MUMBAI PORT TRUST

(Index SOR with effect from 10.08.2018)

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.

2.1. Composite Pilotage and Towage Charges

(A) Cargo Vessels

Sr. No.	Size of the vessel	*Docks	@ Stream	*Jawahar Dweep / Pir Pau	# Shifting Charges
		(Rate per GRT)			
1.	0-30,000 GRT a. Foreign going (in US $)	0.4948	0.0895	0.8922	0.1229
	b. Coastal (in ₹)	13.5339	2.4468	24.4076	3.3997
2.	30,001 - 60,000 GRT a. Foreign going (in US $)	US $ 14844 for 1st 30,000 GRT + US $ 0.3958 for every additional GRT	US $ 2685 for 1st 30,000 GRT + US $ 0.0716 for every additional GRT	US $ 26764 for 1st 30,000 GRT + US $ 0.7137 for every additional GRT	US $ 3688 for 1st 30,000 GRT + US $ 0.0984 for every additional GRT
	b. Coastal (in ₹)	₹ 406030 for 1st 30,000 GRT + ₹ 10.8271 for every additional GRT	₹ 73403 for 1st 30,000 GRT + ₹ 1.9570 for every additional GRT	₹ 732221 for 1st 30,000 GRT + ₹ 19.5243 for every additional GRT	₹ 101991 for 1st 30,000 GRT + ₹ 2.7184 for every additional GRT
3.	Above 60,000 GRT a. Foreign going (in US $)	US $ 26718 for 1st 60,000 GRT + US $ 0.3464 for every additional GRT	US $ 4831 for 1st 60,000 GRT + US $ 0.0626 for every additional GRT	US $ 48177 for 1st 60,000 GRT + US $ 0.6244 for every additional GRT	US $ 6638 for 1st 60,000 GRT + US $ 0.0859 for every additional GRT
	b. Coastal (in ₹)	₹ 730829 for 1st 60,000 GRT + ₹ 9.4737 for every additional GRT	₹ 132112 for 1st 60,000 GRT + ₹ 1.7121 for every additional GRT	₹ 1317950 for 1st 60,000 GRT + ₹ 17.0845 for every additional GRT	₹ 183543 for 1st 60,000 GRT + ₹ 2.3783 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.

Shifting charges without tugs. If tugs used then dock charges will be applicable.

(B) Miscellaneous Vessels

	Rate per GRT	
	Foreign (In US $)	**Coastal (In ₹)**
Off Shore Supply Vessels, Survey vessels and specific support vessels, floating cranes, rig vessels, dredgers, vessels under construction, telegraph vessels.	0.4124	11.2729
Tugs boats , Passenger boats, Fishing trawlers, Self propelled Barges, dumb barges, lash barges, pleasure yacht, country crafts, crew boats, etc.	0.1737	4.7439

Rates above are without tug assistance. If any tug assistance is required the rates as per Section 2.1(A) 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 Trust 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 MBPT waters shall be treated as Sea/ Mumbai Port Trust revised port limits to stream as arrival and from Stream to inner Port MBPT cross line as departure and fresh arrival from the same route will be treated as fresh voyage for purpose of levy of MBPT 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.

2.2. Charges on vessels/ Barges/ boats for arranging alongside other vessel for working of cargo in mid-stream and Port Lighterage Anchorage Area (Double Banking)

Sl. No.	Nature of Movements	Rate per GRT	
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a).	Double Banking with tug assistance	0.3355	9.1719
(b).	Double Banking without tug assistance	0.2367	6.4756
(c).	Lighterage dues on Mother Vessels discharging / receiving cargo - On foreign-going vessels and coastal vessels lighterage dues respectively at the rate of US $ **0.0070** and ₹. **0.1925** 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 and Port Lighterage Anchorage Area for working cargo. Anchorage charges shall be levied during the period vessel is not working cargo. The lighterage dues shall not be levied on the vessels engaged in mid-stream discharge at Port Lighterage Anchorage Area Port Limit for (I) 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, (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 the MBPT Docks/ Bunders.		

2.3. Lighterage dues at the rate of ₹8.59 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'.

General Notes to Sections 2.1 & 2.2 above

(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) If a working cargo vessel is required to be shifted from one berth to another berth due to non-availability of storage space of import or export cargo requiring covered accommodation, such shifting shall be considered as shifting for Port convenience.

iii) Whenever a vessel is required to be shifted from the cargo berth to the gantry berth for the convenience of container loading/ unloading, such shifting will be treated as shifting for Port convenience provided the agents of the vessel have made specific request to that effect in their berthing application.

iv) 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.

v) 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.

vi) 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.

vii) 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.

viii) 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.

ix) 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.

(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 ₹.4811.14 in case of coastal vessel and US $ 175.84 in case of foreign-going vessels will be levied.

