



**MUMBAI PORT TRUST (GENERAL MANAGEMENT  
OF PORT) REGULATIONS 2013.**

1. *Short title and commencement:-*

*These regulations may be called the Mumbai Port Trust (General Management of Port) Regulations 2013. They shall come into effect from the date of publication of the Government approval in the official gazette.*

2. *Application:-*

- (i) *These Regulations shall apply to all the Port areas other than the Customs bound area.*
- (ii) *These Regulations do not apply to the Docks for the regulation and management of which separate Regulations have been framed.*

3. *Definition:-*

- (i) *“Act” means the Major Port Trusts Act, 1963.*
- (ii) *“Board” means the Board of Trustees constituted under the Major Port Trusts Act, 1963 for the Mumbai Port Trust.*
- (iii) *“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.*
- (iv) *“Deputy Conservator” means an Officer for the time being in charge of the Marine Department, Mumbai Port Trust and includes the Deputies and Assistants to the Deputy Conservator and any other officers empowered by the Deputy Conservator to act on his behalf for the purpose of this Regulation.*
- (v) *“Docks” includes all basins, locks, cuts, entrances, graving docks, graving blocks, inclined planes, slipways, gridirons, moorings, transit sheds, warehouses, railways and other works and things appertaining to any dock, and also the portion of the sea enclosed or protected by the arms or groynes of a harbour.*



(vi) *“Estate Manager” means an Officer for the time being in charge of the Estate Division, Mumbai Port Trust and includes the Deputies and Assistants to the Estate Manager and any other officers empowered by the Estate Manager to act on his behalf for the purpose of this Regulation.*

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

(viii) *‘Hot work’ means any work which involves welding, burning, soldering, brazing, blasting, chipping by use of spark-producing tools, power driven tools, non-flame proof electrical equipment, or equipment with internal combustion engines and includes any other work which is likely to produce sufficient heat capable of igniting flammable gases, liquids or substances.*

(ix) *“Owner” (i) in relation to goods, includes any consignor, consignee, shipper or agent for the sale, custody, loading or unloading of such goods; and (ii) in relation to any vessel making use of any port, includes any part-owner, charterer, consignee, or mortgagee in possession thereof.*

(x) *“Pier” includes any stage, stairs, landing place, hard, jetty, floating barge, transhipper or pontoon, and any bridges or other works connected therewith; [Explanation- For the purpose of this clause, “transhipper” means a floating craft or vessel, whether dumb or self-propelled, on which gears are provided for discharging cargo from a barge or wharf and loading it into a ship].*

(xi) *“Port” means the Mumbai Port Trust.*

(xii) *“Port Health Officer” means any person appointed by the Central Government under Section 17 of Indian Ports Act, 1908 to perform the duties of a health officer for the Port.*

(xiii) *“Port’s Officer” means person appointed as officer by the Port.*

(xiv) *“Port Safety & Fire Officer” means an officer appointed as such by the Port.*

(xv) *“Traffic Manager” means an Officer for the time being in charge of the Traffic Department, Mumbai Port Trust and includes the Deputies and Assistants to the Traffic Manager and any other officers empowered by the Traffic Manager to act on his behalf for the purpose of this Regulation.*

(xvi) *“Trustee” means a member of the Board constituted for the port.*



*(xvii) "Vessel" includes anything made for the conveyance, mainly by water, of human beings or of goods and a caisson.*

*(xviii) "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 passengers and any wall enclosing or adjoining the same.*

*(xix) Words and expressions used in these regulations but not defined and defined in the Act shall have the meaning respectively assigned to them in the Act.*

4. **Smoking-prohibition of.**

Smoking or the use of any unprotected fire or lights on any Port Trust wharf, bunder, or property, where such practices may be prohibited by notice boards, *shall* be liable to *such fine* for each offence *as may be decided by the Board from time to time*.

