such shifting will be treated as shifting for Port convenience.

(ii) Whenever an export export cargo vessel is initially berthed at MbPA berth and is shifted from MbPA berth to OCT berth for topping up operations or to accommodate any other vessel at MbPA berth, such shifting will be treated as shifting for Port convenience.

(iii) Whenever an import / export vessel berthed at OCT berth is required to be shifted from OCT berth to MbPA berth for accommodating Pure Car Carrier or passenger vessel at OCT berth, such shifting will be treated as shifting for Port convenience.

(iv) Whenever an import / export vessel berthed at OCT berth is required to be shifted from OCT berth to stream for accommodating Pure Car Carrier or passenger vessel at OCT berth and reberthed at OCT berth, shifting from OCT to anchorage will be treated as shifting for Port convenience and shifting from stream to OCT will be treated as shifting on Agents account

(2). For piloting a tug in tow of another barge or barges, charges at the above rates shall be levied on the aggregate Gross Registered Tonnage of the tug and the barge or barges in tow.

(3). Vessels which come within the definition of – 'Coastal Vessels' and for which regular berths have been provided at the Dock Harbour Wall shall not be charged all inclusive rate when such vessels are piloted direct from their berths to the open sea or vice versa, by their licensed Masters. In all other cases the usual all inclusive rates shall be charged on such vessels.

(4). For intercepting a vessel outside the Pilot Station but within the Port's limit at the request of the Masters/Owners or Agents of the vessels, a composite charge of ₹.6146.27 in case of coastal vessel and US $ 224.63 in case of foreign-going vessels will be levied.

(5) For the vessels / crafts which stay at berth or the anchorage after the completion of cargo operations due to detention / arrest / repairs, the charges will be doubled for the duration after the completion of cargo operations.

(3). Where a movement of vessel is aborted or had to be changed due to reasons like Tug failure, insufficiency of length, insufficiency of depth, lack of proper fenders etc., for which the vessel is not at fault, no charge shall be levied for the unsuccessful operations involved till she occupies allotted berth/ mooring.

(4) In case the vessel, after discharging cargo(es) shifts to anchorage for want of a suitable berth for continuation of unloading or if a vessel after loading cargo(es), shifts to anchorage for want of a suitable berth for continuation of loading then these movements shall be treated as 'shifting' and shifting charges shall be levied except when shifting is done for Port Convenience.

2.2.3 Charges for hire of Tugs / Launches

Sl. No.	Description	Unit	Rate	
			Coastal (in Rs.)	Foreign-going (in US $)
I	Hire Charges for Tug	Per tug per hour of part thereof (inclusive of operational cost)	59535	1958.4116
II	Hire Charges for Launches	Rate per hour of par thereof	569.12	20.8007
III	Hire Charges for Tank Barge **(Tank Barges for discharge of ballast water containing oil in terms of Clause 53 of Mumbai Port Rules)**	Rate per hour of par thereof	67.95	2.4846

Notes:

(1). The hire charges for tug, launches and mooring boat prescribed above includes all expenses.

(2). Minimum hours for hire of Tug / launches at Sr. No. I and II above shall be 1 hrs and part thereof

(3). In case Tugs / Launches / floating crafts have left the station, then the rate prescribed above shall be levied.

(4). No cancellation charges shall be levied if the booking for tugs/ Launches/ floating crafts is cancelled for the reasons attributable to port.

(5). Hire charges of tug prescribed above shall be applicable for tug services availed for double banking of vessel.

(6). Requisition in writing for Tank Barge must be submitted not less than 12 hours before the time at which the Tank Barge is required.

(7). All oil contained in the ballast water will become the absolute property of the Mumbai Port Authority.

(8). Hire charges for one day will be levied, if the barge is requisitioned and not utilised.

2.2.4. Charges for Fire Float Vessels, Anchor Hoy Salvage Vessel, Water Boat and any other suitably equipped craft except a Tug within Port limits:

Sl. No.	**Job Description**		**Charges per hour or part thereof**	
			Coastal Vessel ₹	**Foreign-going Vessel (US $)**
(a).	For examining, lifting, laying or re- laying moorings or buoys or recovering anchors or cables or any miscellaneous work		3794.03	138.6721
(b).	For attending a vessel on fire or otherwise, in Stream or at Jawahar Dweep and Pir Pau by			
	(i).	Fire Float Vessel	910.56	33.2811
	(ii).	Any other craft	As may be fixed from time to time by the Chairperson	
(c).	For Salvage Services		4514.93	165.0197

Note: Charges for attendance by Fire Float vessel or any other craft for a vessel on fire will be payable only if the vessel on fire requisitions services of additional Fire Float or any other craft.

2.2.5 Schedule of Miscellaneous charges

2.2.5.1 Attendance and Detention Fees for Master Pilots and Pilots –

(a) When a Master Pilot/Pilot is required to attend a vessel beyond the limits of the Port, in circumstances of unavoidable necessity, a separate fee of ₹ 9118.90 or US $ 349.233 shall be charged in respect of foreign-going vessels for every six hours or part thereof from the time the vessel goes beyond the limits of the Port till the time the Pilot returns to Mumbai. Further, the boarding and loading and traveling expenses to which the master pilot or pilot is entitled shall be recoverable from the Masters / Owners or Agents of the vessel at actuals.

(b) Attendance and Detention fees for pilot in case of cancellation of movement of the vessel inside the Port limits:

	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US $)
When the movement of the vessel is cancelled after the boarding of the pilot on the vessel due to ship's fault and if the vessel does not move from its anchoring/berthing point.	9118.90 per act	349.233 per act

2.2.5.2 Charges for attendance, cancellation and detention for a harbour tug

Sl. No.		Coastal vessel (in ₹)	Foreign- going Vessel (in US $)
(a).	Attendance by Tug for a vessel on fire for every hour or part thereof per tug	9921.4874	362.6277
(b).	Detention charges for every half an hour of part thereof per tug for cancellation of a tug after it is ordered to tow a vessel and goes alongside [period to be computed from the time the tug leaves its station to the time it returns thereto] or charges for detention of a tug by reasons of a vessel not being ready or any other cause after it has gone alongside a vessel, when the tug is not cancelled	72087192	263.4772
(c).	Attendance of a tug on a vessel at Jawahar Dweep / Pir Pau for every 24 hours or part thereof per tug	90160.9300	3295.3558

Notes:

(1) The charges for attendance by a tug for a vessel on fire will be payable only if the vessel on fire requisitions services of an additional tug.

(2) The charges for attendance of a tug on a vessel at Jawahar Dweep / Pir Pau shall become payable only if the vessel requisitions services of an additional tug.

2.2.5.3 MbPA Fire Service Stand by Charges

Sl. No.		For first 8-hours or part thereof Coastal Vessel (₹)	For first 8-hours or part thereof Foreign-going Vessel (US $)
(a).	For hire of Trailer Pump and/or Ballast Pump	5455	73.709
(b).	For attendance of staff-		
	Fire Officer or Section Leader-in-charge	3492	74.472
	Motor Driver/Pump Operator each	3055	65.163
	Sub-Section Leader each	2728	58.181
	Fireman each	2291	48.873

Notes:

(1) 12.5 per cent of the above charges will be levied for each subsequent hour or part thereof.

(2) The chargeable period will be counted from the time of placement of equipment and personnel till the time the withdrawal of equipment and personnel in case of container operation.

(3) In case of more than one operation in a calendar day the charge will be levied considering all the operations on continual basis taking into account total number of actual working hours in each operation.

(4) However, if the commencement of the second operation starts in next calendar day, it will be considered as fresh operation for the purpose of charging.

(5) These charges are payable only when the services are requisitioned by the user.

2.2.5.4 Diver's Fees:

For work within Port Limits on any day

Particulars	Fees	
	Coastal Vessel (in Rs.)	Foreign- going Vessel (in US $)
Charges for a shift of four hours or part thereof of a normal diving team inclusive of hire charges of diving equipment	18059.879	660.078

Notes:

(1) The diving period for the purpose of billing shall be calculated from the time the team leaves the base in Indira Dock / P&V Docks till it returns to the base.

(2) Normal diving team consists of:

Category	No. of employees
ix. Jr. Foreman Diver	1
x. Asstt. Foreman Diver/Diver Gr.I	2
xi. Sarang	1
xii. Tindal	1
xiii. Linesman	2
xiv. Lascar	12

(3) If an extra Diver is employed an additional charge of ₹ 720.88 or US $ 26.349 per employee for a shift of four hours or part thereof shall be charged for coastal or foreign-going vessels respectively.

(4) Equipment used for normal diving operation

(i)	Diving boat	1 No.
(ii).	Diving dresses	2 Nos.
(iii).	Diving helmets	2 Nos.
(iv).	Diving Pumps	2 Nos.
(v).	Air Hose	300 R. Ft.

(5) For deployment of additional employee plant and gear, additional charges will be recovered. Towing and crane charges shall also be charged separately.

2.2.5.5 Salvage Fees on articles salvaged within the limits of Port:

(a) Where no risk of life is involved in salvaging, a charge of 15 per cent on the value of the articles in addition to the actual cost of salvage of articles shall be payable.

(b) Where risk of life is involved a charge of 30 per cent on the value of articles in addition to the actual cost of salvage of the articles shall be payable.

(c) Customs Duty and Municipal Octroi must be paid by the owners or purchasers of salvaged articles.

2.2.5.6 Examination and Licence Fees

I. Examination and Licence Fees for Special Pilots / Licenced Master of Coastal Vessels, Barges, tugs etc.

Sl.No.	Particulars	Fees (in ₹)
(1).	Examination Fee	1162
(2).	Licence Fee / Renewal Fee / Issue of Duplicate Licence	581

II. Licence fees for water conveyance for Pass Pilot / Harbour Craft Licence / Passenger Boat Licence and for using Bunders.

Sl. No.	Particulars	Rate per GRT per month or part thereof (in ₹)
(1).	Catamarans, Hovercraft and Ro-Pax vessels	89
(2).	Passenger Boats / Launches plying from the Ballard Pier Jetty, Gateway of India and Ferry Wharf Jetty, using Bunders. Other Boats, launches, Tugs and craft.	49
(3).	Barges and Tugs engaged in loading/discharging of cargo in mid-stream and / or plying beyond the limits of Port of Mumbai for conveyance of cargo	86
(4).	Pleasure Yatchs, pleasure craft and Speed Boats upto 10 GRT.	118
(5).	Pleasure Yatchs, pleasure craft and Speed Boats of more than 10 GRT.	269
(6).	Vessels using New Ferry Wharf other than Passenger Boats.	125

Notes:

(i) These charges will be recoverable from the vessels/ ships / barges manoeuvring piloted with their licensed Master (Pass pilots) but will not be recoverable from craft or launches belonging to Customs, Indian Navy, Coast Guard, Central or any provincial Government and Surveyors.

(2) Charges leviable according to GRT will be levied on a minimum of 10 GRT.

III. Miscellaneous charges towards licence fees.

Sl. No.	Particulars	Unit	Rate (₹)
(1).	Penalty for delayed renewal		
	(a). Beyond 30 days and upto 60 days	Per license	1162/-
	(b). Beyond 60 days to 120 days	Per license	2323/-
	(c). Beyond 120 days	Per license	3485/-
(2).	Permission for harbour cruise party	Per cruise.	5806/-

2.2.5.7 Charges for carrying out Bollard Pull Test:

	Coastal vessel	Foreign-going vessel
	(in ₹)	(in US $)
Charges for carrying out Bollard Pull Test	16033.12	586.00

Note:

Applicable charges specified in Section 2.2.1 and Section 2.2.2 for the movement of vessels will be levied separately.

2.2.5.8 Charges for Garbage Reception facility

Charges for garbage reception facility during vessel's stay at Jawahar Dweep & Pir Pau	₹ **6387** per day or part thereof

Note: The above charge is not applicable to the vessels registered under Inland Vessel Act (I.V. Act). The operators of such vessel should dispose their Garbage in the designated dumping place provided in dock area. If found guilty the above charge will be imposed on them on each occasion.

2.3.1. Schedule of Berth Hire Charges for vessels berthing for cargo operations

Berth hire charges on vessels, boats and barges berthed at Indira Dock and its Harbour Wall, including Ballard Pier and Ballard Pier Extension, Prince's & Victoria Docks and its harbour walls:

Charges are levied from 01.05.2026 till 08.05.2026			
SI. No.	Vessels berthed at	Rate per GRT for per hour or part thereof	
		Foreign going vessel (in US $)	Coastal Vessel (in ₹)
1	Indira Dock & its Harbour walls, Ballard Pier and Ballard Pier Extension	0.0137	0.2165
2	Princes & Victoria Docks and its harbour walls	0.0109	0.1676

Charges are levied onward 09.05.2026			
SI. No.	Vessels berthed at	Rate per GRT for per hour or part thereof	
		Foreign going vessel (in US $)	Coastal Vessel (in ₹)
1	Indira Dock & its Harbour walls, Ballard Pier and Ballard Pier Extension	0.0137	0.2165
2	Naval and Coast Guard Vessels at Indira Dock & its Harbour walls, Ballard Pier and Ballard Pier Extension	0.1369	1.0825
3	Princes & Victoria Docks and its harbour walls	0.0109	0.1676
4	Naval and Coast Guard Vessels at Princes & Victoria Docks and its harbour walls	0.1087	0.8379

Notes:

General Notes relating to Berth hire:

(1). The time for the purpose of levy of berth hire shall be reckoned with from the time the vessel occupies the berth from all fast till all lines cast off.

(2). (i). Berth hire shall start after the time vessel occupies the berth.

(ii). Berth hire shall stop 4 hours after the time of vessel signalling its readiness to sail. The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal condition or on account of inclement weather or due to absence of night navigation facilities.

(iii). The Master/ Agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather condition.

(iv). There shall be penal berth hire equal to 24 hrs. berth hire charge for a false signal.

"False signal" would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signalling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions".

(3). Berthing seniority will generally be as per the Berthing policy of the Port.

(4). Priority/ Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or any other competent authority, will be applicable:

(a). For providing "Priority Berthing" to any vessel, a fee equivalent to berth hire charges for a single day or 75% of the Berth Hire charges calculated for the total period of actual stay at the berth(s), whichever is higher shall be levied.