2.4. Charges for attendance, cancellation and detention for a harbour tug

Sl. No.		**Foreign-going Vessel (in US $)**	**Coastal vessel (in ₹)**
(a).	Attendance by Tug for a vessel on fire for every hour or part thereof per tug	283.8549	7766.2656
(b).	Detention charges for every half an hour or 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	206.2427	5642.7857
(c).	Attendance of a tug on a vessel at Jawahar Dweep / Pir Pau for every 24 hours or part thereof per tug	2579.5133	70575.4796

Notes:

(1). 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.

2.5. 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 ₹. 7138 or US $ 273.37 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:

	Foreign-going vessel	**Coastal Vessel**
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.	US $ 273.370 per act	₹ 7138 per act

2.6. 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**	
			Foreign-going Vessel (US $)	**Coastal vessel (₹)**
(a).	For examining, lifting, laying or re-laying moorings or buoys or recovering anchors or cables or any miscellaneous work		108.5487	2969.86
(b).	For attending a vessel on fire or otherwise, in Stream or at Jawahar Dweep and Pir Pau by			
	(i).	Fire Float Vessel	26.0516	712.76
	(ii).	Any other craft	As may be fixed from time to time by the Chairman	
(c).	For Salvage Services		129.1728	3534.16

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.

2.7. **Charges for hire of Launches and Tank Barges**

Sl. No.		Rate per hour or part thereof	Rate per hour or part thereof
		Foreign-going vessel (in US $)	Coastal vessel (in ₹)
(a).	Launches	16.2823	445.48
(b).	Tank Barges for discharge of ballast water containing oil in terms of Clause 53 of Mumbai Port Rules	1.9449	53.195

CONDITIONS:

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

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

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

2.8. **MBPT Fire Service Stand By Charges**

Sl. No.		For first 8-hours or part thereof	For first 8-hours or part thereof
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a).	For hire of Trailer Pump and/or Ballast Pump	52.103	1425.524
(b).	For attendance of staff-		
	Fire Officer or Section Leader-in-	26.053	712.791
	Motor Driver/Pump Operator each	20.625	564.278
	Sub-Section Leader each	20.625	564.278
	Fireman each	16.283	445.481

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.

2.9. Diver's Fees:

For work within Port Limits on any day

Particulars	Fees	
	Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
Charges for a shift of four hours or part thereof of a normal diving team inclusive of hire charges of diving equipment.	516.691	14136.774

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
(i).	Jr. Foreman Diver	1
(ii).	Asstt.Foreman Diver/Diver Gr.I	2
(iii).	Sarang	1
(iv).	Tindal	1
(v).	Linesman	2
(vi).	Lascar	12

(3). If an extra Diver is employed an additional charge of ₹.564.28 or US $ 20.625 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.

2.10. 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.

2.11. **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	217.17
(2).	Licence Fee / Renewal Fee / Issue of Duplicate Licence	43.47

II. Licence Fees for water conveyance for harbour crafts

Sl. No.	Particulars	Rate per GRT per month (in ₹)
(1).	Catamarans, Hovercraft and Speed-Boats	46.26
(2).	Boats, Craft, Barges, Tugs and launches plying from the Ballard Pier Jetty	38.54
(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	**67.08**
(4).	Boats, Barges, Launches, Tugs and Craft (except Fishing Trawlers/Boats) other than those mentioned above	38.54

Notes:

(1). These charges will be recoverable from the vessels / ships / barges maneuvering 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). Licence fee for water conveyance shall not be levied separately on vessels which are registered under the bunders and paying licence fee under Section 6.1 at Chapter-VI – Charges leviable at Bunders.

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	580/-
	(b). Beyond 60 days to 120 days	Per license	1161/-
	(c). Beyond 120 days	Per license	1741/-
(2).	Permission for harbour cruise party	Per cruise.	1161/-

2.12. **Hire charges for harbour tugs and dock tugs leviable for miscellaneous jobs.**

Sl. No	Category of Tugs	Hire rate for per hour or part thereof (inclusive of operational cost)	
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a).	Harbour Tugs upto 22 BP	257.8090	7053.571
(b).	Harbour Tugs from 23 BP to 32 BP	515.5894	14106.677

(c).	Harbour Tugs from 33 BP to 45 BP	773.3875	21160.015
(d).	Conventional Dock Tugs	49.1564	1344.913
(e).	AM & VS Dock Tugs	64.1640	1755.514

2.13. Charges for carrying out Bollard Pull Test:

	Foreign-going vessel (in US $)	**Coastal vessel (in ₹)**
Charges for carrying out Bollard Pull Test	458.71	12550.29

Note:
Applicable charges specified in Section 2.1(A) and Section 2.1 (B) for the movement of vessels will be levied separately.