5. **Port dues-loss of receipt for.**

In the event of a receipt for Port Dues being lost or destroyed *such* fee *as may be decided by the Board from time to time* shall be charged for a duplicate.

6. **Wharfage receipt-loss of.**

In the event of the Import Application *as at Schedule 'A'* or the Export Application *as at Schedule 'B'* or the Receipt for other fees chargeable under *Chapter VI of the Major Port Trusts Act, 1963* being lost or destroyed, or in the event of duplicate thereof being required, for any reason, *such* fee *as may be decided by the Board from time to time* shall be charged for such duplicate.

7. **Spitting, etc., in Port Trust sheds.**

Spitting betel-nut, or throwing dirt or rubbish in or otherwise soiling the passenger or other shed at any Port Trust Bunder *is prohibited*. *Any person infringing this Regulations* shall be liable to *such* fine *as may be decided by the Board from time to time* for each offence.

8. **Washing, etc., from water troughs.**

It is strictly prohibited to bathe, or to wash cattle or clothes with the water supplied to the troughs on the Port Trust Estate. Any person infringing this Regulation shall be liable to *such* fine *as may be decided by the Board from time to time* for each offence.



9. **Obstruction of approaches to wharves by boats, etc.**

Obstruction of the approach to any wharf, landing place, or jetty of the Port Trust, by any boat remaining alongside while not actually engaged in loading or unloading cargo, or in the case of passenger vessels while not actually engaged in embarking or disembarking passengers, after the Master, Tindal or owner shall have been warned by an officer of the Port Trust to keep a clear passage for other boats, is strictly prohibited, and the offending boat or vessel may, if not immediately removed, be shifted by an Officer of the Port Trust at the sole risk and cost of the owner of such boat or vessel. Any person infringing this Regulation shall be liable to *such* fine *as may be decided by the Board from time to time* for each offence, or in the case of a continuing infringement, to *such further* fine *as decided by the Board* per day after such warning has been given.

10. **Obstruction on wharves by cargo etc.**

Cargo or materials deposited on Port Trust wharves or landing places shall be so placed as, in the opinion of the Port Trust Officer, not to cause obstruction and any deposits found to have been placed contrary to that Officer's directions shall be liable to immediate removal at the sole risk and cost of the owner or consignee thereof.

11. ***Responsibility of goods lying outside the Docks or Warehouses.***

All goods landed at or brought for shipment from the Bunders and lying on the Bunders or any other part of the Port premises except the Docks or warehouses, remain at the risk of the Owners, Consignees or Shippers and are in their charge and shall be liable to storage charges at *such* rates *as may be decided by the Board or by any other competent authority under MPT Act from time to time.*

12. ***Handling of dangerous goods.***

*Handling of Dangerous goods in the areas where these regulations are applicable shall be subject to the provisions of the Mumbai Port Trust (Transport, Handling and Storage of Dangerous Goods) Regulation 2007 as amended from time to time and/or such other Regulations/Rules as may be framed by the Port or the Government for handling of dangerous goods in the Port.*

13. **Landing of explosives.**

The landing or shipping of explosives at or from all wharves, piers, quays or other landing places constructed by or belonging to the Port is prohibited.