(b). For providing "Ousting Priority" to any vessel, a fee equivalent to berth hire charges for a single day or 100% of the Berth Hire charges calculated for the total period of actual stay at the berth whichever is higher shall be levied. In addition, for providing "Ousting priority" to any vessel, the charges for `shifting in' and `shifting out' of the vessels shall be collected.

(c). The fee for providing priority / ousting priority as indicated above shall be charged for all the vessels except the following categories:

(i). Vessels carrying cargo on account of Ministry of Defense.

(ii). Defense vessels coming on goodwill visits.

(iii). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.

(iv). Any other vessel for which special exemption has been granted by the Ministry of Ports, Shipping and Waterways.

(v). Coastal vessels which will be accorded priority berthing.

(5) No Berth Hire will be charged for the period when the vessels idle at the Port's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to Port. This provision will, however, not apply in the case of vessels idling at berths operated by the private operators licensed by the Port due to reasons not attributable to Port.

(6) For the purpose of levy of the above charges

(i) The minimum GRT for any vessel except off shore supply vessels will be taken as 1000 and

(ii) The term 'vessel' will include the boats, barges and craft of GRT of 1000 and above.

(iii) Coastal vessels shall include vessels of Coast Guard / Indian Navy.

(iv) For Naval and Coast Guard vessels no other charges towards storage, etc. will be levied for usage of wharf space.

(7) Sundays and Customs notified holidays and port non-working days will be treated as normal working days for levy of the above charges and no separate charges will be levied.

(8) Every boat, country craft, dredgers, tugs and passenger boats of less than1000 GRT and pleasure yacht and a lash barge entering the Docks shall be levied berth hire charges ₹9.8800/ US $ 0.7978 per hour or part thereof for the first 200 GRT or part thereof and ₹ 4.9364 / US $ 0.3989 per hour or part thereof for every additional 100 GRT or part thereof in respect of coastal and foreign-going vessels respectively. This concessional rate will be admissible to local craft, boats and barges except off shore supply vessels whether self-propelled or not and plying in foreign and coastal trade. The concessional rates shall also be admissible to lash barges and pleasure yacht irrespective of their tonnage. Each barge will be separately charged berth hire charges treating each as a distinct vessel. However, when the barges make use of wharf crane, the composite berth hire charges as prescribed at Note 1 above shall be levied.

(9) Off shore supply vessels falling in the category of coastal vessels berthed at any berth in Docks or Harbour Wall shall be levied with ₹ 0.5201 per GRT per hour or part thereof. Off-shore vessel will not be subjected to the conditionality of levy of the minimum charges of 1000 GRT. All the off shore supply vessels will be subjected to this rate irrespective of the GRT of the vessels and will not be entitled for concessional levy as at Note 4 above.

(10) All vessels berthing at berths at Sr. Nos. (1) and (2) above for other than cargo operations, the berth hire charges shall be recovered as under:

(i) Up to 10 days of occupation of berth: Normal berth hire charges.

(ii) From 11^{th} day to 20^{th} day of occupation of berth: 150% of normal berth hire charge.

(iii) After 21^{st} day of occupation of berth: 200% of normal berth hire charges.

(11) The vessels allowed to be docked or berthed for a specific period and on specific request if not moved out after issuance of notice, shall be liable to pay the penalty charge @ 300% of normal berth hire charges from the date and time of issuance of notice.

2.3.2. Guidelines on priority berthing of coastal vessels

The following are the 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 Directorate 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 Port shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. 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 vessel 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.

<u>2.4.1 Anchorage Charges for vessels calling for cargo operation:</u>

(A) If any vessel or barge remains at any anchorage points shown in column No.2 of the table below, anchorage fees shall be levied as per column 3 ibid.

1	**2**	**3**		
Sr. No.	**Anchorage Point**	**Rates per GRT per hour or part thereof**		
		Period of stay	**Coastal/Inland Vessel (in ₹ ~~Rs.~~)**	**Foreign going Vessel (in US $)**
1	2	3	5	4
(a)	A,B,C,D,E,F,G, TA1, New explosive Karanja.	From 1st day upto 30th day	0.0867	0.0055
		Beyond 30th day	0.2165	0.0137
(b)	H,I,J,K,V,W ,X,Y,Z, SOS, Any other place in Mumbai Port Limits	From 1st day onwards	0.0867	0.0055
		Beyond 30th day	0.2165	0.0137
(c)	L, M, (N1, N2, N3 at New Pir Pau), N1 (Buoy), N2 (Buoy), North N3, O, P, Q, R	From 1st day upto 30th day	0.0670	0.0043
		Beyond 30th Day	0.2165	0.0137
	OF OCT / OCT BY OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER OFF KASARA BASIN OFF FERRY WHARF OFF MAZGAO AND P&V CHANNEL			
(d)	Port Lighterage Anchorage Area	From 1st day upto 30th day	0.0670	0.0043
		Beyond 30th day	0.2165	0.0137

Note: Port Lighterage Anchorage area encompasses the following co-ordinates:

Point A – Latitude	18˚57' N	Longitude	72˚37'E
Point B – Latitude	18˚55'N	Longitude	72˚37'E
Point C – Latitude	18˚55'N	Longitude	72˚43.5'E
Point D – Latitude	18˚57'N	Longitude	72˚43.5'E

(B). If any Lash Barge or Dumb Barge remains at any of the anchorage points mentioned in column No.1 of table below, anchorage fees shall be levied as per column No.2 ibid.

1	**2**		
	Rates per GRT per hour or part thereof		
Anchorage Point	**Period of stay**	**Coastal/Inland Vessel (in ₹~~Rs.~~)**	**Foreign going vessel (in US $)**
1	2	4	3
OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER OFF KASARA BASIN OFF FERRY WHARF OFF MAZAGAO AND P&V CHANNEL	From 1st day upto 60th day	0.0335	0.0021
	Beyond 60th day	0.1083	0.0069

If any Lash Barge or Dumb Barge remains at any anchorage points other than mentioned in column no. 1 of the table mentioned at 2.4.1 (B), anchorage rates mentioned at 2.4.1 (A) shall apply.

Notes to schedule no. 2.4.1.

For the purpose of calculating the period of stay of a vessel at an anchorage

(1) The anchorage fees shall be levied from the time a vessel drops the anchor till the time it anchors away.

(2) In the event of a vessel which had stayed at an anchorage, takes berth or entering a dock and returning thereafter either to the same anchorage or to another anchorage, then the number of hours the vessel was away from the anchorage will be excluded, but the period of occupation except for such exclusion will be treated as a continuous period for computing the Anchorage Fees.

(3) No anchorage fees will be charged to the vessel classified as Indian Naval Vessels and Coast Guard Vessels.

(4) No Anchorage Fees will be charged to the vessel/ship anchored outside the port limits notified by the Central Government.

(5) For levy of anchorage fees, a barge is a craft operating within the limits of Mumbai Port (including extended port limit) for the purpose of lighterage of cargo or supply of fuel, water and provisions but shall not include lash or any other type of barges/boats discharged or loaded by mother ships outside the limit of Mumbai Port (including extended port limit) for all purposes of conveyance of cargoes;

(6) No anchorage fees will be recoverable from the vessel, boat, barge and craft (including lash barge) which has paid the licence fees for water conveyance as per Section 2.2.5.6 above.

2.4.2 Charges on vessels/barges/boats for going alongside other vessel for working of cargo in mid-stream and Port Lighterage Anchorage Area (Double Banking)

Sr No.	Nature of Movements	Rate per GRT	
		Coastal vessel (in ₹)	Foreign-going Vessel (in US $)
(a)	Double Banking assistance with tug provided by the owner of the Vessel or Vessel Agent	11.7178	0.4287
(b)	Double Banking without tug assistance	8.2727	0.3025
(c)	(i) During Monsoon Period (From June to August):		

	Lighterage dues on Mother Vessels discharging / receiving cargo - On foreign going vessels and coastal vessels, lighterage dues at the rate of US $ 0.0090 and ₹0.2460 respectively per GRT for a period of one hour or part thereof shall be levied from the time it is anchored / occupies the place in stream / Port Lighterage Anchorage Area. Lighterage charges will be levied @ 68% and anchorage charges will be levied @ 32% of the total stay of vessel at PLA/stream. ***The Lighterage charges will not be applicable after the completion of cargo discharge, if a vessel stay is extended due to any detention/arrest/repairs, for the duration after the completion of cargo discharge.***
	(ii) During Non- Monsoon period (September to May) : Lighterage dues on Mother Vessels discharging / receiving cargo - On foreign-going vessels and coastal vessels lighterage dues respectively at the rate of US $ 0.0090 and ₹0.2460 per GRT for a period of one hour or part thereof shall be levied from the expiry of three hours from the time the vessel is anchored or actual commencement of cargo operations whichever is earlier, till the completion of cargo at each anchorage point during September to May. Anchorage charges shall be levied excluding the above period.
	(iii) The lighterage dues shall not be levied on the vessels engaged in mid-stream discharge at stream / Port Lighterage Anchorage Area Port Limit for (1) Vessel which discharges part cargo for reducing the draft of the vessel for calling at the Docks / Pier of MBPT and if subsequently calls at Docks or Piers of Mumbai Port, **only if the part cargo is discharged at MbPA/Pier.** (2) Vessels which discharge entire cargo into barges for subsequent discharge at Docks / Bunders of Mumbai Port and sail out from stream / Port Lighterage Anchorage Area and the discharged cargo is subsequently brought at Docks / Bunders and
	(3) Mother vessels which receive cargo brought by the barges loaded from MbPA Docks and Bunders.

Notes:

(i) In case the lighterage operations are started in the month of May and concluded in the month of June OR started in the month of August and concluded in the month of September, the lighterage charges shall be levied as per c (i).

(ii) In case of Section 2.2 (a) of SOR, if tug is provided by the Mumbai Port Authority, charges at (b) above shall be charged and extra Tug charges shall be levied as per Section 2.12 in the SOR. However, if one tug is provided by the owner of the vessel or vessel agent and one tug is provided by the Mumbai Port Authority, charges at (a) above shall be charged and extra Tug charges for MbPA tug shall be levied as per Section 2.12 in the Scale of Rates

2.4.3 Lighterage dues at the rate of ₹10.97 per tonne shall be levied on the cargo, unloaded from or loaded into, the vessels anchored within the Port approaches and the cargo is transported through Mumbai Port Waters. Provided, however, that Lighterage dues shall not be levied on the cargo destined to or from the Port of Mumbai.

2.5.1 Fees for License to carry out specialized jobs on board the vessels

(a) Fees for License to carry out specialized jobs on board the vessels in Trustee's Authority's Dock Berth No. 1 to 4, 9 to 24 of Indira Dock, BPS, BXP, Stream and Anchorages

	Type of Fees	**1 year fees**	**3 year fees**	**5 year fees**
A	Annual License Fees	**₹ 33382**	**₹ 100145**	**₹ 166908**
B	Per on board activity Fees	**₹ 3338**	**₹ 10014**	**₹ 16691**

(b). Cost of Booklet i.e. of ₹1419/- + GST

Notes:

1. Above rates as applicable for Licenses issued for carrying out ship repair activities at locations in port premises other than areas handed over to Cochin Shipyard Limited.

2. The applicant applying for 3/5 years duration Permit along with the fees for the said duration submits an affidavit (format attached on a Rs.100.00 stamp paper i.e. Indemnity Bond indemnifying MbPA that while carrying out the repairing work of vessels in MbPA premises they will make good the damage to the assets of Mumbai Port Authority, caused by their employees / labour, Machinery/equipment. Further, they undertake to submit all the relevant supporting documents required for obtaining the permit.

2.5.2 Charges against Government in respect of Vessels of War and Transport

Charges against the Union Government in respect of vessels of War and vessels engaged solely for the transport of troops, their families, etc. berthed at the Ballard Pier or Indira Dock Harbour Wall or inside the Docks:

(a)	Vessels of War, that is to say all vessels plying the White Ensign of Republic of India but including in times of war mine sweepers and patrol vessels.	All Port and Dock charges whether for general facilities or for "Special Services" except (i) Port Dues (ii) Wharfage on stores and equipment required for the vessel's own consumption.	
(b)	Vessels employed solely in the transport of troops and their families, military animals, military equipment, ammunition of war and naval and military stores, including Indian Fleet, Auxiliaries which are on the list of Indian Navy and all Hospital ships and Ambulance Transport	(i)	All Port and Dock charges except – (a) Port Dues. (b) Wharfage charges on horses (other than remounts), Baggage, carriages and other effects forming part of the scheduled equipments of the troops.
		(ii)	Compensation under Section 6 of the Indian Tolls (Army) Act, II of 1901 at the rate of **26.57** paise per tonne of Gross Registered Tonnage of the vessel for each day that Dock Dues are charged under Section III of the Docks Scale of Rates and the vessels are engaged in bonafide transport operations.

Note: Wharfage charges shall mean fees levied for the passing of goods or animals, etc. imported or exported by any vessel, boat or lighter over any wharf, jetty, pier or bunder within Port Authority areas, but shall not mean charges for services rendered by the Port Authority in landing and shipping, removing or storing such goods, animals, etc. such as the provision of cranes, cluster lights and for handling labour.

2.5.3. Pier Dues at Jawahar Dweep and Pir Pau

Sl. No.	Vessel Chargeable	Rate per GRT for per hour or part thereof	
		Foreign-going Vessel (in US $)	**Coastal Vessel (in ₹.)**
(i)	On every steam and-_other mechanically propelled and square rigged vessels berthed at or using the bulk oil piers at Jawahar Dweep and Pir Pau	US $ 0.0247 (Subject to minimum charge of US $ 24.66 subject to minimum 1000 GRT)	₹ 0.6808 (Subject to minimum charge of ₹ 676.40 subject to minimum 1000 GRT)
(ii)	On every boat, barge or country craft (not square rigged)	US $ 0.01650 -(subject to minimum charge of US $16.50 subject to minimum 1000 GRT)	₹ 0.2599 (Subject to minimum charge of Rs.259.88 subject to minimum 1000 GRT)

Notes:

(1) The Pier Dues shall be levied from the time a vessel takes the Berth/Pier till the time it leaves the Berth/Pier.