2.14. Charges for Garbage Reception facility

Charges for garbage reception facility during vessel's stay at Jawahar Dweep & Pir Pau	₹ **5000.00** per day or part thereof

2.15 Schedule of Anchorage Fees

(A) If any vessel or self propelled barge except Lash Barge or Dumb 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.

Sr. No.	**Anchorage Point**	**Rates per GRT per hour or part thereof**		
		Period of stay	**Foreign going vessel**	**Coastal/Inland Vessel (in ₹)**
1	2	3		
(a)	A,B,C,D,E,F,G, TA1,TA2, New explosive Karanja.	From 1st day upto 30th day	0.0631 US Cent	0.64233 Paisa
		Beyond 30th day	0.1279 US Cent	1.28479 Paisa
(b)	H,I,J,K,V,W,X,Y,Z,	From 1st day onwards	0.0631 US Cent	0.64233 Paisa
(c)	L, M, (N1, N2, N3 at New Pir Pau), N1 (Buoy), N2 (Buoy), North N3, O, P, Q, R L/F 2 OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER OFF KASARA BASIN OFF FERRY WHARF OFF MAZGAO AND P&V CHANNEL	From 1st day upto 30th day	0.0309 US Cent	0.32105 Paisa
		Beyond 30th day	0.0631 US Cent	0.64233 Paisa
(d)	Port Lighterage Anchorage Area	From 1st day upto 30th day	0.0471 US Cent	0.48166 Paisa
		Beyond 30th day	0.0955 US Cent	0.96350 Paisa

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.

Anchorage Point	**Rates per GRT per hour or part thereof**		
	Period of stay	**Foreign going vessel**	**Coastal/Inland Vessel (in ₹)**
1	2		
OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER	From 1st day upto 60th day	0.0160 US Cent	0.1284 Paisa
OFF KASARA BASIN OFF FERRY WHARF OFF MAZAGAO AND P&V CHANNEL	Beyond 60th day	0.0320 US Cent	0.2569 Paisa

(C). Every Vessel, Boat, Barge and craft irrespective of the size or the GRT, engaged in Lighterage operations in midstream and in Port Lighterage Anchorage Area for conveyance of cargo to the Ports other than Mumbai Port shall during the period of their not working cargo be charged anchorage fees as per section 2.15 (A) above depending on the place of anchorage. This differential tariff will not apply to barges coming into the Mumbai Port

Notes:-

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 leaves the anchorage berth;

(2) in the event of a vessel which had stayed at an anchorage taking berth or entering a dry dock and returning thereafter either to the same anchorage or to another anchorage, 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) 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;

(4) 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 2.11 above;

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

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

2.16. PORT DUES

Sl. No.	Vessels chargeable	Rate of per GRT		Due how often chargeable in respect of same vessels
		Foreign - going (in US	Coastal (in ₹)	
1.	Vessels of 3000 tons and upwards (except fishing boats)	0.3014	8.2477	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)	0.2127	5.8222	The due is payable on each entry into the port.
3.	Tugs, boats, ferry boats and river boats, whether propelled by steam or other mechanical means arriving from ports outside India	0.2127	5.8222	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	---	5.8222	The due is payable once in the same month

1. 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.

2. For oil tankers with segregated ballast the reduced Gross Tonnage that is indicated in '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.

3. No Port Dues shall be chargeable in respect of:

   (i). Pleasure Yacht
   (ii). Naval vessels and Government vessels
   (iii). 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.
   (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 as described in Section 50 B of the Major Port Trusts Act

4 A. Port Dues shall be levied at 32% of the rates specified at Section 2.16 above 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 purpose of repairs)

4 B. Port Dues shall be levied at 18% of the rates specified at Section 2.16 above for the vessels visiting JNPT 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 purpose of repairs)

5. Port Dues shall be levied at 50% of the above rates in the following cases:

   (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

6. Port Dues shall be levied at 75% of the above rates in the following cases:

(i) A vessel entering the port in ballast and not carrying passengers but taking in any cargo or passengers at the port
(ii) A vessel in distress with no cargo on board brought into harbour in tow

7. A vessel in distress with cargo on board brought into harbour in tow shall be charged full Port Dues

8. The vessels visiting JNPT, if for any reasons the same vessels visit MBPT, 82% of the Port Dues recoverable as per Section 2.16 above shall be levied. However, vessels plying exclusively between MBPT and JNPT for carriage of cargo shall be levied full Port Dues as per Section 2.16 above. Vessels paying full port dues at the MBPT need not pay 18% of the MBPT port dues at the JNPT.

9. 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 discharge/ 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.

(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 MBPT 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.

2.17. Composite Berth Hire Charges

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:

Sl. 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	0.0107	0.1695
2.	Prince's & Victoria Docks and its harbour walls	0.0085	0.1312

Notes:

1. 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.

2. (i). The berth hire shall be leviable from the time a vessel takes the berth till the time it leaves the berth.