#### 14. Obstruction of thoroughfares.

- (i) No person shall without permission in writing of the Traffic Manager or the Estate Manager or his deputy or assistant or any other officer of the Port for the time being, obstruct or permit to be obstructed any road, thoroughfare, pathway, Port Trust buildings or vacant plots, etc., in the port Trust Estate by placing, or allowing to be placed, any goods or other articles for storage or by permitting any goods, or other articles to remain or be thereon or by causing or permitting the same to be obstructed or hindered in any other manner.
- (ii) Any goods, articles or other hindrances causing any obstruction to any road, thoroughfare, pathway, Port Trust buildings or vacant plots, etc., shall be liable to be removed by or under the orders of the Traffic Manager, the Estate Manager, or their respective deputies or assistants or any other officer of the Port after 12 hours' notice for removal of the same, such notice being affixed at the place of such obstruction.
- (iii) If any such goods or articles or other hindrances so removed remain unclaimed for a period of 15 days or if the person claiming them fails to pay the reasonable expenses of such removal together with such expenses for the safe custody of the said goods, articles or hindrances, ***as may be decided by the Board from time to time***, the same shall be liable to be sold. The expenses of the removal, safe custody and sale as also the amount of rates and charges which might have become due in accordance with the ***scale of rates as approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963*** for the time being in force and the amount of penalty for the breach of the Regulation calculated at the rate ***as decided by the Board from time to time***, shall be payable out of the sale proceeds of the said goods, articles or other hindrances and the balance shall be paid to the person entitled to the said goods, articles or hindrances provided that claim for the same is made within ***six months*** from the date of the sale.
- (iv) Permission granted for temporary use of premises shall not be deemed to create a tenancy or other like interest in favour of the occupant, who will be liable to be evicted at any time without notice. Port is under no liability, whatsoever, in respect of any goods stored, or encroachments made on their premises and may remove them without incurring any liability and without prejudice to their rights to recover the charges specified ***by the***



*Board or by any other competent authority under the Major Port Trusts Act, 1963* or any equivalent amount by way of compensation or for wrongful use and occupation of the Port Trust premises. The charges *as approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963* shall be levied on all goods, materials or rubbish of any kind stored on any Port Trust land or any portion of the Port Trust buildings or for making any other temporary use of any such land or building for which no scale of charges is otherwise provided (excluding premises to which *TAMP approved Port* Scale of Rates or the BPT Railway Goods Tariff are applicable) The charge *as fixed by the Board or other competent authority for storage of goods or any other purpose without prior permission* shall be levied on initial detection (irrespective of the period), whilst the charge *fixed for storage of any goods or occupation for any other purpose without permission for such storage or occupation continuing after notice of removal or Notice to discontinue occupation* shall be levied from the date of continuance after detection.

- (v) Any person infringing this Regulation shall also be liable to *such* fine *as may be decided by the Board from time to time* for each infringement or, where the infringement continues after notice to remove the same has been affixed as aforesaid, to *such* fine per day the infringement continues after the affixing of the notice *as may be decided by the Board from time to time*.

**15. Charges on 20 feet container or 20 feet imported chassis.**

On a 20 ft. container whether empty or loaded or on a 20 ft. imported chassis, stored in the premises of the Port, to which the Mumbai Port Trust Scale of Rates do not apply, such charges as approved by the Board from time to time shall be leviable.

**16. Recovery of charges for parking of vehicles.**

- (1) The Board may, from time to time, earmark such places as it thinks fit to be the parking or halting places or lots for vehicles.
- (2) The Board may charge such fees or charges from any person for use of such place or lot by him for parking or halting a vehicle for each day or part thereof, subject to such terms and conditions, as it may think fit.

**17. Projections over roads and footpaths.**

Parties may be allowed to erect verandas, sunshades and other projections not exceeding 4 feet in width over roads or footpaths on Port Trust



Estate on the payment of half *the current letting rate* for the land so projected over, they having no claim to the land in question.

**18. Embarkation and disembarkation of ferry passengers.**

- (1) The Port may through the Traffic Manager or any officer authorised by him specify the times of arrival and departure of any passenger vessel or class of such vessels at or from any Port Trust pier, jetty or wharf.
- (2) Schedules of timings, if any, prescribed, as aforesaid shall be displayed prominently at each passenger wharf, jetty, pier or bunder-

The Traffic Manager or his representative shall be entitled to carry out any alterations in the scheduled times of arrival and/or departure as he may in his absolute discretion think fit and without any previous notice.