(2) No Pier Dues shall be levied on vessels after expiry of 4 hours from the time of signalling its readiness to sail. Penal Pier Dues equal to one day's Pier Dues (i.e. 24 hours) shall be levied for false signal. The Master/Agents of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions. The time limit of 4 hours prescribed for cessation of Pier Dues shall exclude the ship's waiting period for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

(3) No Pier Dues shall be levied for the period when the vessels idle at its Berth/Pier due to breakdown of port equipment or power failure or any other reasons attributable to the port.

(4) Sundays and Customs notified holidays and port non-working days will be treated as normal working days for levy of the above charges and no separate charge will be levied.

2.5.4. Composite Vessel Related Charges for FLO-FLO operations:

	Location	Slab (GRT of the Mother Vessels)	Charges (US$)
A.	Port Lighterage Anchorage Area	Upto 25000	**46455**
		25001 and above	**58069**
B.	Inner Anchorage	Upto 25000	**58069**
		25001 and above	**69683**

Notes:

(i). The above charges are levied in lieu of Port Dues, Composite towage and pilotage charges, anchorage charges, tug and mooring launch charges and are applicable for a period upto 36 hours. Any stay beyond 36 hours will be on Pro-Rata basis.

(ii). Since there will be no lighterage of cargo in barges as such, wharfage in lieu of lighterage will be levied treating this as satellite berth operations as per schedule of docks wharfage on goods 3.1 (A) Rate No. 18 based on CIF value declared for both inner anchorage and PLA operations separately in addition to above composite charges.

(iii). As soon as cargo on board (vessels/ crafts) is offloaded at anchorages, offloaded vessel / craft will be a separate vessel and all applicable port charges will be recovered.

2.5.5 Charges for booking Vessel Call

The following charges shall be levied for booking every Vessel Call No.

Coastal Vessel : ₹ 2181.09/-

Foreign Going Vessel : ₹ 5455.23/-

(i) The Charges of booking vessel call No. shall be adjusted against the final bill of the said Vessel Call No. Charges for booking Vessel Call No. shall not be refundable, if the Vessel Call No. is not utilized**.**

(ii) If there is no sufficient advance deposit to cover the services already rendered by the Mumbai Port Authority or advance deposit has been exhausted and the Vessel Agent do not pay further advance deposit within 10 days, such vessel shall be treated as unauthorisedly occupying the anchorage point or berth.

(iii) In case of condition no. (ii) above, compensation equal to anchorage charges and/or berth hire charges, as the case may be, as mentioned elsewhere in the present Scale of Rates shall be charged for unauthorized occupation of anchorage point or berth till the sailing of ship. During such unauthorized occupation of anchorage point or berth, compensation equal to various charges, mentioned elsewhere in the present Scale of Rates, for the services rendered by the Mumbai Port, shall be recovered.

CHAPTER- III

CARGO RELATED CHARGES

The charges as herein after prescribed will be leviable on all traffic dealt within the Docks and Custom notified areas outside the Docks

3.1. Wharfage

3.1.1. Wharfage on cargo:

Rate No.	Description of Goods.	Basis of Charge	Coastal (₹)	Foreign (₹)
1. (i)	Animals, Birds, reptiles, *etc.*	Each	43	71
(ii)	Animal products - Bone, Bonemeal, Hides & Skins	Tonne	31	52
2	Arms, Ammunitions, Explosives and Defence Stores and defence equipment /machinery	Tonne	199	333
3. (i)	Asbestos	Tonne	51	86
(ii)	Construction Materials, Sand.	Tonne	53	89
(iii)	Fruits, nuts including Raw Cashew, Tapioca, Coconut, Copra, Tamarind Seeds.	Tonne	51	86
(iv)	Molasses	Tonne	51	86
(v)	Waste Paper, Newsprint	Tonne	51	86
(vi)	Wood, Timber, Bamboo	Tonne	51	86
4	Cement, Clinker	Tonne	53	89
(ii)	Coal and Fire Wood	Tonne	124	124
(iii)	Sulphur, Fertilisers and Fertiliser raw materials	Tonne	66	111
(iv)	Foodgrains, Oilseeds, Cereals and Pulses.	Tonne	53	89
(v)	Oil-Cakes and Fodder	Tonne	25	41
(vi)	Sugar	Tonne	25	41
5. (i)	Cotton including cotton waste (also includes cotton twist and yarn)	Tonne	51	86
	Jute and jute products, Coir and coir products.	Tonne	30	50
6. (i)	Granites and Marbles	Tonne	51	86
(ii)	Ores, Ore Pellets and Minerals (other than iron ore and iron ore pellets)	Tonne	53	89
(iii)	Iron ore and Iron ore pellets	Tonne	89	89
7	Metals (Ferrous, Non-ferrous) in the form of ingots billets and un-manufactured and metal scrap.	Tonne	53	89
8	Other Liquid bulk including acids and fatty acids	Tonne	51	86
9	POL and POL Products :			
(i)	Crude Oil	Tonne	100	100
(ii)	Kerosene and Light Diesel Oil.	Tonne	65	65
(iii)	All other POL Products	Tonne	115	115
10	Salt	Tonne	7	11
11	Synthetic Resin (including Moulding Powder) and Wood Pulp	Tonne	120	200
12	Wines, Spirits (Potable) and Alcoholic beverages	Five Litres	30	50
13	Iron and Steel Materials (excluding scrap, dross and ores)			
	At MbPA berths			
	Import	Tonne	179	299
	Export	Tonne	120	199
	At OCT Berths			
	Import	Tonne	233	389
	Export	Tonne	156	259
14	Rail Car	Per wagon	148753	247919

15	Motor vehicles and Cars including bull dozers, forklifts, tractors, cranes and Military Tanks			
	Import	Ad-valorem	0.39%	0.65%
	Export		0.39%	0.65%
16	All items other than those specified above.	Ad-valorem	0.39%	0.63%
17	Sweepings collected on shore, Ballast of the vessel, engineering materials, stores and gears for repairs to ships in docks, *Seamen's baggage consisting of their personal effects, mails, post parcels and diplomatic bags irrespective of the weight per parcel, bag etc.	FREE		
18	Vessels and Crafts #	Ad-valorem	0.73%	1.22%

***** Although Seamen's baggage consisting of their personal effects will not attract wharfage, articles not regarded as bonafide baggage such as arms, ammunition, pearls, precious stones, pianos, pianolas, carriage, motor cars, motor cycles, etc., will be subject to the levy of wharfage.

Note: i) 50% of the normal wharfage will be applicable for Bunkers.
ii) 50% of the normal wharfage will be applicable on the cargo handled overside.
iii) # The wharfage rate prescribed at Sr. No. 18 is in lieu of lighterage of cargo handled at anchorage / PLA. (Refer Section 2.5.4).
iv) Wharfage charges for Iron and Steel cargo handled at OCT includes a convenience fee of 30%. [1]

(([1] Incorporated vide Maharashtra Gazette (Extraordinary Part-II) dated 26-12-2025 with effect from 23-12-2025).

3.1.2. Goods free of wharfage:

Br. No.	Description
(a).	Cargo consigned to or by the Port.
(b).	Bunkers for central and state government launches engaged in anti-smuggling activities, Miscellaneous Packing materials, ships' dunnage, ships' fittings fodder accompanying livestock and not manifested as cargo.
(c)	Postal articles, Diplomatic mail, bonafide crew's luggage and personnel effects accompanying them, personnel baggage and military equipment accompanying military personnel moving on duty.
(d).	Sand ballast.
(e).	Bonafide passengers' and seamen's baggage and personal effects and accompanying them.
(f)	Bonafide ship's fittings of the same vessel

Notes for Schedule 3.1.1. and 3.1.2 above:

(1). "Wharfage" shall mean the basic dues recoverable on all cargo landed or shipped or transhipped within the port limits and approaches or passing through the port, whether porterage was provided by the port or not.

(2). For the assessment of wharfage on import or export goods, the importer or the exporter or their clearing agent, as the case may be, shall produce copy/copies of the invoices/specification attested by Customs together with the Customs documents such as Bill of entry/Shipping Bill/ Transhipment Permit as required shall be produced for the purpose of assessment and verification of charges. For any misdeclaration of weight, quantity, value or description of goods, the importer/exporter or his clearing agent, as the case may be, will be liable for action under Clause No. (xxiii) at 1.2 of Terms & Conditions of Chapter-I of SOR.

(3). (a) For the purpose of calculating the dues the unit by weight shall be one metric tonne (MT) or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre.

(b) In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.

(4) Minimum Wharfage shall be payable for one Metric tonne.

(5) Before classifying any cargo under unspecified category in the wharfage schedule, 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 wharfage schedule. However, in respect of Defence Stores and Defence equipment/machinery, which can be classified under Rate No.2 of Section 3.1(A), such reference to Customs classification will not be applicable.

(6) Goods imported by DRDO will also be classified as 'Defence stores' for purpose of wharfage collection.

(7) "Defence stores" would include 'Bombs, grenades, torpedoes, mines, missiles, and similar munitions of war and parts thereof, cartridges and other ammunition and projectiles and parts thereof, including shot and cartridges wads coming under Arms, Ammunition, parts and accessories thereof but the reference to "parts thereof does not include radio or radar apparatus as per note no. 2 of Chapter no. 93 of Customs Tariff of India.

(8) Wharfage leviable on ad-valorem basis in the foregoing schedule will be levied on the CIF value of goods in the case of imports and FOB value of goods in the case of exports and on value specified in the bill of coastal goods in the case of coastal cargo. Wharfage leviable on weight basis in the foregoing schedule will be assessed on gross weight of the goods as shown in the Bill of Lading. Manifest or Invoice.

(9) The cargo should be evacuated from the wharf within 2 hours from the completion of cargo handling operations of the vessel. Penal charges shall be levied on cargoes not removed from any wharf in the port after completion of cargo discharge from a vessel/ shipment to a vessel.

Sl No.	Description	Unit	Rate
1	First two hours	Free	
2	Every 8 hours or part thereof	Penal Berth hire charges for min. 1000 GRT (coastal/ foreign) increasing by 25% every 8 hours	

(a). Port reserves the right to shift the cargo at the cost of the receiver/shipper/shore handling agent/stevedoring agent, as applicable.

(b). Penal charges shall not accrue for the period during which the port is not in a position to effect delivery of import cargo or shipment of export cargo when requested by the user.

(10) Dangerous/explosives and inflammable goods landed at the Docks (only if permitted by the Deputy Conservator), the consignee / CHB shall effect the delivery of cargo immediately in same shift on completion of MbPA / Customs formalities. Removal on board vessel or out of Port shall be the responsibility of cargo owner / Agent of Vessel / carrier of cargo.

(11) Transhipment cargo, if discharged and reloaded on to the same vessel for trimming or re-arranging the vessel's cargo either by lighters from overside or over the Docks wharves or other vessel, single wharfage charges shall be leviable for both the movement. If discharged and remained on wharf/yard, demurrage on expiration of period of free days shall be recoverable as per the rates prescribed.

(12). a) Vessels calling the Port, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, and only vessel related charges would be collected if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of cargo/container takes place to/from such vessel within the Port limits, cargo/container related charges including wharfage shall be applicable as per SOR on such cargo/container, declared in the manifest (IGM/EGM).

b) When a vessel carries another vessel as cargo for discharging in the Port, either on the quay, jetty or foreshore (wharf), or loads another vessel as cargo on board itself from such wharf of the Port, in such cases, such loaded or unloaded vessels are 'cargo', on which cargo related charges including 'wharfage' are leviable.

(13) All goods which have been charged full Docks Wharfage in case of import operation will, if loaded into boats in the Docks by Port Authority labour and afterwards relanded at a Port Authority Bunder, be charged, instead of wharfage for export operation, labour charges only as prescribed elsewhere in this Scale of Rates.

(14) Cargo where advalorem rates are specified and not destined for MbPA, wharfage @ ₹ 323/ - per tonne

in case of transshipment by sea and ₹139/- per tonne in case of transshipment by road and demurrage on expiration of the free period of three days as admissible to import cargo as per the demurrage schedule prescribed at sub-section 3.1. (B) below shall be levied.

(15) Damage Goods:
Cargo landed from vessels loading in Docks owing to fire or other accidental cause and re-shipped or from vessels returned to Port by reason of the same cause or stress of weather will be charged one wharfage prescribed in the above Schedule.

(16) Shifting of cargo from wharf (work point) to storage point & vice versa will not be undertaken by MbPA.

(17) The Port shall provide the following minimum additional facilities to the export of motor vehicles on common user basis:

a. Use of MbPA private road without payment of permit charges
b. Unloading ramp for motor vehicles received by rail for export free of cost.
c. Pre-shipment storage facilities inside the docks free of demurrage for 30 days.
d. Arrangement for supply of water for vehicles for cleaning purposes including permission of recycling plants inside docks.

(18) Shippers' own container: For recovery of wharfage on empty SOC unit, tare weight of 20' container will be considered as 2.3 MT; 40' container as 4.0 MT and 45' container as 4.5 MT. Demurrage as applicable will be recovered under Sub Section 3.2.2 below.

(19) Re-export cargo: For the re-export cargo, import wharfage will be recovered and demurrage shall be recovered till the date of shipment/stuffing and thereafter export wharfage will be recovered.

(20) (a) The Port shall not assume custody of any export cargo.

(b) Import cargo covered by Overside Delivery Order ODO) and for all bulk cargoes/liquid cargo (import) MbPA doesn't assume the Custody.

3.1.3. Volume- Based Discount Scheme (VDS)

Volume-Based Discount Scheme (VDS) on wharfage charges for Dry & Break Bulk Cargoes handled at MbPA Docks and Facilities at Outlying Operation Area.

Refer Traffic Department's Circular No.TM/M-13/VDS/13 of 2025-26 dated 18.06.2025 which is available in the MbPA website. The said circular now shall be co-terminus with the SOR.

3.1.4. Wharfage charges leviable at Jawahar Dweep and Pir Pau

Sr. No.	Description of Goods	Foreign Going Vessel (₹ per tonne)	Coastal Vessel (₹ per tonne)
1	POL and POL Products		
	(i) Crude Oil	108.79	108.79
	(ii) Kerosene and Light Diesel Oil	71.53	71.53
	(iii) All other POL products viz., Naphtha and Solvent, Fluxing and Lubricating, Turpentine and Vapourising Grease, Bitumen, Petroleum Jelly, Motor Gasoline, Motor Spirit, Liquified petroleum Gas *etc.*		
	(a) Handled at the Jawahar Dweep	125.92	125.92
	(b) Handled at the Pir Pau	91.90	91.90
2	Chemicals viz. Ammonia, EDC, Ethyle, Benzine, Paraxylene, M.E.G., N. Paraffin, Orthoxylene and other liquids in bulk.	183.77	110.26
3	Edible oil handled at Pir Pau	50.11	30.05

3.2. Demurrage Charges

3.2.1. Free period

(a) Free Days for Cargo: Import Cargoes – Break Bulk and Containerised.