   (ii). There shall be a time limit beyond which berth hire shall not apply, berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail.

   (iii). There shall be a 'penal berth hire' equal to one day's berth hire charges for a false signal.

   (iv). The Master / Agents of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather conditions.

   (v). The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

3. Sundays 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.

4. Every boat, country craft, dredgers, tugs and passenger boats of less than 1000 GRT and pleasure yacht and a lash barge entering the Docks shall be levied berth hire charges ₹. **7.7338**/ US $ **0.6244** per hour or part thereof for the first 200 GRT or part thereof and ₹. **3.8640**/US $ **0.3122** 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.

5. Off shore supply vessels falling in the category of coastal vessels berthed at any berth in Docks or Harbour Wall shall be levied with ₹ **0.4071** 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.

6. 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) Upto 10 days of occupation of berth: Normal berth hire charges.

   (ii) From 11th day to 20th day of occupation of berth: 150% of normal berth hire charges.

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

7. No berth hire shall be levied for the period when the vessels idle at its berth due to breakdown of port equipment or power failure or any other reasons attributable to the port.

8. Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or appropriate authority will be applicable:

   (a). For providing the "priority berthing" to any vessel, a fee equivalent to berth hire charges for a single day or 75 percent of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.

   (b). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire charges for a single day or 100 per cent 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 according 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 Defence.

      (ii). Defence vessels coming on goodwill visits.

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

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

9. 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:

   (i). "Coastal vessels" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping / competent authority.

(ii). 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.

(iii). 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.

(iv). In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.

(v). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.

(vi). 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.

(vii). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.

(viii). 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.

(ix). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.

(x). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate formal for coastal and foreign vessels.

2.18. Charges for use of the Dry Docks

I. Charges for Docking and Undocking:

	Foreign Going Vessels (in US $)	Coastal Vessels (in ₹)
Upto 1000 GRT	5639.31	118675.6
1001 to 2000 GRT	7322.05	145801.3
2001 to 3000 GRT	8683.84	172927.1
3001 to 4000 GRT	10045.66	200052.9
4001 to 5000 GRT	11407.45	227178.6
Above 5000 GRT	US $ 11407.45 + US $ 1288.50 for every additional 1000 GRT or part thereof	₹ 227178.6 + ₹ 27126 for every additional 1000 GRT or part thereof

II. <u>Rental charges for occupation of the Dry Dock:</u>

(i) During first 10 days of occupation for vessels –

Vessels	Foreign Going Vessels	Coastal Vessels
	US $	₹
	(Rate per day or part thereof)	
Upto 1000 GRT	1932.70	40688.6
1001 to 2000 GRT	2096.89	44079.1
2001 to 3000 GRT	2255.73	47470.7
3001 to 4000 GRT	2576.95	54251.6
4001 to 5000 GRT	2899.96	61033.5
5001 to 10000 GRT	3221.18	67814.5
10001 to 20000 GRT	3544.21	74596.5
20001 GRT & above	4027.82	84767.8

(ii) from 11th day to 20th day of occupation – 150 per cent of rates as at (i) above per day or part thereof.

(iii) from 21st day to 30th day of occupation – 200 per cent of rates as at (i) above per day or part thereof.

(iv) Beyond 30 days of occupation – 250 per cent of the rates as at (i) above per day or part thereof.

(v) In case the vessel occupies the dry dock beyond the period for which the dry dock has been allotted, the rental charges for the period of overstayal shall be charged at double the rate prescribed above.

Notes:

(1) The above charges will include the charges for services such as one time draining/flooding of Dry Dock, Divers' services, cranage, removal and replacement of damaged keel blocks, other ship repair facilities, etc. No additional charges will be levied for any services in connection with docking/undocking except shore power supply and fresh water supply to vessels and for laying/removal of special keel blocks.

(2) In the case of vessels requiring laying of special keel blocks due to their configuration, extra rental charges at the rate prescribed under II (i) above will be recovered for the period required for laying and removal of such special keel blocks. The rental charges for occupation of dry docks as above will be recoverable as per the period groups applicable.

(3) Vessel will pay for the shore power supplied to it at the rates prescribed from time to time on actual consumption.

(4) If the vessel has requisitioned for a dry dock but it is not ready to dock at the time specified according to the docking programme, no charges shall be leviable provided an intimation of cancellation/postponement of dry docking is given 2 days (excluding the day of docking) in advance of the specified time of docking. A cancellation fee of ₹. **3598** and US $ **232** will be recovered in such cases in respect of Coastal vessels and foreign- going vessels respectively.

(5) In case, the docking is likely to be delayed and an intimation is given in advance by less than two days (excluding the schedule day of docking) for reasons other than those within the control of the vessel, normal charges will be recovered after the vessel has dry docked. For the days the dry dock or its compartment remains unoccupied, rental charges will be recovered at the rate applicable during the first 10 days of occupation. In other cases, rental charges will be recovered at 250 per cent of the rate applicable during the first 10 days of occupation.