- (3) Any vessel in occupation of a passenger wharf, jetty, pier or bunder shall vacate the same in good time to make room for the next vessel for which the wharf, jetty, pier or bunder has been allotted as per the schedule above referred to.
- (4) No vessel shall be permitted to occupy a wharf, jetty, pier or bunder for any unnecessarily prolonged stay thereat after embarkation or disembarkation of passengers.
- (5) The owner, master or tindal-of every vessel carrying passengers to or from any wharf jetty, pier or bunder shall promptly carry out all instructions of the Traffic Manager or his representative and shall promptly vacate the wharf, jetty, pier or bunder occupied by his vessel when ordered to do so by the officer on duty.
- (6) No person shall canvass for passengers at any Port Trust wharf jetty, pier or bunder.
- (7) The owner, master or tindal of every vessel carrying passengers to or from any Port Trust wharf, jetty, pier or bunder shall make proper provision for the safe and ordely embarking and disembarking of all passengers carried in such vessels.
- (8) The owner master or tindal of every passenger vessel shall keep a record showing the time of arrival and departure of his vessel or vessels and shall produce the same for inspection whenever required to do so by the Officer on duty.



- (9) Any person convicted of having committed a breach of any of the provisions of this Regulation shall be liable to *such* penalty *as may be decided by the Board from time to time*.

**19. Shipment or removal of cargo without payment of fees.**

Any consignee or shipper or his agent found shipping or removing cargo from any of the Port's Bunders without first paying the wharfage and any other charges due shall be liable to pay double the fees as laid down by the Port.

**20. Time limit for claims for refunds.**

Claims for refund of any toll due, rent rate or charge levied as per the *Scale of rate approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963* must be preferred in writing within six months either from the date when such toll due, rent, rate or charge shall have been paid or from the date when credit therefore shall have been given as the case may be, otherwise no such claim shall be entertained, unless it arises from an error on the part of an employee of the Port and no such claim shall be accepted without the express sanction of the Trustees.

**21. Limitation on claims for refunds.**

No claim for refund of a sum less than *that prescribed by the Board from time to time* whether made separately or in conjunction with other claims shall, in any circumstances be entertained unless such claim arises from an error on the part of an employee of the Port.

**22. Throwing of refuse into basins-prohibition of.**

No person or persons shall cause or permit to be thrown or discharged into any basin vested in the Trustees, from any vessel, building or land belonging to him or them or under his or their control, any filth, rubbish or other matter, or thing, liquid or solid, likely to create or increase a nuisance.

Any person infringing this Regulation shall be liable to *such* penalty *as prescribed by the Board from time to time* and for a continuing infringement to a penalty *as decided by the Board* per day after notice of such infringement shall have been given by the Board.

**23. Discharge of rotten cargo at wharves, etc.**

If any vessel shall discharge upon any wharf or property of Port any cargo; goods or substance in such a rotten, putrid, damaged or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Health Officer of the Port, or if any cargo, goods or substance discharged from any vessel and lying on a wharf or in a shed or other property belonging to the Port shall become in such a rotten, putrid



or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Health Officer of the Port, the Traffic Manager may require the consignee thereof, or if the consignee should disclaim, deny or dispute the consignment or decline all responsibility for the same, or if there should be no consignee, the owner, master or agent of the vessel from which the same had been discharged, to forthwith cause the said cargo, goods or substance to be removed from the property of the Port; and if such consignee or such master, owner or agent, as the case may be, shall, on being so required, refuse or neglect, for the space of eighteen hours after notice, to remove such cargo, goods or substance, then such removal may be effected in such manner as he may think fit by the Traffic Manager who may, if he thinks necessary, cause the same to be destroyed, and the said consignee or the said master, owner or agent as the case may be, shall, within forty-eight hours after demand in writing, pay to Port all the costs or expense attending or occasioned by such removal and destruction and of such cleaning, purifying or disinfecting the place of discharge or storage as may be considered desirable and shall be further liable to such penalty *as decided by the Board from time to time*.