Sr. No.	Cargo	Free days
1	**Containerised cargo**	**5 calendar free days, following the date of vessel completing discharging operations.**
2	**Other import cargo**	**6 calendar free days, following the date of vessel completing discharging operations.**
3	**Non containerised transhipment cargo**	3 calendar free days, following the date of vessel completing discharging operations.

Whenever discharge of Import cargo is suspended or stopped for more than 48 hours for any reason not attributable to Port and / or removal of vessel from the berth before complete discharge of the manifested quantity, free days shall be declared for the cargo already discharged from the date of suspension / stoppage of such discharge. Free days for the balance cargo on board shall be declared after discharge.

(b) All export goods will be allowed storage in the docks free of demurrage for seven days commencing from the date of admission of cargo into the port

In case of vessel berthing for receiving export cargo, in such case exempt demurrage charges during the period from the date of commencement export cargo loading till the date of completion of loading of export cargo.

(c) Grant of Concessional free days for Import of Iron & Steel as under-

(i) 07 calendar free days, following the date of vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel brought by the same vessel by a consignee is between 10,000 tonnes & 20,000 tonnes.

(ii) 10 calendar free days, following the date of vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel brought by the same vessel by a consignee is above 20,000 tonnes and upto 30,000 tonnes;

(iii) 14 calendar free days, following the date of vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel brought by the same vessel by a consignee exceeds 30,000 tonnes.

(d) Coastal Iron and Steel cargo handling at MbPA, the free days Shall be as follows:

(i) 08 calendar free days to all the consignees of Coastal cargo, following the date of coastal vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel, brought by the same coastal vessel ranging between 10,000 tonnes and 20,000 tonnes;

(ii) 10 calendar free days to all the consignees of Coastal cargo, following the date of coastal vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel, brought by the same coastal vessel exceeds 20,000 tonnes.

Notes:

(1). For the purpose of calculation of free period, Customs notified holidays and the port's non-working days shall be excluded.

(2). Free period for imports:

(a). Free period for imports shall be reckoned with from the day following the day of complete discharge of vessel's cargo.

(b). For levy of Demurrage on Cargo received in vessels at stream and transported by Barges to Bunders for Discharge, free time shall be reckoned from the date following two days after the date of completion of discharging of mother vessel in stream or one day after the date of completion of discharging of last barge, whichever is earlier and for barges which directly call at Bunders, (Non Stream discharges) on free day following the day of complete discharge of vessel be allowed.

(c). When import cargo is stored in demurrage terms and then converted into re-export, free period will be considered from the date of filing of export documents like shipping bill.

(3) Free period for Export:

(a). All goods will be allowed storage in the docks free of demurrage for seven days commencing from the date of admission of cargo into the port.

In case of vessel berthing for receiving export cargo, in such case exempt demurrage charges during the period from the date of commencement export cargo loading till the date of completion of loading of export cargo.

3.2.2. Schedule of Demurrage charges

On expiration of free days, save as hereinafter provided, demurrage will be charged for the period of storage on all goods (except mails, post parcels, diplomatic postal bags and personal baggage irrespective of weight per parcel, bag etc.) remaining uncleared, at the following rates:

Class of goods	How charged	RATE (**in ₹**)	
		For first to 20th **D**ay	For 21**st** Day onward
(1)	(2)	(3)	(4)
(a) In respect of all goods classified in the wharfage schedule in Section-3.1(A) above (other than goods specified in (b) below) & including two wheeler.	Per tonne per day or part thereof	97	169
(b) Motor Vehicles Including bull dozers, forklifts, tractors, cranes and Military Tanks (IMPORT)	Per vehicle Per day	995	3733
(c) Animals, Birds, reptiles, etc.	Each per day	94	163

Note: The personal baggage will be charged at the rate of ₹.37/- per tonne per day or part thereof.

Notes:

(1). Demurrage charge on both cargo and container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the user.

(2) If operational area is licensed on rental terms to the users, demurrage charges on cargo stored thereat shall not be levied again.

(3). The demurrage charges on hazardous goods shall be levied at 50% above the normal rates specified in above schedule.

(4). Demurrage on export goods brought in for shipment by a particular vessel and shut out but subsequently shipped by another vessel shall be charged at the rates applicable for export cargo as per the schedule in the scale of rates for the entire period till the goods are shipped or removed from the port wharf. In the event the shutout cargo is removed without being shipped, the demurrage charges as applicable for export cargo shall be levied till the goods are removed from the date of entry.

(5) **DEMURRAGE ON IMPORT/EXPORT/COASTAL/TRANSHIPMENT/OFFSHORE GOODS DETAINED BY THE CUSTOMS:**

(a). Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisement and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the importers; and

(b). When goods are detained by the Commissioner of Customs on account of Import/ Export Control Formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/ Exporter, for such period of detention under (a) and (b), the demurrage charges shall be recovered as under:

i) 0-30 Days : Free
ii) 31- 60 Days : 50% of the applicable rate
iii) Beyond 60 Days : Full demurrage

(6) **Uncleared goods**

Uncleared goods when sold by the MbPA under Section 30 of the Major Port Authority Act, 2021, a free period of 15 working days will be allowed following the date of Delivery Order. On the expiry of 'Free Days' demurrage will be charged ₹312/- per tonne per day on goods remaining uncleared until delivery is effected.

If, however, the goods or a portion thereof remain uncleared on the premises of the Board beyond 20 days following the last free date mentioned in the Delivery Order, the sale proceeds of the goods, or if only a portion of the goods remain to be taken delivery of by the purchaser, the proportionate sale proceeds, shall be forfeited and the goods or a portion thereof, as the case may be, resold by the Port Authority. The aforesaid period of 20 days may be extended, at the discretion of the MbPA or its authorised person, in suitable cases, for reasons to be recorded in writing, having due regard to the circumstances of the case or to the quantity and bulk of the goods to be removed by the purchaser.

(7) In case of containers handled by ICTPL at its Terminal and subsequently moved to MbPA CFS for delivery either as loaded container or for destuffing of the container and delivery of the cargo, as the case may be, the free period will be counted from the data of entry of containers at the MbPA CFS for the purpose of levy of demurrage charges on the cargo inside the containers.

(8) Free period of 10 days will be allowed for salvaged goods and the free period will be counted from the date on which goods are actually salvaged.

(9) In order to promote export aggregation certain specified area will be identified from time to time for specified cargo. A maximum of 30 free days will be allowed in such cases.

(10) Demurrage charges will be assessed on the gross weight of the goods. Gross weight if not in exact multiples of 100 kgs will be rounded off to the next higher multiple of 100 kgs. for levy of charges.

(11) No wharfage will be charged on shut out cargo. Demurrage as per Section 3.2.2 shall be levied on Shut out cargo from the date of admission of cargo into docks till and including the date of removal. Shut out cargo must be removed by shippers on receipt of three days' notice from the MbPA or its authorised person. In case of non- compliance, the MbPA or its authorised person may remove such goods to a place at the expenses of shippers.

Any export cargo meant for shipment through Mumbai Port Authority but moved out of Mumbai Port Authority area either in break bulk form or after stuffing, with Customs permission for any purpose shall be treated as “Back to Town cargo” only and shall attract demurrage as per Section 3.2.2 of the SOR.

3.3 Storage charges (License fee) for transit cargo for storage

3.3. (A) STORAGE FEES AND WAREHOUSING CHARGES

(I) Fees for storage / cargo operation with or without installation of facilities, cargo handling equipment by the users for offshore activities

Period	Rates Applicable
From the date of permission till expiry for	Per sq. mtr. of part thereof per month or part thereof @
a. Open area	₹ 122/-
b. Covered area	₹ 148/-

Note : Installation of facilities/ cargo handling equipment shall be subject to the clearance by MbPA and shall be dismantled and removed within 15 days from the date of issue of notice.

Above Charges are applicable only for storage of offshore material / cargo and shall be valid for 11 months only for a specified place.

(II) Storage Fees on the goods stored in the areas specified by the MbPA for storage of cargo upto a maximum of 60 days

	Period of Storage	**Rate per sq. mtr. or part thereof per month or part thereof. (in ₹)**
In sheds	i) First 30 days or part thereof	96
	ii) 31st day to 60th day	193

Open Yards	i) First 30 days or part thereof	72
	ii) 31st day to 60th day	148

Note:

i) The cargoes lying uncleared beyond 60 days shall be subjected to demurrage from the 61st day onwards under Section 3.1 (B) of Chapter-III of the Scale of Rates. For the purpose of levy of demurrage, the 61st day of storage of cargo will be treated as day number one.

ii) In respect of MOP and other such bulk cargoes the period of storage shall be for a maximum of 180 days and for Gypsum 240 days and the rates prescribed at Sr. No. (ii) of 3.3 (A) (II) for sheds and open areas shall be applicable from 31st day to 180th day and 31st day to 240th day respectively.

For the purpose of levy of demurrage, the 181st and 241st day of storage of cargo will be treated as day number one respectively.

iii) In respect of Agri Products the period of storage shall be for a maximum of 120 days. The concession of 25 % will be extended on the rates prescribed at Sr. No. (i) and (ii) of 3.3 (A) (II) for sheds and open areas shall be applicable.

For the purpose of levy of demurrage, the 121st day of storage of cargo will be treated as day number one

(III) Fee for management of cargo operation (for occupation other than for cargo storage), Temporary Weighbridge, PDI facilities:

	Description	Rate
(i)	Fee for space allotted to Vessel Agents/Stevedores/CHAs/Transporters/ Port Users including Govt. agencies in the Port Authority building / sheds / warehouses..	₹ 482.92 per sq. mtr. or part thereof per month or part thereof.
(ii)	Fee for open areas permitted to be used for carrying out cargo activities by placing chowkey / porta cabin etc.	₹ 263.43 per sq. mtr. or part thereof per month or part thereof.

<u>Notes to tables II & III</u>:

(i) The MbPA can reject the request or withdraw the permission granted in such cases, the reasons therefore will be communicated to the allottee.

(ii) If the area allotted is found to be utilised for any unauthorised purpose then, the MbPA will withdraw the permission granted.

(iii) For Fresh Storage Permissions – Fresh storage permission will be granted on advance payment / deposit of storage charges. Storage will be considered from the date of permission. Storage bills shall be processed for actual area permitted and not for the actual area occupied.

(iv) For Extension permissions – In case of failure to make advance payment / deposit of storage charges, interest as per SOR shall be levied from the date of extension of storage period and extension application should be submitted before expiry of previous permission.

(v) Unauthorised storage – In case of unauthorized / excess occupation of areas for storage, penal charges @ 2x storage fees will be recovered from the date of occupation of unauthorized / excess occupation for a period of 01 month. The 2x license will become 3x for the subsequent month (second month) and will continue to increase by 1x for every additional month of unauthorized usage till vacation of such area or till regularizing of the unauthorised / excess storage. Also, as storage fees is recovered for per month or part thereof, such enhanced storage fees for unauthorised / excess occupation will be applicable for whole month even if unauthorised / excess occupation is for a period of less than 30 days.

(vi) The allotment of space for temporary weighbridge shall be co-terminus with the cargo storage permission for a particular customer (Exporter/Importer) and shall be removed immediately after issuance of notice to the customer. The permission for temporary weighbridge shall be considered only in areas outside MbPA docks.

(IV) Fee for commercial establishments like shop, duty free shop, curio shop, cyber café, communication center, forex center, etc.

Description	Rate

Fee for space allotted in the Mumbai Port Authority buildings	₹. 842.68/- per sq. mtr. or part thereof per month or part thereof

Notes: -

a. Period of allotment is for 11 months.

b. Whenever MbPA requires this area, the operator will have to vacate the same at one month’s notice and relocate to other area for the remaining licence period.

c. All relevant permissions shall be obtained by the operator.

d. All allotments shall be on tender basis, with premium over the above mentioned rate being the selection criteria.

3.3. (B) <u>Rates for activities in non-Custom notified Bunder / Outlying / Railway Areas</u>.

(I) Fees for occupation of storage of *Port cargoes in non-Custom notified outlying / Bunder areas.

	Period of Storage	Rates per sq.mtr. or part thereof per month or part thereof (in ₹)
In sheds	**i) First 30 days or part thereof**	**96**
	ii) 31st day to 60th day	**193**
Open Yards in sheds	**i) First 30 days or part thereof**	**72**
	ii) First 30 days or part thereof	**148**

Note:

i) The cargoes lying uncleared beyond 60 days shall be subjected to Demurrage from the 61st day onwards under Schedule 3.2.2 of Chapter Ill of the scale of Rates. For the purpose of levy of demurrage, the 61st day of storage of cargo will be treated as day number one.

(ii) In respect of MOP and other such bulk cargoes the period of storage shall be for a maximum of 180 days and for Gypsum 240 days and the rates prescribed at Sr. No. (ii) of 3.3(B)(i) for sheds and open areas shall be applicable from 31st day to 180th day and 31st day to 240th day respectively.

For the purpose of levy of demurrage, the 181st and 241st day of storage of cargo will be treated as day number one respectively.

(iii) In respect of Agri Products the period of storage shall be for a maximum of 120 days. The concession of 25 % will be extended on the rates prescribed at Sr. No. (i) and (ii) of 3.3(B)(i) for sheds and open areas shall be applicable.

For the purpose of levy of demurrage, the 121st day of storage of cargo will be treated as day number one.

(II) Fees for management of cargo operation (for occupation other than for cargo storage), Temporary Weighbridge, PDI facilities in non-Custom notified outlying/ Bunder areas, in respect of *Port cargoes –

	Description	**Rate (₹~~Rs.~~)**
1	Fees for space allotted to Vessel Agents / Stevedores / CHAs/ Transporters / Port users including Government Agencies in the <u>Port Authority building / sheds / warehouses</u>	₹ 482.93 per sq. mtr. or part thereof per month or part thereof.
2	Fees for Open Area permitted to be used for carrying out cargo activities by placing chowkey / porta cabin, etc.	₹263.43 per sq.mtr. or part thereof per month or part thereof.