(6) When two or more vessels are docked together in Merewether Dry Dock or the entire length of Hughes Dry Dock or in either of the compartments of the Hughes Dry Dock (with or without placing caisson positioned between them) the above charges will be payable by each vessel separately.

(7) Wet Dock dues will not be levied in the case of vessels entering and leaving the Wet Dock for the sole purpose of occupying the Dry Docks, provided :

(i) Such vessels occupy the Dry Dock;

(ii) Aggregate period of stay in Wet Docks does not exceed 24 hours plus odd hours occasioned by tidal delays and Dock Master's programme of docking/undocking; and

(iii) No work, i.e. discharge or shipment of cargo, bunkering or repairs, is performed on board or over the side of such vessel during the stay in the Wet Docks.

(8) Sundays and Customs notified holidays and port non-working days during the occupation of Dry Dock by a vessel shall be treated as working days and charged accordingly.

(9) No separate charge will be levied for docking/undocking on Sundays and Customs notified holidays and port non-working days. However, docking / undocking programme should be prepared in advance in such a way to avoid docking / undocking of vessels from dry docks on Sunday and Customs notified holidays and Port non working days.

(10) When two or more vessels are docked together in the Merewether Dry Dock or in the entire length of Hughes Dry Dock or in either of the compartments of Hughes Dry Dock without the caisson being placed in position between them and if for any reason one of the vessels is not ready to undock on expiry of the period for which she was regulated and thereby causes detention to the other vessel or vessels dry docked simultaneously, the vessel/s causing detention to other vessel/s (detaining vessel) shall pay detention charges at double the charges recoverable under clause II above on her tonnage as well as tonnages of the other vessel/s detained.

(11) Services/Supplies required for repairs to the vessels in the Dry Dock, requisitioned by ship repair firm licensed by the Chief Mechl. Engineer shall submit their requisitions duly endorsed by the Master/Agent of the vessel. The cases in which endorsement of the Master/Vessel Agent cannot be obtained immediately, the Superintendent of Dry Dock may at his discretion provide services/supplies requisitioned, the endorsement of Master/Vessel Agent will have to be obtained subsequently.

(12) The Board accept no responsibility whatsoever for any detention to vessels using their Dry Docks.

(13) The period of occupation of a vessel shall commence from the time the entrance caisson is placed in position after the vessel has entered. The period of occupation ends when the vessel has cleared the Dry Dock entrance. A day means period of 24 hours counted from the time the entrance caisson is placed in position after the vessel has entered.

(14) For second time draining/flooding of Dry Dock for the same vessel, 50% of charges as per Section 2.18 (I) above will be levied.

2.19. 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 20.80 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 Trust areas, but shall not mean charges for services rendered by the Port Trust in landing and shipping, removing or storing such goods, animals, etc. such as the provision of cranes, cluster lights and for handling labour.

2.20. 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 $ 0.0193 (Subject to minimum charge of US $ 19.35)	₹ 0.5328 (Subject to minimum charge of ₹533.0)
(ii)	On every boat, barge or country craft (not square rigged)	Rate per hour or part thereof	
		US $ 0.385	₹ 10.6623

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 signaling 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 favourable 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.

CHAPTER – III

CARGO RELATED CHARGES

The charges as herein after prescribed will be leviable on all traffic dealt within the relevant areas specified in Appendix 'G' to the MBPT Dock Bye-Laws.

3.1. (A) Schedule of docks wharfage on goods

Rate No.	Description of Goods.	Basis of Charge	Foreign (`)		Coastal (`)	
			Dry Bulk	Other than Dry Bulk	Dry Bulk	Other than Dry Bulk
1. (i)	Animals, Birds, reptiles, etc.	Each	-----	51.91	-----	31.15
(ii)	Animal products - Bone, Bonemeal, Hides & Skins	Tonne	37.68	36.42	22.60	21.85
2.	Arms, Ammunitions, Explosives, Defence Stores and Defence equipment / machinery.	Tonne	-----	241.56	-----	144.94
3. (i)	Asbestos	Tonne	-----	62.34	-----	37.40
(ii)	Construction Materials, Sand.	Tonne	64.49	62.34	38.69	37.40
(iii)	Fruits, nuts including Raw Cashew, Tapioca, Coconut, Copra, Tamarind Seeds.	Tonne	-----	62.34	-----	37.40
(iv)	Molasses	Tonne	-----	62.34	-----	37.40
(v)	Waste Paper, Newsprint	Tonne	-----	62.34	-----	37.40
(vi)	Wood, Timber, Bamboo	Tonne	-----	62.34	-----	37.40
4. (i)	Cement, Clinker	Tonne	64.49	62.34	38.69	37.40
(ii)	Coal and Fire Wood	Tonne	89.72	86.73	89.72	86.73.
(iii)	Sulphur ,Fertilisers and Fertiliser raw materials	Tonne	80.66	77.97	48.39	46.78
(iv)	Foodgrains, Oilseeds, Cereals and Pulses.	Tonne	64.49	62.34	38.69	37.40
(v)	Oil-Cakes and Fodder	Tonne	30.12	29.12	18.07	17.47
(vi)	Sugar	Tonne	30.12	29.12	18.07	17.47