**24. Depositing of coal, etc., on Wharf roads.**

The Traffic Manager or the Estate Manager, may at his discretion prohibit the deposit of coal, coke, charcoal, cinders, ashes and fuel on any of the wharf roads in the possession of Port.

**25. Declaration of imports and exports**

In respect of all goods imported or brought for export to the wharves, piers and landing places other than the wharves, piers and landing places at the Docks, a Declaration shall be prepared by the Owners or parties clearing or shipping the goods, in the forms set out in Schedule 'A' or in Schedule 'B' as the case may be, which shall be known as the Import Application and the Export Application respectively. True copies of the Customs Import Bill of Entry or Export Shipping Bill as the case may be, on which delivery or shipment is to be effected, shall be lodged with the Port by the parties clearing or shipping respectively, together with the relative Import or Export Application. The Customs Import Entry or Manifest in the case of Imports, and the Customs Shipping Bill in the case of exports, will also be presented for endorsement thereon of payment of Port Trust Charges.

**26. Landing place for launches, etc., at Appollo Bunder**

The slope at the east face of the Appollo Bunder shall be the ordinary landing place for launches, cutters, gigs or other vessels propelled by power, to go alongside for the purpose of landing or embarking passengers or for any other purpose.



It is prohibited for the above vessels to use the slope or inside steps on the north side of the pier or the steps on the south side except between the 15<sup>th</sup> May and 15<sup>th</sup> September each year.

Penalty for infringement of this *Regulation shall be as decided by the Board from time to time.*

**27. Clearance of oil pipe lines**

The operation of flushing out the Port's oil pipe lines with water shall be under the absolute control of the Port, and the Master, Owner or Agents of vessels shall conform to the orders of the Port Officer as to when the pumping of wash water shall cease.

**28. Enclosure for embarking or landing passengers, troops, or animals.**

At all places where passengers by sea embark from or land upon any wharf, pier, quay or landing place, which has been constructed by or belong to the Port, an enclosure may be made for the purpose of preventing the public from having access to the space used for the embarkation or landing of the passengers.

The Traffic Manager shall, under the directions of the Board, affix to such enclosure a notice which may be either temporary or permanent prohibiting on each occasion any persons other than passengers or employees of the Port from entering or remaining within the enclosure when passengers are embarking or landing.

Any person who shall enter or remain within any such enclosure as aforesaid contrary to the terms of any notice so affixed as aforesaid shall be liable to a fine as decided by the Board from time to time for each offence.

**29. Licence to hawk the goods within the Port precincts.**

No person shall hawk goods within the Port precincts without a license issued by Traffic Manager on such terms and conditions as may be decided by the Board from time to time. Licences issued to approved persons for this purpose shall be renewable yearly. Such licences shall not entitle the holders to board any vessel without the permission of the Master, Owners or Agents of the Vessel.

**30. Regulation of welding operations**

Regulation for *welding of objects* at Port.

- (1) No *welding* operations shall take place on any Port's Wharf without previous notice given at the Bunder Fee Office to the



Port Trust Inspector or Officer in charge of the Bunder at which the operations are desired to be effected, and such operations shall be carried on only at the place specially set apart on such Bunder for the purpose.

- (2) A responsible representative of the owner of the *objects* shall in all cases be present throughout the *welding* operations and no *welding* shall be done except under the supervision of such representative.
- (3) Not more than one *object* at a time shall be brought to the *welding* place and it shall be removed therefrom before a fresh *object* is brought.
- (4) The *object* to be repaired shall be placed on a thick layer of sand before *welding* is commenced.
- (5) Any directions given by the Port Trust Inspector or Officer in charge of the Bunder shall at once be complied with.
- (6) The notice required by Regulation (1) above shall be in the form Subjoined, as at Schedule 'C' upon the reverse of Form of Notice these Regulations shall be printed, and such notice shall be signed by or on behalf of the owner of the *objects* and no *welding* operations shall take place until such form has been countersigned by the Port Trust Inspector or Officer in charge of the Bunder at which the operations are desired to be effected.
- (7) Any person convicted of having committed a breach of any of the foregoing Regulations shall be liable to *such* penalty *as may be decided by the Board from time to time*.