<u>Notes to tables I & II</u>:

(i) The MbPA can reject the request or withdraw the permission granted in such cases, the reasons therefor will be communicated to the allottee.

(ii) If the area allotted is found to be utilised for any unauthorised purpose then, the MbPA will withdraw the permission granted.

(iii) For Fresh Storage Permissions – Fresh storage permission will be granted on advance payment / deposit of storage charges. Storage will be considered from the date of permission. Storage bills shall be processed for actual area permitted and not for the actual area occupied.

(vi) For Extension permissions – In case of failure to make advance payment / deposit of storage charges, interest as per SOR shall be levied from the date of extension of storage period and extension application should be submitted before expiry of previous permission.

(v) Unauthorised storage – In case of unauthorized / excess occupation of areas for storage, penal charges @ 2x storage fees will be recovered from the date of occupation of unauthorized / excess occupation for a period of 01 month. The 2x license will become 3x for the subsequent month (second month) and will continue to increase by 1x for every additional month of unauthorized usage till vacation of such area or till regularizing of the unauthorised / excess storage. Also, as storage fees is recovered for per month or part thereof, such enhanced storage fees for unauthorised / excess occupation will be applicable for whole month even if unauthorised / excess occupation is for a period of less than 30 days."

(vi) ***Port Cargo** –
Port cargo includes cargoes handled in Docks /Outlying /Bunder areas through vessels / barges /crafts.

(vii) The allotment of space for temporary weighbridge shall be co-terminus with the cargo storage permission for a particular customer (Exporter/Importer) and shall be removed immediately after issuance of notice to the customer. The permission for temporary weighbridge shall be considered only in areas outside MbPA docks.

(iii) Storage fees for ⁺Non Port cargo brought by Railways.

Sr. No.	Type of Storage	Charges per sq.mtr. per day for storage with prior permission (in ₹)		Charges per sq.mtr. per day for storage without prior permission
		Upto 15 days	Beyond 15 days	
1.	Open Area	**11.37**	**14.21**	**42.65**
2.	Covered Area	**22.75**	**28.43**	**85.31**

Note: ⁺Non Port Cargo –

Non Port Cargo includes cargoes handled through Railway/ Road in Railway / Outlying / Bunder areas and not handled through vessel / barges / crafts.

(iv) Fees for following ⁺Non Port cargo storage activities being carried out at Bunder areas

(a) Storage of material at Ship Breaking plots in Bunder areas.
(b) Storage of sand & construction material brought by road at Lakri Bunder (N), Brick Bunder, Haji Fish wharf.
(c) Storage of Bamboo at Lakri Bunder (N), etc., and
(d) Similar such uses in non-Custom notified Bunder areas.

Sr. No.	Type of Storage	Charges per sq.mtr. per day for storage with prior permission (in ₹)	Charges per sq.mtr. per day for storage without prior permission (in ₹)
1	Open Area	44.01	132.03
2	Covered Area	49.80	149.38

(v) Fees for use of railway areas as office space and also for ancillary activities by installation of special equipments for cargo handling, gear storage, etc.

Sr. No.	Type of Area	Rates per sq.mtr. or part thereof per month or part thereof (in ₹)
1.	Covered area	**1493.82**
2.	Open area	**1320.23**

Note : The above rates will also be made applicable for use of space for office purpose in non-Custom notified Bunder / Outlying areas for ⁺Non Port cargo related activities.

Note:

(1). Application for storage spaces shall be made before storage of goods to the Port or its authorised official.

(2). Storage charges (Licence fees) shall be paid in advance. Penal interest, as prescribed in General Terms and Conditions in Chapter I shall be levied on the amount due but not paid from the date on which the amount becomes due till the date of actual payment which shall in no case exceed 7 days. If, for any reason, payment is delayed beyond 7 days from the date of the amount becoming due occupation will be treated as unauthorised.

(3). The space allotted shall be vacated on notice from the Port or its authorised official failing which it will be treated as unauthorised occupation; and, the Port Authorities shall take other action, as deemed fit.

(4). Any unauthorised occupation of storage spaces shall be liable for payment of double the Storage charges (Licence fees), as a penalty.

(5). The Port shall have the right to take over the storage space, allotted on Storage charges (Licence fees) basis, which are unoccupied/empty without any prior notice in the interest of the Port operation. In such cases, proportionate reduction in Storage charges (Licence fees) shall be allowed.

(6). Cargo stored under the Storage charges (Licence fees) basis shall remain at the licensee's risk and the Port or any of its officers shall not in any manner be liable for any pilferage, theft, damage or any loss whatsoever thereof.

(7). The licensee shall not be permitted to sub-let the land or shed covered by the licence or any portion thereof. For any contravention of this condition, the licence is liable to be cancelled.

(8) If operational area is licensed on to users Storage (Licence fees) basis, demurrage charges on cargo stored therein shall not be levied again.

3.4 WHARFAGE COMPENSATION PAYABLE BY ONGC IN TERMS OF AGREEMENT DATED 28.01.2005 SIGNED BETWEEN MbPA AND ONGC

ONGC shall pay to the Mumbai Port Authority a compensation at one half (1/2) of wharfage rate as applicable on the per tonne of crude oil which will be imported into the Port of Mumbai through all or any of these ONGC pipelines and which will not be exported through the MbPA Marine Oil Terminal, Jawahar Dweep through any other existing and future Oil, Gas or Chemical Terminals of the MbPA.

3.5. (a) The Port shall not be responsible to any user or any person for any loss or damage or injury to life arising directly or indirectly from the operations carried inside the Port. The user shall indemnify the Port against all loss or damage to any property belonging to the Port or any other person/company including the equipment and / or injury to the life of any person, arising directly or indirectly from the operations inside the Port. The liability of user 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 user shall also indemnify the port for all liabilities under the Workmen's Compensation Act.

(b) In case of damage to Port assets or properties partly or wholly, the user shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of demand, pending determination of the final claim by the Port. In case of total loss, the user shall deposit the book value or market value of the Port assets or properties, whichever is higher. If the damage cost is not paid within the stipulated of three days, the same will be adjusted from any dues payable to the user.

3.6. Period of responsibility and the Notice period

(a) No responsibility shall attach to the Board after a period of seven clear working days from the date of taking charge of the goods by the Board, in respect of such goods.

(b) The notice of loss of, or damage to, the goods of which the Board has taken charge shall be given within a period of seven clear working days from the date of taking charge of such goods by port.

Explanation;

In computing the period of seven clear working days referred in (a) and (b) above, account shall not be taken of the day of taking charge of the goods.

3.7. The term MbPA under this chapter shall mean the Traffic Manager. In terms of provision under clause 10.1 and 11.1 of the Policy Guidelines for Land Management 2014, all allotment of land inside the Customs Bonded area, for a period not exceeding 11 months, for the storage of cargo or any other activity related to the cargo handling, shall be allotted by Traffic Manager at the rates as specified in the SOR and shall be subsequently placed before the Board during its next meeting for ratification.

3.8. Charges for handling cargo (labour charges):

3.8.1 Charges for providing On Board Stevedoring Services payable by the Indenters / Vessel Agents/Vessel Owners/Container Operators

Sr. No.	Commodity/Activity	Basis of Charges	Stevedoring rate (without gear) (in ₹)		Ceiling Rate for supply of gear by the port (in ₹)
(1)	(2)	(3)	(4)		(5)
			Foreign	Coastal	
1	Steel Coil, Steel Plates (including hot rolled ship building plates, ship building / boiler quality steel plates, steel bulb flat bars/steel flat bars / steel shoe sections prime flat rolled ship builder plates), Pipes (including seamless tubulars, DIL well drilling equipment pipes, steel welded tubulars) and Angles & other steel products, Billets	Per tonne	167	100	32
2	Bagged Cargo	Per tonne	275	165	32
3	Wooden Logs	Per tonne	317	190	32
4	General Cargo	Per tonne	349	209	32
5	Oil Cake in Bulk-,Dry Bulk & others	Per tonne	291	174	55
6	Machinery/Project Cargo	Per tonne	431	259	32
7	Vehicle				
	(a). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks less than 10 tonnes by RORO operation.	Per vehicle per operation	115	68	--
	(b). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks more than 10 tonnes by RORO operation.	-- do --	816	490	--
	(c). All other vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks by LOLO operation.	-- do --	816	490	--
8	Wood Pulp	Per tonne	236	141	--
9	Metal scrap				
	Manual Handling – without gear	Per tonne	626	375	26
	Mechanical Handling	Per tonne	370	222	92
10	CONTAINER				
a).	Stuffing	Per TEU	8470	5082	38 per box
b).	De-stuffing	Per TEU	5214	3128	38 per box
11	On-board stevedoring using Ship's crane	Per Box	1822	1093	137
12	On-board stevedoring using Port Gantry crane	Per Box	1101	660	---
13	Containers brought by barges	Per Box	816	490	137
14	Cargo handled by coastal barges.	Per tonne	-	49	30
15	Zinc ingots	Per tonne	252	151	32

Notes:

(i) A vessel agent may bring his own gear for loading/unloading, stuffing and destuffing operations. In case the port supplies gear for loading/unloading, stuffing and destuffing operations, then the rate as prescribed in column number (5) above shall be leviable as a ceiling rate.

(ii) Lashing and unlashing containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashing service is provided by the port ₹ 72/-, ₹ 113/- and ₹150/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.

(iii) Lashing and unlashing of steel cargo is the responsibility of the shipping agents. The rates do not include lashing and unlashing charges and no rebate is, therefore, allowed for lashing and unlashing of steel cargo.

(iv) The term "Vessel" will include boats, barges and craft of GRT 1000 and above.

(v) The rate at Sr. No. 14 of Section 3.8.1 of SOR, i.e. Cargo handled by coastal barges applicable for cargo brought and loaded by barges (having GRT less than 1000) plying between MbPA and other nearby Indian Ports.

(vi) For cargo brought and loaded by barges (having GRT more than 1000) plying between MbPA and other nearby Indian Ports, the barge is treated as coastal vessel and the rates provided in Column "coastal" as per type of cargo / commodity under Sr.No.1 to 9 and 15 of Section 3.8.1 of SOR are applicable.

(vii) In cases of cargo unloaded from foreign vessel and brought by coastal barges and cargo loaded in coastal barges for subsequent loading on to foreign vessels, Stevedoring charges are recovered treating the vessels as "foreign" vessel and the rates provided in column "foreign" as per type of cargo/commodity under Sr.No.1 to 9 and 15 of Section 3.8.1 of SOR are applicable.

(viii) In cases of cargo unloaded from coastal vessels and brought by coastal barges to the port and cargo loaded in coastal barges for subsequent loading on to coastal vessels, Stevedoring charges are recovered treating the vessels as "coastal vessels" and the rates provided in column "coastal" as per type of cargo/commodity under Sr.No.1 to 9 and 15 of Section 3.8.1 of SOR are applicable.

3.8.2 Royalty Charges for stevedoring activity in lighterage operations.

(a) Royalty @ ₹ 4.00 per tonne on cargo unloaded / loaded on ships undertaking lighterage operations at PLA and ₹ 5.00 per tonne at inner anchorage (stream) shall be levied in respect of barges handled at MbPA Berths / Bunders.

(b) In respect of those barges where origin / discharge is other than MbPA Berths / Bunders, the **Royalty on cargo unloaded / loaded on ships undertaking lighterage operations at** PLA and stream shall be ₹15**.00** per tonne and **₹** 20.00 per tonne, respectively**.**

3.9 Mandatory User Charges:

Description	**Rate**
Mandatory User Charges	172 per container

Note:
The port shall levy Mandatory User Charges on all containers except transshipment and coastal containers for the Logistics Data Bank (LDB) services to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC).

3.10.Charges Leviable at Bunders

Bunder limit means such portion of the wharves and land adjoining the wharves set aside for goods in transit. A wharf may extend to 15.25 meters measured from the wharf front.

The bunders area includes Sassoon Docks, New Fish Jetty, Passenger Jetty, New Ferry wharf, Mallet Bunder, Coal Bunder, Brick Bunder, Tank/New Tank Bunder, Lakri Bunder North, Lakri Bunder South, Powder Works Bunder, Sewree Bunder, Hay bunder and Hazi Bunder

3.10.1. LICENCE FEES

(A) Licence fees will be levied on vessels using Bunders as under:

Sl. No.	**Description of vessel**	**Basis of charging**	**Monthly Licence Fees per GRT ₹**
1.	Fishing vessels and Trawlers	Rate per GRT	46

NOTES:

(1) Only those vessels which are registered with the Department of Fisheries, Government of Maharashtra shall be issued a License by MbPA and such crafts are only permitted for using Bunders Facilities.

(2) Licence Fees on annual basis shall be 8 times the rates prescribed as above.

(3) Vessels using the Port Authority's Bunders for the purpose of working cargo, undergoing survey, repairing or idling, shall pay Licence Fees as prescribed at 'A' above at the MbPA Cash Collection Centre and obtain an endorsement on the Licence Book.

(4) Vessels must always carry with them the Licence Book which shall be presented for inspection whenever so demanded by the MbPA officials authorized for such inspection.

(5) Default in adherence to the provisions contained in Notes (1) to (4) above shall render the vessels being distrained or arrested and sold in accordance with the provisions contained in the section 31 of Major Port Authorities Act, 2021.

(6) Payment of charges under this Section shall not entitle a vessel to take up or retain any particular position, in a basin, alongside a wharf or the approach there to, a Hard, Flat or Wharf or any other portions of the Bunder premises.

(7) Annual Licence Fees will not be levied on the following craft provided they do not ply for hire:

Customs, Water Police, the Central or any Provincial Government and Surveyors. Also fenders and launches of Shipping Companies employed in connection with the inspection of crew and landing or embarking passengers from their own vessels.

(8) Monthly licence fee shall be charged from the date of issue of Licence the boat/trawler at the Bunder, valid for one month thereafter.

(9) Vessels opting to pay Licence Fees on monthly basis shall pay the fees immediately on their arrival at the Bunders and shall not leave the bunders without payment of the fees due from them. Default in adherence to this provision shall render recovery of interest from the owners at the rate prescribed at Clause 1.2 (v) of the general terms and conditions at Chapter-I ibid.