5. (i)	Cotton including cotton waste (also includes cotton twist and yarn)	Tonne	-----	62.34	-----	37.40
(ii)	Jute and jute products, Coir and coir products.	Tonne	-----	36.42	-----	21.85
6. (i)	Granites and Marbles	Tonne	-----	62.34	-----	37.40
(ii)	Ores, Ore Pellets and Minerals(other than Iron ore &iron ore pallets)	Tonne	64.49	62.34	38.69	37.40
(iii)	Iron ore and Iron ore pellets	Tonne	64.49	62.34	64.49	62.34
7.	Metals (Ferrous, Non-ferrous) in the form of ingots billets and un-manufactured and metal scrap.	Tonne	64.49	62.34	38.69	37.40
8.	Other Liquid bulk including acids and fatty acids	Tonne	-----	62.34	-----	37.40
9.	POL and POL Products :					
(i)	Crude Oil	Tonne	-----	66.03	-----	66.03
(ii)	Kerosene and Light Diesel Oil.	Tonne	-----	43.44	-----	43.44
(iii)	All other POL Products	Tonne	-----	76.44	-----	76.44
10.	Salt	Tonne	8.12	7.85	4.87	4.71
11.	Synthetic Resin (including Moulding Powder) and Wood Pulp	Tonne	-----	145.45	-----	87.27
12.	Wines, Spirits (Potable) and Alcoholic beverages	Five litres	-----	36.42	-----	21.85
13.	Iron and Steel Materials (excluding scrap, dross, ores) Import Export	Tonne Tonne	----- -----	216.83 144.55	----- -----	130.10 86.73
14.	Rail cars	Per Wagon	-----	180000/-	-----	108000/-
15.	Motor vehicles and Cars Including bull dozers, forklifts, tractors, cranes and Military Tanks Import Export	Advalorem	----- -----	0.48% 0.48%	----- -----	0.28% 0.28%

16.	All items other than those specified above.	Advalorem	0.46%	0.44%	0.28%	0.27%
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				

***** 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: 50% of the normal wharfage will be applicable for Bunkers.

GENERAL NOTES TO SECTION 3.1 (A):

1. 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 Invoices.

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 under Docks Bye-Law No.96 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 Section 115 of the Major Port Trusts Act, 1963.

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

4. Wharfage as applicable to transshipment cargo as provided in Note 6 (b) below shall be recoverable in case of cargo discharged from one hatch of a vessel and reshipped in another for trimming or re-arranging the

vessel's cargo either by lighters from overside or over the Docks wharves.

5. Dangerous, explosive and inflammable goods landed at the Docks contrary to the Docks Bye-Laws and/or the circulars issued by the MBPT must be immediately removed by the Masters/Owners/Agents of the vessel to the Board's warehouses earmarked for such goods, failing which they shall be removed by the MBPT at their risk and cost and, in addition, a charge of `1300/- per package for foreign cargo and `779/- per package for coastal cargo will be levied.

6. a). Transhipment cargo, if discharged and re-loaded on to the same vessel/ another vessel, single wharfage shall be leviable for both movements and demurrage on expiration of the free period of three days as admissible to import cargo will be levied as per the demurrage schedule prescribed at sub-section 3.1. (B) below.

b). Cargo where advalorem rates are specified and not destined for MBPT, wharfage @ `235/- per tonne in case of transshipment by sea and `101/- per tone 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.

7. Damaged 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 charg*2120ed one wharfage prescribed in the above Schedule.

8. In respect of Iron and Steel materials, shifting of cargo from the wharf (hook point) to the storage point will not be undertaken by the Mumbai Port Trust.

9. The Port shall provide the following minimum additional facilities to the export of motor vehicles on common user basis:
(i). Use of MBPT private road without payment of permit charges

(ii). Unloading ramp for motor vehicles received by rail for export free of cost.

(iii). Pre-shipment storage facilities inside the docks free of demurrage for 30 days

(iv). Arrangement for supply of water for vehicles for cleaning purposes including permission of recycling plants inside docks.

10. 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 3.1 (B) below.

11. 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.

12. 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.

13. “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.

14. Vessels calling the Port on her first voyage, 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, 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 vessels takes place within the Port limits, wharfage as per 3.1(A) above shall be payable on such vessels.