**31. Regulation for hot work**

- (i) *Hot Work shall be strictly prohibited in close proximity of Dangerous Goods.*
- (ii) *save as provided in Regulation 31(i), no hot work shall be carried out without the express prior permission of the Port Safety & Fire Officer, and the directions given by the Port Safety & Fire Officer or any Port officer in this regard shall be complied with.*
- (iii) *A responsible representative of the agency performing hot work shall in all cases be present throughout the hot work operation & no hot work operation shall be done except under the supervision of such representative.*



### **32. Manner of marking and packing heavy packages**

Single articles and packages of one metric ton and over in weights shall not be loaded at any Port Trust Bunder into lighters for conveyance and shipment overside on board on any vessel lying in the harbour or in the Docks or alongside the Docks harbour walls unless the gross weight of each such article or package is marked upon it by the consignors and their agents in the manner set out below:-

1. Manner of marking of heavy packages:

(a) The gross weight on a heavy package shall be marked thereon in English and the regional language with paint which is not easily effaceable.

(b) Where a heavy package is of light colour, black paint shall be used and where the package is of a dark colour, white or yellow paint shall be used.

2. Gross weight to be marked in metric tons, kilogrammes:

Subject to the provisions of sub-Regulation 6 below the gross weight of a heavy package shall be marked thereon in metric tons or kilogrammes.

3. Place of marking:

The gross weight shall be marked on two sides of a heavy package so that in whatever position the package is placed, the marking is easily visible.

4. Size of letters or figures:

Every letter or figure used to mark the gross weight on a heavy package shall be at least three inches in length and one quarter of an inch in breadth

5. Manner of packing:

(1) The goods in heavy package shall be securely packed in a strong covering in such manner that there is no movement of the goods inside the package or any danger of the disintegration of the goods or the covering.

(2) The covering shall be of such material and nature as can stand the strain of the package being handled during the



course of loading or unloading so that the risk of any injury to persons who handle the package is minimised.

- 6 Marking of approximate weight in certain circumstances - Where at the place from where heavy package is consigned there are no means available for determining the correct weight of the package, the anticipated minimum and maximum weight of the package in metric tons, kilogrammes shall be marked thereon in the manner herein before specified.

Provided that such anticipated maximum weight shall be so assessed that it does not fall below the actual Weight of the package.

Consignors and their agents, masters, officers, owners, and Agents of vessels and stevedores will be held responsible for any breach of the provisions of this Regulation.

### **33. Penalty for landing or shipping in contravention of Regulations.**

Goods landed at or shipped from a place on the Bunders or placed in a position within the limits of the Bunders contrary to the orders of a Port Officer or shipped contrary to the provision of any of these Regulations shall, in addition to the provisions under any other Regulation, be liable to payment of double the wharfage fees and other charges leviable thereon, as laid down in the Scale of Rates to be charged at the Bunders approved by the Board or by any other competent authority authorised so to do under the Major Port Trusts Act, 1963.

### **34. Vapour-free certificate and indemnity for vessels' breaking up or repairing**

The Owner, Master or any person in charge of a vessel at any Port Trust Bunder Basin, Flat or Hard shall not allow the breaking up of such vessel or the commencement of any repairs involving the use of naked lights, gas-cutting or welding apparatus to or in the vicinity of the fuel Storage Tanks or the Fuel system or involving the entry of any person into any Fuel Storage Tank of any such vessel wherein petroleum may have been deposited unless such Owner, Master or other person in-charge of the vessel has obtained a vapour-free certificate from the Inspector of Explosive or the Assistant Inspector of Explosives, West Circle, Mumbai. Such Owner, Master or other person in-charge of such vessel shall be liable to indemnify the Trustees for any loss or damage whatsoever arising directly or indirectly from any breach of this Regulation.