(B) **Licence Fees on users and ancillary trade at New Fish Jetty and New Sassoon Fish Harbour and Old Sassoon Dock.**

Sr. No.	Activity	Rate (₹ Per Annum)
1	Ice Crushing Machine	18665.35/-
2	Fish Auctioneers	23332.01/-
3	Hand Carts	934.07/-
4	Ice Suppliers	12442.33/-
5	Water Supplier	18665.35/-
6	Transport / Vehicles Licensing	(a) ₹ 1556.40/- per truck per annum
		(b) ₹ 63.87/- per truck per day if permit at (a) above is not held
7	Weighing Scale (Katawala)	12442.33 /-

NOTES

1. Only valid licence holders shall be allowed to carry out above activity
2. The licences shall be renewed on annual basis.
3. Registered fishermen's Co-operative societies will be granted rebate of 50% in the above licence fees.

3.10.2. WHARFAGE

I) On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) and such other Bunders as may be notified separately, Wharfage will be recovered.

II) The Wharfage will be 50% of the rates prescribed at 3.1(A) of Chapter III of SOR.

III) No wharfage will be recovered at fish jetties of Sassoon Dock and New Ferry Wharf.

IV) Hazardous cargo to be classified as per IMO and MbPA categories.

3.10.3. DEMURRAGE

I) On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) or such other Bunders, as may be notified separately, demurrage shall be charged.

II) Demurrage rates shall be as per rates prescribed at 3.1 B of Chapter III of SOR.

III) For levy of Demurrage on Cargo received in vessels at stream and transported by Barges to Bunders for Discharge, free time shall be reckoned from the date following two days after the date of completion of discharging of mother vessel in stream or one day after the date of completion of discharging of last barge, whichever is earlier and for barges which directly call at Bunders, (Non Stream discharge) one free day following the day of complete discharge of vessel be allowed.

Notes:

(1) Any consignee or shipper or his agent found shipping or removing cargo from any of the Authority's Bunders without first paying the wharfage and any other charges due shall be liable to pay double the charges laid down for the same in the Scale of Rates charged at the Bunders.

(2). Wharfage will be assessed on the gross weight of the goods as shown in the invoices and specifications together with Customs documents and Import and Export Applications.

(3) The Board of Authority does not provide labour at the Bunders for the landing shipping or removal of goods. All goods lying at the Bunders remain there at the risk of the consignee or shippers and are in their charge.

(4) Charges on containers and containerized cargo shall be assessed in accordance with the Scale of Rates charged at the Docks.

(5) The minimum charge recovered in any Application-cum-Bill or Bill should not be less than ₹191/- (Rupees One Hundred and Ninety One only).

(6) Demurrage charge on both import and export cargo/container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.

3.10.4. Charges for Breaking, Construction and Repair of Vessels at BUNDERS

(A) Charges for Ship-Breaking:

In respect of vessels being broken up on the Port Authority Hards the charges will be recovered from the date of beaching as under: -

Sr. No.	Description	Rate per day per LDT
(1).	For the period from the date of beaching to the date preceding the date of commencement of breaking.	**₹9.01**
(2).	For the regulated period of the vessel. (The regulated period shall be one month per 900 LDT.)	**₹13.650**
(3).	If the vessel continues breaking beyond the regulated period as at (2) above.	₹ **27.31** for one month for vessels upto 3000 LDT and for two months for the vessels above 3000 LDT.
(4).	For the period beyond the period of extension as at (3) above	**₹ 54.60**

Notes:

(1). Charges mentioned above shall be recovered on the total LDT of the vessel for the entire period of occupation.

(2). The month for the purpose of regulation shall be reckoned from the date of commencement of breaking to the preceding date in the following month eg. 10th April to 9th May.

(3). The initial regulated period is determined considering 900 LDT or part thereof per month e.g.

Vessels upto 900 LDT - 1 month
901 – 1,800 LDT - 2 months
1,801 – 2,700 LDT - 3 months
and so on in the multiple of 900.

(4) Failure to make payment of MbPA charges shall be deemed to be a default and the Board reserves the right to arrest the vessel or the unbroken part of it and take over the broken up material of the vessel if any, lying in MbPA Premises. The vessel/unbroken part of the vessel and all other material so arrested and taken over shall be disposed off by the Board in accordance with the provisions of MPA Act, 2021. The sale proceeds will be first utilized to cover MbPA charges, including expenses of sale and disposal methods employed. Deficit, if any, will be recoverable from the ship-breaker. Surplus, if any, will be paid to the shipbreaker as per rules.

(5) All charges for ship-breaking shall be payable in advance initially for a period of three months. If the work is not completed within three months, the further charges shall be payable in advance for every month till completion.

(B) Charges for Construction & Repair of vessels: -

Vessels including boats, tonies, hodies, rafts pontoons, tank barges, dump barges and other craft being constructed or fitted out in the Port Authority hards or anywhere on wharf will be charged ₹ 9.30 per day per GRT from the date of occupation of the hard for the purpose of construction/repairing.

Notes:

(1). A vessel shall be deemed to be on a hard when she has been beached in a position approved by the MbPA or its authorised person alongside or as near as possible to the Bunder pursuant to the application made by the Owner of the vessel for the purpose.

(2) Charges for construction of vessels will be recovered on the GRT of the Vessel as certified by the Mercantile Marine Department for which purpose the requisite certificate of registration shall be produced for the inspection of the MbPA within one month from the completion of construction and the launching of the vessel. In case of such crafts as are not registered with any statutory authority, the charges will be levied on the contractual Dead Weight Tonnage.

(3) A vessel launched from the hard and lying in the adjoining Bunder basin for fitting out or any other purpose will be charged licence fees at Rs.27.25 per GRT per day and in the case of unregistered craft on the DWT.

(4) No vessel shall be constructed or assembled or fitted out (repaired) on a Port Authority hard without the prior permission of the MbPA or its authorized person and the SOP in this regard to be complied in toto, which is available in MbPA website.

(5) Charges due on construction of a vessel shall be paid at regular monthly intervals based on contractual DWT of the vessel and all charges due on the construction shall be paid before the removal of the vessel from the basin or the hard.

(6) The charges for usage of plot with area upto 2160 sq.mtrs shall be Rs.20 per sq.mtrs per month and for the plot with measurement above 2160 sq.mtrs at the flat rate of Rs.60,390 per month.

(7) To avoid excessive occupancy of these plots, slab wise charges per GRT per month or part thereof shall be levied as below:

Rate of Ship repair charges of a craft beyond 4 months and Rate of Ship construction charges of a craft beyond 12 months will be enhanced by 50% of the normal charges.

CONTAINER HANDLING CHARGES

4. (A) Composite charges on Cargo Containers Handled with cranes other than Quayside Gantry Cranes.

Description	Containers upto 20'				Containers Above 20' but upto 40'				Containers length above 40'			
	Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
General Containers	**4654**	**4157**	**2794**	**2492**	**6982**	**6236**	**4188**	**3742**	**9308**	**8310**	**5583**	**4986**
ICD Containers	**7889**	**7392**	**4734**	**4435**	**11835**	**11087**	**7103**	**6653**	**15780**	**14781**	**9466**	**8870**
Transhipment Containers and Same Bottom Containers	**6943**	**6198**	**4168**	**3720**	**10414**	**9297**	**6249**	**5579**	**13886**	**12394**	**8331**	**7436**
Export containers brought by Barges under Shipping Bills from other ports for shipment	**7017**	**6270**	**4212**	**3762**	**10526**	**9407**	**6317**	**5644**	**14037**	**12542**	**8420**	**7526**
Containers moved by barges between MbPA & other ports	**5976**	**5476**	**3583**	**3287**	**8956**	**8214**	**5375**	**4930**	**11945**	**10951**	**7168**	**6571**

Notes: Sections 4 (A)

(i). The above composite rates include the following charges towards onboard stevedoring and inclusion of this element in THC levied by the Shipping Lines/ Agents shall be regulated in accordance with the Order of TAMP passed in case no: TAMP/47/2000-MBPT, dated 12 June 2001:

Non-Quayside Gantry Cranes:

(a) All general Containers and all ICD Containers	₹ 1442.28
(b)All Transhipment containers and all same bottom Container	₹ 2884.54
(c) All containers handled by barges to and fro JNPT	₹ 653.28
(d) All export containers brought by barges under shipping bills from JNPT for shipment to MbPA	₹ 2095.55

(ii). Cargo container means specifically designed container of uniform size for consolidating goods within compact unit.

(iii). The above charges include on board stevedoring charges, handling at shipside, lift on of export / lift off import containers at the pre-stack area, removal of container between shipside and pre-stack / RCD yard in docks, loading / off-loading of ICD containers on Railway wagons within the Docks.

(iv) Additional services of loading/unloading of containers on to the wagons/Agents' trailors and hauling to and fro shunting yard at wadala will be provided to the ICD containers.

(v) Lashing and unlashing containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashing service is provided by the port ₹ 73/-,₹113/- and ₹151/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.

(vi) When a transshipment container is unloaded by gantry crane and loaded by Non Gantry crane or vice versa, 50% of the Box rate for Transhipment containers prescribed at Section-4(A) respectively will be applicable.

(vii) (a) Container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concessional charges relevant for its coastal voyage. In other words, containers from/to

Indian ports carried by vessels permitted to undertake coastal voyage will qualify for concession.

(b) A container from foreign port landing at MbPA for subsequent transshipment to an Indian Port on a coastal voyage or vice versa would be charged at 50% of the transhipment charge prescribed for foreign-going vessel and 50% of that prescribed for the coastal category.

(viii) Empty containers received from/removed to ICD by road shall be treated on par with local empty containers for levy of charges.

(ix) Charges for containers handled by Toplift Trucks or Transtainer or Reach Stacker shall be levied separately.

(x) Import loaded container manifested as local if subsequently transhipped to ICD shall be treated as local container till the date on which the container has been allowed by the Customs to be transhipped to ICD. Similarly, ICD import containers destuffed and cleared from the port shall be treated as FCL for levy of Port Charges.

(xi). A premium of 25% will be charged for Hazardous containers and will be applicable in respect of permissible 'A' category containers as also 'B' & 'C' category containers.

4 (**B**) With the prior permission of the MbPA authorities, rebates shall be applicable to the port users for carrying out various container operations with their own arrangements. The rebates applicable along with the conditions are as follows:

(i). Stevedoring Charges:- When crane other than Gantry crane is used

Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	**40'**	**Over 40'**	**20'**	**40'**	**Over 40'**
1.	**General and ICD Containers**						
	Loaded	**1442.28**	**1442.28**	**1442.28**	**865.36**	**865.36**	**865.36**
	Empty	**1442.28**	**1442.28**	**1442.28**	**865.36**	**865.36**	**865.36**
Sr. No.	**Particulars**	**Foreign-Going (in ₹)**			**Coastal (in ₹)**		
		20'	**40'**	**Over 40'**	**20'**	**40'**	**Over 40'**
2.	**Transshipment and same bottom Containers**						
	Loaded	**2884.54**	**2884.54**	**2884.54**	**1730.74**	**1730.74**	**1730.74**
	Empty	**2884.54**	**2884.54**	**2884.54**	**1730.74**	**1730.74**	**1730.74**
3.	**Containers handled by barges to and fro other ports**						
	Loaded	**653.28**	**653.28**	**653.28**	**391.97**	**391.97**	**391.97**
	Empty	**653.28**	**653.28**	**653.28**	**391.97**	**391.97**	**391.97**
4.	**Export Containers brought by barges under shipping bills from other ports for shipment**						
	Loaded	**2095.55**	**2095.55**	**2095.55**	**1257.34**	**1257.34**	**1257.34**
	Empty	**2095.55**	**2095.55**	**2095.55**	**1257.34**	**1257.34**	**1257.34**

(ii). Transportation Charges

Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	**40'**	**Over 40'**	**20'**	**40'**	**Over 40'**
1.	**General, ICD and containers handled by barges to and fro other ports**						
	Loaded	**1406.09**	**2109.14**	**2812.17**	**843.67**	**1265.47**	**1687.32**
	Empty	**1144.78**	**1717.16**	**2289.58**	**686.86**	**1030.31**	**1373.74**
2.	**Transshipment, Same bottom Containers and Export Containers brought by barges under shipping bills from other ports for shipment through MbPA.**						
	Loaded	**2812.17**	**4218.28**	**5624.38**	**1687.32**	**2530.98**	**3374.62**
	Empty	**2289.58**	**3434.36**	**4579.12**	**1373.74**	**2060.62**	**2747.50**

4. (C) Charges on container handling equipment

(1) Charges will be leviable on container handling equipment per move as follows:

	Containers upto 20'		Containers Above 20' but upto 40'		Containers length above 40'	
	Foreign	**Coastal**	**Foreign**	**Coastal**	**Foreign**	**Coastal**
	US $	**₹**	**US $**	**₹**	**US $**	**₹**
Trailer	**36.09**	**941.85**	**54.09**	**1412.80**	**72.17**	**1883.73**

(2) Composite box rate for on board shifting operations of containers.