3.1. (B) <u>Demurrage</u>:

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 (1)	How charged (2)	How charged (2)	RATE (in `)		
			For first to 20th day (3)	For 21st to 40th day (4)	From 41st days onwards (5)
(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	Other than Dry Bulk Cargo	67.75	101.60	135.52
		Dry Bulk Cargo	70.09	105.11	140.20
(b) Motor Vehicles including bull dozers, forklifts, tractors, cranes and military tanks **(Import)**	Per vehicle Per day	----	723	1807	3614
(c) Animals, Birds, reptiles, etc.	Each Per day	----	67.75	101.60	135.52

Note: The personal baggage will be charged at the rate of `27/- per tonne per day or part thereof.

GENERAL NOTES TO SECTION 3.1 (B):

1. All import goods will be allowed storage in the docks free of demurrage for three days from the date following the day of complete discharge of vessel's cargo. 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.

2. In case of containers handled by ICTPL at its Terminal and subsequently moved to MBPT 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 date of entry of containers at the MBPT CFS for the purpose of levy of demurrage charges on the cargo inside the containers.

3. For the purpose of calculation of free days Sundays, Customs notified holidays and port non working days will be excluded.

4. 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.

5. 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.

6. 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.

7. <u>DEMURRAGE ON GOODS DETAINED BY THE CUSTOMS</u>

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

First 30 days of detention : 20% of the applicable demurrage

31st day to 60 days of detention : 50% of the applicable demurrage

61st day onwards of detention : 100% of the applicable demurrage

8. 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.

9. No wharfage will be charged on shut out cargo. Demurrage as per Section 3.1(B) 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 MBPT or its authorised person. In case of non-compliance, the MBPT 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 Trust but moved out of Mumbai Port Trust 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 3.1(B) of the SOR.

3.1(D) 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	121.13	72.68	23.49
2.	Bagged Cargo	Per tonne	199.24	119.54	23.49
3.	Wooden Logs	Per tonne	230.03	138.02	23.49
4.	General Cargo	Per tonne	253.80	152.28	23.49
5.	Oil Cake in Bulk ,Dry Bulk & others	Per tonne	211.01	126.60	40.26
6.	Machinery/Project Cargo	Per tonne	313.01	187.81	23.49
7	Vehicle				
	(a). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks less than 10 tonnes by RORO operation.	Per vehicle per operation	83.04	49.83	--
	(b). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks more than 10 tonnes by RORO operation.	-- do --	592.93	355.76	--

	(c). All other vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks by LOLO operation.	-- do --	592.93	355.76	--
8.	Wood Pulp	Per tonne	170.75	102.45	--
9	**Metal scrap**				
	Manual Handling – without gear	Per tonne	454.36	272.62	18.70
	Mechanical Handling	Per tonne	268.88	161.33	66.15
10.	CONTAINER				
a).	**Stuffing**				
	(i) Other than Dry Bulk Cargo	Per TEU	5944.25	3566.55	27.12 per box
	(ii) Dry Bulk Cargo	Per TEU	6149.33	3689.60	28.06 per box
b).	**De-stuffing**				
	(i) Other than Dry Bulk Cargo	Per TEU	3659.26	2195.56	27.12 per box
	(ii) Dry Bulk Cargo	Per TEU	3785.50	2271.31	28.06 per box
11.	On-board stevedoring using Ship's crane	Per Box	1322.56	793.54	99.38
12.	On-board stevedoring using Port Gantry crane	Per Box	799.54	479.73	---
13.	Containers brought by barges	Per Box	592.93	355.76	99.38
14.	Cargo handled by coastal barges	Per tonne	-	35.58	21.35
15.	Cargo handled in stream	35% of the charge applicable with reference to the rates for cargo handled at docks			
16.	Zinc ingots	Per tonne	182.56	109.52	23.49

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 `54/-, `81/- and `108/- 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 3.1(D) of SOR, i.e. Cargo handled by coastal barges applicable for cargo brought and loaded by barges (having GRT less than 1000) plying between MbPT and other nearby Indian Ports.

(vi) For cargo brought and loaded by barges (having GRT more than 1000) plying between MbPT 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 16 of Section 3.1(D) 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 16 of Section 3.1(D) 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 16 of Section 3.1(D) of SOR are applicable.

(ix) The 35% of stevedoring charges referred at Sr.No.15 will be applicable in respect of cargo discharged in stream provided the barges are brought to the Docks or at Bunders. Also in respect

of export cargo loaded on to the mother vessel in stream provided such barges are loaded either in Docks or at Bunders and then brought to the mother vessel.