**35. Handling of Ethyl Fluid**

*While handling ethyl fluid in the Bunders provision of Rules regulating handling of Dangerous Goods under 'The Mumbai Port Trust (Transport, Handling & storage of Dangerous Goods) Regulations, 2007' and the Regulation framed under the 'The Dock Workers (Safety, Health & Welfare) Act, 1986', or the Regulations framed under any other Acts applicable to Dangerous Goods shall be adhered to.*

**36. Security Measures for *Jawahar Dweep***

No person shall enter *Jawahar Dweep* without a permit or token or pass issued to him by or under the authority of the Deputy Conservator of the Mumbai Port Trust.

No person shall enter Haji Bunder without a permit or token or pass issued to him by or under the authority of the Traffic Manager of the Mumbai Port Trust; such permit or token or pass shall on demand by a Police Officer or any Port Trust Officer duly empowered in that behalf be produced for inspection. No person shall allow any permit or token or pass issued to him as aforesaid to be used by any other person. Any permit or token or pass issued to any person and allowed by him to be used by another shall be liable to be confiscated and cancelled.

**37. Prohibition of diving, under water works etc.**

No person shall be allowed to dive at the Bunders or at Pir Pau or at *Jawahar Dweep* or to creep or sweep for anchors, cables and stores or for cargoes lost or supposed to be lost thereat or for the purpose of undertaking under water repairs to vessels, without the prior permission of the Deputy Conservator of the Port or an officer authorised by him.

**38. Regulation of under water work etc.**

No work of underwater cleaning, brushing and repairs shall be carried out to any vessel berthed in at Pir Pau, *Jawahar Dweep* and the New Ferry wharf including the Ferry Jetty without the prior permission in writing from the Deputy Conservator of the Port or an Officer authorised by him.

The person seeking permission for underwater work shall :-

- (i) Pay if the work involves removal of the scrapings, etc. by the Port, such fee *as may be decided by Board from time to time.*
- (ii) Undertake in writing that any article, cargo, etc. which may fall in the water in the course of the work shall be handed



over for disposal to the Deputy Conservator in his capacity as Receiver of wrecks.

- (iii) furnish a standing guarantee in the form approved by the Board, and
- (iv) when carrying underwater hot work, furnish an unlimited guarantee in the form approved by the Board to make good the losses, damages, costs, charges, etc. and fully and completely indemnify the Board against all losses, damages and expenses, if any, involved as a result of any accident or occurrence in connection with the work. He must also produce a gas-free certificate from the competent authority for the vessel on which underwater hot work is to be carried out.

#### **39. Revision of service charge**

A service charge at such rate *as decided by the Board from time to time shall be levied on all Port Trust* plots and structures for Estate Maintenance and other facilities provided thereat. This service charge shall be levied in addition to the rents, compensation or licence fees paid or payable by the occupants of the said Port Trust plots and structures under respective lease/tenancy licence agreements entered into with the Port Trust. This service charge shall not be levied on plots let out on casual occupation basis or at nominal rent and also on plots situated at Titwala. The Chairman may for reasons to be recorded in writing exempt any Port Trust plots or structures let out for religions and/or cultural purposes from the payment of this service charge.

#### **40. Ship breaking activities.**

*Ship breaking activities will be permitted by the Traffic Manager at nominated site. The shipbreakers shall strictly comply with the guidelines issued by Hon Supreme Court of India in Writ Petition (Civil) No.657 of 1995 in this regard.*

#### **41. Repeal and Saving:**

*The Bombay Port Trust General Bye-Laws are hereby repealed. Notwithstanding such repeal, anything done or any action taken under the Bombay Port Trust General Bye-Laws shall be deemed to have been done or taken under the corresponding provisions of these Regulations.*

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