Description	Foreign (in ₹)						Coastal (in ₹)					
	20'		**40'**		**Above 40'**		**20'**		**40'**		**Above 40'**	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Load	Empty	Loaded	Empty	Loaded	Empty

Ship Crane	1443	1443	1443	1443	1443	1443	868	868	868	868	868	868

4. (D) Storage fees on containers:

Sr No	Place of Storage	Rate per day or Part thereof		
		Container having length upto 20'	**Container having length over 20' but upto 40'**	**Container having length above 40'**
(1).	Loaded/Empty container landed and stored or brought for export and stored anywhere in the declared Customs areas of the port.	US $ **7.60**	US $ **15.23**	US $ **22.84**
(2).	Empty Container stored in the areas other than the declared Customs areas of the Port.	US $ **1.53**	US $ **3.04**	US $ **4.57**
(3).	Empty or loaded containers received from/ despatched to ICD by Rail/Road.	US $ **7.60**	US $ **15.23**	US $ **22.84**

(a) FREE DAYS FOR CONTAINERS/MAFIs (Import/Export)		
Sr. No.	**Type of Containers**	**Free days**
1	**Loaded Import** Containers/ Mafis	**03 days from the date of completion of the vessel's import operations.**
2	**Loaded Export** Containers/ Mafis	**05 days from the date of stuffing of containers at Port's CFS or from the date of bringing in of fully loaded containers in the Port's premises.**
3	**Empty Containers**	**03 days from the date of completion of the vessel's import operation or from the date of receipt of export Containers.**
4	**ICD containers**	**In the case of ICD containers charges are leviable after the expiry of two days from the date following the date of completion of vessel's import operation till the date of their loading on wagons/ removal by road or from two days following the date of receipt of containers at RCD from the upcountry ICD's or storage yards till the date prior the date of shipment (i.e. excluding the date of shipment). In case a container is not removed/ shipped within 10 days from the date following the date of completion of import operations in case of import or from the date of receipt in case of export, the Storage Fees will be levied at double the rate prescribed at 4 (D) (3) above from 11th day.**
5	**Transshipment of loaded / empty containers & export containers brought under Shipping Bills by sea from other ports for shipment.**	**05 days from the date of completion of the vessel's import operations.**
6	**Empty Mafis**	**7 days from the date of completion of vessel's import operations.**
(b)	**Hazardous container will be charged at 25% premium.**	
(c)	**Demurrage charge on both cargo and container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users**	

Notes:

(1) Import loaded containers removed out of port area for destuffing shall be charged storage fees from the date following the date of completion of vessel's import operations till the date of removal including the date of removal. Similarly, export loaded/empty containers received from the areas other than port premises shall be charged storage fees from the date of receipt till the day prior to the date of shipment (i.e. excluding the date of shipment).

(2) If a container has already been charged storage fees on a particular day under Section 4(D) above, the same unit will not be charged once again on the same day even if it is moved between the areas referred to above.

(3) The charges on a container shall be levied irrespective of whether the container is stored on chassis or on ground or stacked high.

(4) Storage fees on Containers brought under Shipping Bill for export shall be charged in terms of provisions of Section 4 (D) above from the date of receipt of the container in the port premises.

(5) The combined Transport Operators/Masters, Owners or Agents of vessels shall remove the containers to the respective site/yard/destuffing point nominated by the Traffic Manager, within a period of 4 calendar days following the date of the vessels completion of import operation. If the combined Transport Operators/Masters, Owners or Agents of vessels fail to remove such containers to the nominated areas within the prescribed period of 4 calendar days, the

Traffic Manager shall have the authority to remove such containers to the nominated areas at the risk and cost of combined Transport Operators/Masters, Owners or Agents of vessels. Removal charges as notified from time to time will be levied on such containers.

(6) Container stuffed in the Port premises/container received in Docks duly stuffed in the areas other than Mumbai Port premises and removed for shipment through Ports other than Mumbai shall be charged fees as per section 4 (D)(a) above from the day following the date of stuffing/from the date of receipt till the date of removal of container. In the case of containers stuffed in the Port premises/containers received duly stuffed in the areas other than Mumbai Port premises and removed to town shall be charged Fees of US $ 7.60 (Coastal ₹ 331.19/-) for a container having length upto 20 feet, US $ 15.23 (Coastal ₹ 662.41/-) for a container having length above 20 feet but upto 40 feet and US $ 22.84 (coastal ₹ 993.61/-) for a container having length above 40 feet per day or part thereof from the day following the date of stuffing/from the date of receipt till the date of removal of the containers. The cargo inside the container shall be charged demurrage at the rate of ₹1012.96/- per TEU per day or part thereof for the period of its stay in the Port. [No separate wharfage shall be recovered either on such container or on cargo inside the container.]

(7) The Import loaded containers discharged at an Indian port other than Mumbai and brought to Mumbai by Rail/Road for giving delivery shall be charged Fees as per Section 4(D)(a) above. In the case of containers received by Rail, handling charges of US $ 121.38 (Coastal Rs.5283.04) per TEU shall be levied Demurrage on the cargo inside the containers shall be charged as per Section 3.1 (B) of Chapter-III from the date of receipt.

(8) No Storage Fees shall be levied on containers loaded with cargo and seized/detained by the Customs/DRI/CIU etc. from the day of its removal to the area allotted by the Board to the Customs for storage of such containers. Demurrage on the cargo inside the container shall be leviable as under:-

i) 0-30 Days : Free demurrage
ii) 31-60 Days : 50% of the applicable rate
iii) Beyond 60 Days: Full demurrage

(9) Any consignee desires to clear FCL through private CFSs within or outside jurisdiction of the Commissioner of Customs, Mumbai shall remove the containers within 7 working days from the date following the date of completion of vessel's import operation. On the cargo inside the container a consolidated charge of ₹ 4858 (Coastal ₹ 2916/-) per TEU shall be recovered. In case container is not removed within the said period of 7 working days the demurrage charges at the rate prescribed in Section 3.1 (B) of Chapter-III shall be levied on the cargo inside the container.

(10) Demurrage charges on the cargo stuffed inside the container and subsequently destuffed and removed back to town shall be levied as Note (6) above. No wharfage shall be levied thereon. Similarly, in the case of cargo stuffed inside the container and subsequently destuffed and again restuffed in the container and shipped on board the vessel, demurrage charges shall be levied as per Note (6) above till the date of restuffing of cargo inside the container and wharfage in terms of Section 3.1 (A) of Chapter-III shall also be levied on cargo inside the container.

(11) 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 following conditions.

(i) The consignee can issue a letter of abandonment at any time.

(ii) If the consignee chooses not to issue such letter of abandonment, the container Agent/ MLO can also issue abandonment letter subject to the condition that,

(a). the line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and

(b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(iii). The container Agent/ MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.

(iv). Where the container is seized/ confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order 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 day of such removal.

(12) The container other than 'shipper owned container' shall be removed from the regular storage area and moved to Sales Warehouse / Overflow Sheds by the Port Authority at the cost and responsibility of the Main Line Operators (MLOs) and thereafter, the container can be destuffed before the empty containers are removed from the Authority's premises by the MLOs.

4.(E) <u>Charges on Containerised Cargo</u>

(1) Wharfage and demurrage as applicable under Sections 3.1 (A) and 3.1 (B) of Chapter-III shall be payable on import containerised cargo, excepting those destined to ICD and the FCLs cleared through Private CFS in terms of note (9) to Section 4(D) above.

(2) The term 'LCL' means the container containing cargo belonging to more than one consignee in the vessel's manifest and the term 'FCL' means container containing cargo belonging to one consignee in the vessel's manifest. The consignee means the person/firm/company in whose name the Bill of Lading is prepared.

(3) (i) In the case of containers, other than that destined to or received from ICD and the FCLs cleared through private CFS demurrage on cargo in container shall not accrue for seven working days in respect of FCLs and LCLs from the date following the date of completion of vessels import operation.

(ii) If FCL/LCL has not reached the notified area/destuffing point when the consignee approaches with the Bill of Entry having Customs order for examination of goods or for delivery, the consignee may make a Log Entry at the nominated area/destuffing point.

(iii) If the Log Entry is made on the basis that the container has not reached the notified area/destuffing point, no demurrage shall accrue from the date of Log Entry till the receipt of the container at the notified area/destuffing point plus three working days. No intimation regarding receipt of container at the nominated area/destuffing point will be given.

(iv) The consignee shall have to make a fresh Log Entry every twenty calendar days till the container reaches the notified area / destuffing point. If the consignee fails to make the fresh Log Entry on the twenty first day but makes fresh Log Entry after lapse of some period, demurrage on cargo inside the container shall be levied for the period not covered by the Log Entry. If the twenty first calendar day is a non-working day, being a Docks Holiday, consignee may make the Log Entry on next working day.

(v) If the FCL container, other than that destined to or received from ICD, transhipment containers and the FCLs cleared through private CFS, having reached the notified area has not been destuffed for no fault of the consignee, the consignee will be entitled to a remission in demurrage charges on obtaining the endorsement on the Bill of Entry as under :

Conditions to be fulfilled	**Endorsement of the B/E by the Docks official**	**Non-accrual of demurrage.**
(a) B/E to be presented with order for Customs examination of cargo and documents of title	Endorsement “Consignee presented document with orders for Customs examination, but goods could not be forwarded for examination” (reasons to be recorded in writing) to be made by the Shed Supdt. and signed by the Asstt. Manager	3 Calendar days including the date of presentation of B/E
(b) B/E to be presented with “Out of Customs charge” endorsement/ ready for clearance	Endorsement “Cargo not destuffed”, (reasons for not destuffing the container should be recorded in writing) to be made by the Shed Supdt., and signed by the Asstt. Manager	3 Calendar days including the date of presentation of B/E.
(c) On presentation of B/E on the 2nd occasion to the Shed Supdt., with endorsement of Customs “ out of charge ready for clearance” on the 4th calendar day mentioned in Col.(3) against (b) above.	Endorsement “Cargo not made available for delivery within the period of 3 calendar days as container could not be destuffed” (reasons to be recorded in writing) to be made by Shed Supdt. and signed by the Asstt. Manager.	3 Calendar days beyond the period as at (b) above

(vi) If the LCL container is not destuffed and the consignee approaches on lodgement of document of title to the concerned CDO and the B/E having the Customs orders for examination or for delivery, the consignee may make a Log Entry at the notified area and continue to make fresh Log Entry/Log Entries every twenty calendar days till the container is destuffed. If the twenty first calendar day is a non-working day being a Dock Holiday, consignee may make the Log Entry on the next working day. No demurrage shall accrue for the period covered by Log Entry and for 3 working days following the commencement of destuffing of each container. No intimation regarding destuffing of the container will be given.

(4) On export cargo received in the Docks, for shipment in containers, wharfage charges and demurrage charges under Section 3.1 (A) and Section 3.1 (B) of Chapter-III shall be levied upto the date of stuffing of cargo in container and not thereafter.

(5) Wharfage on cargo inside the export loaded container received from other than port premises excluding container

received from ICD shall be charged ₹2489/- (Coastal ₹1493/-) for a container having length upto 20 feet, ₹ 3733/- (Coastal ₹2241/-) for a container having length upto 40 feet and ₹ 4977/- (Coastal ₹2986/-) for a container having length over 40 feet .

(6) The clauses at Sl. No. (1), (4) and (5) above will not be applicable for the containers not handled by the MbPA at its berths but brought to its CFS for cargo management operations and vice-versa and delivery / receipt purposes.

(7) A Cargo Management Charge (CMC) of ₹ 3446/- per 20' container (₹2066/- in the case of coastal containers), ₹ 5169/- per container above 20' and upto 40' (₹3102/- in the case of coastal containers) and ₹ 6891/- per container above 40' (₹4136/- in the case of coastal containers) shall be recovered in case of import / export containers brought from / taken to other than MbPA operated berths to / from its CFS / Docks pre-stack / 1 Unclear Warehouse ID for delivery / loading. No wharfage shall be payable on the cargo inside the container.

The Cargo Management Charges provided on per box basis in respect of LCL containers be apportioned on pro-rata basis with respect to the weight of individual/item consignment vis-à-vis the total weight of all items/consignments of containers as per IGM.

<u>GENERAL NOTES</u>:

(i). Mafis and imported chassis shall be treated on par with containers of equal sizes for levy of all charges under this Section and if the same are taken back on board the vessel from which they have been discharged, no charges shall be levied.

(ii). Transhipment and same bottom containers shall be treated on par with import containers for levy of licence fees for storage.

CHAPTER- V

MISCELLANEOUS CHARGES

5.1. Supply of water to vessels by Port:

Sl. No.	Description	Per 1000 ltrs.	Coastal vessel (in Rs.)		Foreign vessel (in $)	
			Rate	Minimum Charges	Rate	Minimum Charge
1	Charges for supply of fresh water to the vessels berthed at the Docks and at Jawahar Dweep and Pir Pau and to the lessees/private parties within docks premises	Per 1000 ltrs.	346	346	346	346
2	Charges for supply of Water/Ice by licensed agencies will be levied for use of MbPA facilities	Per 1000 ltrs./per tonne	20.77	20.77	20.77	20.77

Note:

The minimum charges as prescribed shall be levied even if the Owner, Master or Agent or his authorised representative of the vessel refuses to take delivery of water, as requisitioned/ or cancels the requisition.

5.2. Weighment charges for use of weighbridges / weigh scales

Sl. No.		unit	Rate (in Rs.)
1	Charges for use of weighbridges installed by the Port	Per Vehicle	114.00

5.3. Dock entry permits and parking related charges-

5.3. A Dock, Stream/ JD/ Pir Pau Entry Permit Charges

(a)	Daily Entry Permit Charges (EPC) *	₹13/- per person per day
(b)	Temporary EPC (2 to 7 days)	₹13/- per person per day
(c)	Monthly Entry Permit Charges	₹ 337/- per person per month
(d)	Duplicate Entry Permit Charges	₹ 471/- per person per month (including penal charges of ₹134/-)
(e)	Yearly Entry Permit (Smart Card)	₹1345/- per person
(f)	Duplicate Smart Card	₹1612/- per person (including penal charges of ₹369/-)
(g)	Hawker Permit	₹337/- per annum
(h)	LMV: (i) Fresh Permits and renewals per annum (ii) Duplicate (iii) Fresh Permits and renewals valid for the day of issue	₹1467/- each ₹183/- each ₹49/- each
(i)	Buses, Mini Buses, Passenger Van: (i) Fresh Permits and renewals per annum (ii) Duplicate (iii) Fresh Permits and renewals valid for the day of issue	₹3667/- each ₹183/- each ₹122/- each
(j)	Motor Cycles: (i) Fresh Permits and renewals per annum (ii) Duplicate (iii) Fresh Permits and renewals valid for the day of issue	₹733/- each ₹60/- each ₹24/- each
(k)	Taxi: Fresh Permits valid only for the day of issuance	₹12/- each
(l)	Group pass for educational tour: Student Faculty / Instructor	₹26/- per day ₹201/- per day
(m)	Quarterly Entry Permit charges (For Crew working on Barges and Launches)	₹305/- per person

*Applicable to driver & Cleaner also

Note: -

The following categories of port users / officials are exempted from levy of EPC Charges:

(i) Yellow Gate Police Station Officials
(ii) Sea Port Immigration Clearance Officials
(iii) High Court Judges, Judicial magistrates
(iv) ICTPL Officials
(v) Staff and suppliers of Co-operative Canteens
(vi) Government Officials, visitors VIPs, Dignitaries and other categories as may be permitted by the MbPA valid for the day of issue.