3.3. LICENCE (STORAGE) FEES AND WAREHOUSING CHARGES

(A) (I). **Licence 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	
(i) Other than Dry Bulk Cargo	`85/-
(ii) Dry Bulk Cargo	`88/-
b. Covered area	
(i) Other than Dry Bulk Cargo	`102/-
(ii) Dry Bulk Cargo	`106/-

Note : Installation of facilities/ cargo handling equipment shall be subject to the clearance by MBPT 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). **Licence (Storage) Fees on the goods stored in the areas specified by the MBPT 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**	
	a) Other than Dry Bulk Cargo	68

	b) Dry Bulk Cargo	70
	ii) 31st day to 60th day	
	a) Other than Dry Bulk Cargo	136
	b) Dry Bulk Cargo	141
Open Yards	**i) First 30 days or part thereof**	
	a) Other than Dry Bulk Cargo	51
	b) Dry Bulk Cargo	53
	ii) 31st day to 60th day	
	a) Other than Dry Bulk Cargo	102
	b) Dry Bulk Cargo	106

Note: 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.

(V) **Licence fees for storage / warehousing permitted by the MBPT with or without installation of facilities, cargo handling equipment by the users in non custom notified areas**.

Period	Rate Applicable
From the date of permission till expiry	Per sq. mtr. or part thereof per month or part thereof
Open area	
(i) Other than Dry Bulk Cargo	`34/-
(ii) Dry Bulk Cargo	`35/-

Note: Installation of facilities/ cargo handling equipment shall be subject to the clearance by MBPT or by persons authorized by it and shall be dismantled and removed within 15 days.

(B) **Licence (Storage) fees on goods bonded under Section 60 of the Customs Act, 1962, and stored in the warehouses and open yards**

belonging to the Board and licenced by the Collector of Customs under the Customs Act, 1962:

Period of storage	Rate per sq. mtr. per week or part thereof
(a) In Sheds: i) For the first 8 weeks	
Other than Dry Bulk Cargo	` 10.63
Dry Bulk Cargo	` 11.00
ii) For the next 8 weeks	
Other than Dry Bulk Cargo	` 21.25
Dry Bulk Cargo	` 21.98
iii) From 17th week onwards	
Other than Dry Bulk Cargo	` 31.88
Dry Bulk Cargo	` 32.98
(b) In the Open Yards : i) For the first 8 weeks	
Other than Dry Bulk Cargo	` 8.50
Dry Bulk Cargo	` 8.79
ii) For the next 8 weeks	
Other than Dry Bulk Cargo	` 17.00
Dry Bulk Cargo	` 17.59
iii) From 17th week onwards	
Other than Dry Bulk Cargo	` 25.50
Dry Bulk Cargo	` 26.38

Note : The above charges are subject to a minimum calculated as for 5 sq. mtrs. for each consignment.

CHAPTER – VI

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.

6.2. WHARFAGE

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 per tonne will be recovered as under:

	Description	Rate (`)				
		Basis of charge	Foreign		Coastal	
			Dry Bulk	Other than Dry Bulk	Dry Bulk	Other than Dry Bulk
(a).	Hazardous cargo	Tonne	46.74	45.18	28.05	27.11
(b).	Non-Hazardous cargo excluding salt	Tonne	28.05	27.11	16.83	16.27
(c).	Salt	Tonne	6.98	6.75	4.19	4.05
(d).	Petroleum products	Tonne	-----	17.38	------	17.38
(e).	Thermal Coal	Tonne	46.74	45.18	46.74	45.18
(f).	Coal other than thermal coal	Tonne	46.74	45.18	28.05	27.11
(g).	Steel	Tonne	46.74	45.18	28.05	27.11
(h)	Animals, birds, reptiles etc.	Each	------	25.96	------	15.58

Note: (i). No wharfage will be recovered at fish jetties of Sassoon Dock and New Ferry Wharf.

(ii). Hazardous cargo to be classified as per IMO and MBPT categories.

6.3. 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 as follows:

Description		Rate per tonne per day or part thereof (in `)	
		Dry Bulk	Other than Dry Bulk
(a)	Hazardous Cargo	37.39	36.14
(b)	Non-Hazardous Cargo	9.33	9.02
(c)	Coal	37.39	36.14
(d)	Animals, birds, reptiles etc.	------	33.88

(II). No demurrage shall be recovered on cargo landed at other Bunders. Cargo landed at other Bunders, however, shall be removed from wharf on the day of landing either by direct delivery or by shifting to importers premises. The export cargo shall be allowed to be kept on wharf on the day of shipment.

Notes:

(1) Any consignee or shipper or his agent found shipping or removing cargo from any of the Trustees' 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 charges under the Scale of Rates as above will not be leviable on goods stored at the Bunders and removed thereto under the provisions of Docks Bye Law No. 53

(4) The Board of Trustees 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.

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

(6). The minimum charge recovered in any Application-cum-Bill or Bill should not be less than `139/- (Rupees One Hundred and thirty nine only).

(7). 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.