5.3.B. Permits for Motor Lorries, Mobile Crane etc. to ply in the Docks

	Charges
1. Motor Lorries and Local Chassis (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue (iv) Yearly (v)Monthly (vi) Temporary (2 - 7 days)	₹ **1467**/- each ₹ **183**/- each ₹ **49**/- each ₹ **5870**/- each ₹ **489**/- each ₹ **49**/- each per day
2. Mobile Cranes and Forklifts (i)Fresh permits and renewals for every quarter (ii)Duplicate (iii)Fresh permits and renewals valid for the day of issue (iv) Yearly (v) Monthly (vi) Temporary (2 - 7 days)	₹ **3667**/- each ₹ **183**/- each ₹ **122**/- each ₹ **14668**/- each ₹ **1223**/- each ₹ **122**/- each per day
3. Container handling equipments (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue (i) Yearly (ii) Monthly (iii) Temporary (2 - 7 days)	₹ **5500**/- each ₹ **245**/- each ₹ **183**/- each ₹ **22003**/- each ₹ **1834**/- each ₹ **183**/- each per day

5.3.C Registration/ Renewal fees from the Port Users availing the services at 5.4.A above

(a) Registration Fee - Re. 15193/-
(b) Renewal of Registration - Rs. 7596/-

5.3.D. Charges payable at Passenger Berths by visitors.

For a bonafide visitor to the passenger berth in the Docks on the day of embarkation and disembarkation of the passengers.	₹ **115** per head

5.3.E. Parking charges for usages of open area for parking of cargo/container handling equipment like Mobile Cranes, Forklifts, Reach Stackers, JCBs etc. inside the Docks.

Sl. No.	Description	Charges per equipment per month or part thereof
1	Mobile Cranes	Rs. 17533/- plus admissible taxes
2	Forklift	Rs. 7013/- plus admissible taxes
3	TLT/Reach Stacker	Rs. 17845/- plus admissible taxes
4	JCB / Excavator	Rs. 6601/- plus admissible taxes

5.4. Passenger fees (Embarkation and disembarkation charges)

Sl. No.	Description	Unit	Coastal (Rs.)	Foreign (Rs.)
1.	For embarkation	Per person	346	346
2.	For disembarkation	Per person	303	303

5.5 Issue of license.

Sl. No.	Description	Duration	Rate per license (in Rs.)	
			Fresh	Renewal
1	Stevedoring License	Period of three years or such shorter period has Chairperson may consider proper	Rs. 50000 or such fees as may be decided by the Chairperson from time to time	Rs. 50000 or such fees as may be decided by the Chairperson from time to time.

5.6 Charges for use of the slipway

Sl. No.	Description	Unit	Rate (in Rs.)
1	Slipway Charges	Per Shift of 8 hours or part thereof	1469

Note:-

(i) The above slipway charges is exclusive of operational cost and usual overheads.

(ii) The other variable charges (services provided like supply of labour, electricity etc.) shall be recovered separately at actual, whenever services are provided at requested

5.7 Charges for Issue of RFID Tags:

Sl. No.	Description	Unit	Rate (in Rs.)
1	All types of vehicles like cargo vehicles, cargo handling equipment, contractors' vehicles (material), passenger vehicles (car, etc.)	Per Vehicle	45
2	In case of loss or damage of RFID tags, the same shall be issued on recovery of RFID Tags charges	Per Vehicle	45
Note:- The vehicles of MbPA employees will be exempted from levy of RFID charges			

5.8. Labour Charges

Labour charges shall be payable on goods, the cost of handling of which has not been specified elsewhere in this Scale of Rates	₹**49** per tonne

5.9 Copy of an Application-Cum-Bill ₹ 153 per copy

5.10 Consignees, Owners and Importers of iron & steel, other cargoes and container removed from the Docks (under clause No. (xxiv) at 1.2 of Terms and of Chapter-I of SOR) shall be charged for such removal at the rates as may be sanctioned by the Board from time to time and notified in at least two local newspapers. The rates will take effect from the date of their sanction by the Board.

5.11 Charges for use of pipelines from Pir Pau Manifold to Sewree `O' point/Hay Bunder/ Indira Docks/ Naval Dock Yard

Description of pipelines	Charges per 30 minutes or part thereof (in ₹)
SKO	**21824**/-
HSD	**21824**/-
Bunker/Black Oil line	**21824**/-
Flushing Line	**10918**/-
Facility Utilisation (Utilisation of facilities like manifold when main line is not utilised)	**4366**/-

NOTES:

(i). Cancellation of requisitions will be treated as an operation once port issues its readiness for the operation and charges as applicable will be levied for the period from the time of readiness till the time of stoppage of operation

(ii). Requisitioner for the line/facility will be billed.

(iii). Time consumed for flushing operations shall not be treated as an operation.

5.12. <u>Charges for Floating pontoon/Floatels usage at Jetty No.5, Gateway of India</u>.

(i) ₹ 79/- per person for one time / single use
(ii).₹ 10453/- per person for a full season pass (1st October to 15th May)
(iii).₹ 5807/- per person for half season pass (1st October to 15thJan or 16th Jan to 15th May)
(iv) Charges for Floatels for each trip shall be levied at Rs. 5033/- per trip (except from / to jetty no. 1, 2, 3 and 4 at Gateway of India, where it is not permissible).

<u>Detailed terms and conditions</u>

(i). The charges for one time / single use prescribed at (i) above includes return usage on the same day.

(ii). The pontoon usage will be on common use basis and the members of RBYC, private yacht owners are to be permitted to utilize the facility or pontoon.

(iii). The permission to utilize pontoon on 24/7 basis is given provided security personnel and life guard are provided round the clock.

(iv). The pontoon shall be provided with guard-rail and gangway for safe access from sloping jetty No.5 to the pontoon and also from pontoon to vessel that comes alongside for embarkation and disembarkation of passengers. Lifebuoys to be kept easily available on the pontoon and pontoon to be well lit at night so that passenger do not face any difficulty in alighting or boarding.

(v) All the charges for yatchs/speed boats, floating pontoons and other related services shall be applicable and levied till the commencement of Marina at Cross Islands. Alll the services, parking and operations will be closed /stopped for yatchs and speed boats after commencement of Marina, Cross Islands.

5.13 <u>Charges for permission for Hot works / repair / underwater survey</u>:

The Charges for granting the permission for Hot work / repair / underwater survey shall be levied at the rate of ₹ 2728/- per day for day-light operations.

The permissions sought in connection with the Mumbai Port Authority contract / project work shall be exempted from the above charges.

5.14 <u>Advance Charges for Shed / Gate Opening on Dock Holidays.</u>
<u>i.e. 26th January - Republic Day, 1st May – Labour Day and 15th August – Independence Day</u>

The Port users/ Vessel Agents/CHBs desirous of carrying out Vessel Operations/ Cargo delivery on Dock Holidays stated above may obtained prior permission of Sr Dy Traffic Manager (Operations Docks) on Advance Payment / Deposit of ₹ 20,130/- per shift, per location in the office of Book Keeper, CBS, OSC.

5.15.1 LICENSE FEE FOR OPERATING TRANSHIPPER/ FLOATING CRANE IN PORT

Particulars	**Rs. Per annum**
Floating Crane	Rs. 1,50,975/-

5.15.2 CHARGES FOR USE OF FLOATING CRANE PROVIDED BY THE AUTHORISED PRIVATE OPERATOR FOR CARGO OPERATIONS

Particulars	**Ceiling rate per tonne in Rs.**	**Ceiling rate per tonne in Rs.**
	Foreign	**Coastal**
Floating Cranes	Rs.151	Rs. 91/-

5.16. Penalty charges for not covering the cargo stacks with tarpaulin or for not to handling the cargo dust free

Sr.No.	Description	Rate of penalty(in ₹) per day per stack
1	1st day to 7th day	Rs.2013/-
2	Thereafter	Rs.4026/-

(i) Other penal charges

Bulk cargo load carrying trucks identified within and outside the Dock Area without Tarpaulin coverage – ₹ 503/- per truck shall be levied on Handling Agent/CHB.

5.17 <u>Charges levied for Cargo/Oil pollution</u>

Pollution cleaning charges for :
(a) Cargo pollution : ₹ 40260 per day per act
(b) Oil/Chemical Pollution : ₹ 75488 per day per act

Additionally, as regards from non-participating Port User identified as the polluter MbPA/JNPA shall issue a public notice to bring to their notice about the recovery of expenditure @ 300% of actual plus supervision and overheads charges (@7%) and all applicable taxes and duties towards combating oil spill from the non-participating Port User identified by MbPA/JNPA as polluter.

5.18 Charges levied for Seafarer Centre at JD

₹. 3020/- per vessel per visit at JD will be levied for over and above the VRC/ CRC.

Note: - The above charges shall be levied after commencement of the Seafarers centre.

5.19. <u>CHARGES LEVIABLE FOR ANY CRAFT, CARRYING PASSENGERS</u>

5.19.1 (a) <u>Passenger Fee</u>

(i) ₹.13.67 per passenger, charges to be worked out at 50% of passenger capacity on all routes.

(ii) ₹.5.81 per passenger Security fee on all routes.

(iii) Charges to be recovered per month basis in advance taking into account the slots allotted and capacity of craft (irrespective of whether the services are operated or not or actual number of passengers).

5.19.1. (b) <u>CHARGES LEVIABLE FOR ROPAX VESSELS</u>

(i) ₹.13.67 per passenger, charges to be worked out at 60% of passenger capacity on agreed routes.
(ii) The periodicity of the payment of charges to be recovered shall be as per the agreements.
(iii) The passenger levy will be applicable separately for embarkation as well as dis-embarkation.

5.19.2 Other charges such as licence fee and port dues as per respective scale of rates.

Notes:

(1). Charges as above will have to be paid by the operators for eight months only in respect of the catamarans/ hovercrafts plying between Gateway of India and Mandwa. In respect of other routes the charges will have to be paid by the operators of catamarans, hovercrafts, speed boats, etc. making use of the two jetties, for the entire year, including monsoon.

(2). Three months charges to be recovered as security Deposit.

(3). Maximum fare has to be approved by the MbPA or the person authorized by it.

(4). All the operators shall use the common booth for sale of tickets.

(5). The route for operation of the hovercraft/catamaran services through Mumbai Harbour will be as advised by the MbPA or its authorised person.

(6). In the event of the parties committing any breach of the terms and conditions or any direction of the MbPA or the person authorised by it, the arrangement shall be liable to be terminated forthwith.

(7). The operator shall obtain licence in respect of every vessel under the provisions of the Port of Mumbai Passenger Boats Rules 1962 and shall comply with all provisions of said Rules.

(8). As regards the functioning of tidal observatory, the operators shall also comply with the following:

- (i) Any air cushion in water created due to operation of hovercraft may affect the height of tides that are recorded. If such effects are observed, the party shall carry out at their own cost such remedial measures as may be suggested by the Director General, Survey of India;
- (ii) Utmost precaution should be taken by them to ensure that no foreign material/wastages are thrown into the sea water which may result in reduction in the height of water; and
- (iii) No oil/gasoline should be thrown in the water that may change the density/salinity of the water.

(9). Operation of the catamarans/ hovercraft, etc. shall not cause any pollution. Any failure to ensure this would attract not only recovery of expenses incurred to clear/neutralize the pollutants, but also penal action.

5.19.3 : Vehicle Fees

(i) ₹.47/- per vehicle will be charged immaterial of peak or non-peak hours.

(ii) Charges to be worked out at 60% of the capacity declared as per certificate of registration in respect of all the routes where vehicles are transported within inland waters.

(iii) ₹.47/- per vehicle will be charged for 60% of the capacity declared as per the certificate of registration for ROPAX vessel on embarkation and disembarkation.

CHAPTER-VI

RAILWAY SERVICES CHARGES

The port railway service charges as notified by the Railway Board are presented as follows:

Sr.No.	Particular of Charges	Amount (Rs.)	Circular
1	Haulage Charges on through traffic	Rs. 2230 per 8 wheeler wagon per operation.	As per Railway Board Rate Circular No.13 of 2024.
2	Siding charges at BPTV (on foreign railway traffic)	Rs. 520 per 8 wheeler wagon	As per Railway Board Rate Circular No.13 of 2024.
3	Rebooking Charges At Owners Risk At Railway Risk	Rs.2765 per 8 wheeler wagon Rs.3315 per 8 wheeler wagon	As per Railway Board Rate Circular No.13 of 2024.
4	Infringement Charges	Rs. 4510 per 8 wheeler wagon for ODC Cargo	As per Railway Board Rate Circular No.13 of 2024.
5	Terminal Charges	Rs.30.11 per MT	As per Railway Board Rate Circular No.06 of 2024.
6	Wagon Hire Charges	Rs. 1858 per wagon/day	As per Railway Board corrigendum 05 to Rate Circular No.21 of 2020.
7	Demurrage Charges	a) Rs. 150 per wagon per hour for first 6 hours from free period. b) 10% more charges after for next 6 hours. c) 25% more charges after 12 hours d) 50% more charges after 24 hours e) Twice of Base rate more charges after 48 hour f) Thrice of base rate more charges after 72 hours g) Six time of base rate known as "Panal Demurrage Rate" more charges after 96 hours	As per Railway Board corrigendum 56 to Rate Master Circular/ Demurrage-Wharfage-Waiver/2016/0
8	Stabling Charges	Rs.700 per wagon per day or part of a day in case of all privately owned wagons including wagons owned by container operators.	As per Railway Board corrigendum 57 to Rate Master Circular/ Demurrage-Wharfage-Waiver/2016/0
9	Hire of Locomotive charges	**Diesel Locomotive - Cost Per Hour** Shunting Engine Broad Gauge (BG) Rs.10620 Train Engine Broad Gauge (BG) Rs.17560	As per Railway Board Rate Circular No.10 of 2025.

CHAPTER-VII

PERFORMANCE STANDARDS

Sl.No.	Performance Parameters	Performance Standards
(1)	Cargo Related	
	Average Ship Berthday Output (in tonnes) in respect of Major Cargo groups	10568
(2)	Vessel Related	
(a)	Average turnaround time of Vessels (Pilot Boarding to Plot De-boarding) (in hours)	65.00
(b)	Average Pre-berthing time of Vessels from NOR (in hours	1.00