

FORM - 1				
Computation of Annual Revenue Requirement for Determination of Tariff for Major Port Authorities under Tariff Policy for Major Port Authority, 2021				
Rs. In lakhs				
Sr.No.	Description	Y-1 (Actuals) 2019-20	Y-2 (Actuals) 2020-21	Y-3 (Actuals) 2021-22
1	Total Expenditure (As per Audited Annual Accounts)			
i	Operating Expenses (including depreciation)	44010.88	43161.75	49752.89
ii	Management & General Overheads	22244.38	22253.26	24263.29
iii	Finance and Miscellaneous expenses(FME)	54345.23	46439.49	50683.58
	Total expenditure 1=(i)+(ii)+(iii)	120600.49	111854.50	124699.77
2	Less: Adjustments			
i	Estate related Expenses			
	(a) Operating Expenses(including depreciation)	5099.61	4329.06	4679.52
	(b) Management & administrative Overheads	5959.75	4481.33	5400.98
	(c) Allocated FME	5844.95	4454.91	4750.69
	Subtotal 2(i)=(a)+(b)+(c)	16904.31	13265.31	14831.20
(ii)	Interest on loans	74.77	210.83	24.54
(iii)	2/3rd of One time expenses, if any like arrears of wages, arrears of pension/gratuity, arrears of exgratia payment etc(list our each of the items)			
	(a) Wage arrears	603.54	0.00	0.00
	(b) Pension arrears	0.00	0.00	0.00
	Subtotal 2(iii)=(a)+(b)+(c)	603.54	0.00	0.00
(iv)	2/3rd of the Contribution to the Pension Fund	4067.33	3866.67	3672.00
(v)	Management and General overheads over & above 25% of the aggregate of the operating expenditure and depreciation	6955.47	6981.77	6929.13
(vi)	Expenses relevant for tariff fixation of Captive Berth, if any governed under clause 2.10 of the Tariff Policy, 2015			
	(a) Operating Income			
	(b) Depreciation			
	(c) Management & Administrative Overheads			
	(d) Allocated FME			
	Subtotal 2(vi)=(a)+(b)+(c)+(d)			
(vii)	Expenses related to Railway Activity	9515.44	9034.47	10033.41
	Total of 2 = 2(i) + 2(ii)+2(iii)+2(iv)+2(v)+2(vi)+2(vii)	38120.87	33359.05	35490.27
(3)	Total Expenditure after Total Adjustments (3=1-2)	82479.62	78495.45	89209.49
(4)	Average Expenses of SI No.3 = (Y1+Y2+Y3)/3		83797.22	
(5)	Capital Employed			
	(i) Net Fixed Assets as on 31.3.2022 (as per Audited Annual Accounts)			193871.45
	(ii) Add: Work in Progress as on 31.3.2022 (As per Audited Annual Accounts)			32267.09
	(iii) Less: Net value of fixed assets, related to Estate activity as on 31.3.2022 as per Audited Annual Accounts			24904.00
	(iv)Less: Net value of fixed assets, if any transferred to BOT operator as on 31 March 2022 as per Audited Accounts			2153.64
	(v) Less: Net value of fixed assets as on 31 March 2022 as per Audited Accounts relevant to be considered for captive berths, if any, under clause 2.10 of the Tarff Policy, 2015			0.00
	(vi) Add: Woking Capital as per norms prescribed in clause 2.5 of the Working Guidelines			
	(a) Inventory			533.26
	(b) Sundry Debtors			5121.43
	(c) Cash			9941.31
	(d) Sum of (a)+(b)+(c)			15596.00
	(vii) Total capital Employed [(i) +(ii)-(iii)-(iv)-(v)+(vi)+(d)]			214676.90
(6)	Return on Capital Employed 16% on SI. No.5(vii)			34348.30
(7)	Annual Revenue Requirement(ARR) as on 31 March 2022 [(4)+(6)]			118145.52
(8)	Indexation in the ARR @ 100% of the WPI applicable for the Financial Year 2022-23(Y4) i.e. @ 10.77% (*1.1077)			130869.79
(9)	Ceiling Indexed Annual Revenue Requirement(ARR)			130869.79
(10)	Revenue Estimation at the proposed inxeded SOR within the Ceiling indexed ARR estimate at SI. No.9 above			123246.95
	Revenue Deficit			7622.84

Form-2**Working relating Management and General Overheads****Rs. In lakhs**

Sl.No.	Description	Y1 (2019-20)	Y2 (2020-2021)	Y3 (2021-2022)
1	Management and General Overheads (inclusive of depreciation) (As per Audited Annual Accounts)	22244.38	22253.26	24263.29
2	Operating Expenditure (including depreciation but excluding operating expenditure relating to Estate (As per Audited Annual Accounts)	61155.65	61085.94	69336.66
3	25% of 2 above	15288.91	15271.49	17334.16
4	Management & General Overheads admissible (Lower of (1) and (3) above)	15288.91	15271.49	17334.16
5	Management & General Overheads considered for adjustment in Form 1 (1-4)	6955.47	6981.77	6929.13

FORM-3

REVENUE ESTIMATION AT THE PROPOSED SCALE OF RATES

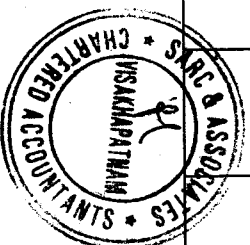
Sl.No.	DESCRIPTION	Existing Tariff after Indexatio of 1.88%, 0.55% and 10.77%		Reference to the schedule and Sl. No. in existing SOR	Proposed Tariff		Unit of levy	Reference to the schedule and Sl. No. in proposed SOR	Actual Traffic exclusively handled by the port during the year 2021-22(Y3)	Revenue estimation at the proposed tariff (Rs. in lakhs)	% increase over the existing tariff
1	2	3		4	5		6	7	8	9=5*8	10=(5-3)/3
		Foreign going vessels (in US \$)	Coastal Vessel in Rs.		Foreign going vessels (in US \$)	Coastal Vessel in Rs.					
1	Port dues	0.4707	12.5842	Section-2, 2.1	0.4707	12.5842	GRT	Section-2, 2.1	Annexure A to Form 3	18834.71	15%
(i)	All category of vessels										0%
(ii)	Vessels carrying crude oil or petroleum products, including LPG	0.4867	13.0040		0.5597	14.9546					15%
2	Portage Fees			Section-2, 2.2.1			GRT	Section-2, 2.2.1	Annexure A to Form 3	29378.78	0%
(i)	All Vessels										
	1. Up to and inclusive of 30,000 GRT	0.7573	20.24		0.7573	20.24					
	2. 30,001 TO 60,000 GRT	US \$ 22720 + US \$ 0.6058 per GRT over 30,000 GRT	Rs.607200 + Rs. 16.19 per GRT over 30,000 GRT		US \$ 22720 + US \$ 0.6058 per GRT over 30,000 GRT	Rs.607200 + Rs. 16.19 per GRT over 30,000 GRT					
	3. 60,001 and above GRT	US \$ 40894 + US \$ 0.5301 per GRT over 60,000 GRT	Rs.1082900 + Rs. 14.17 per GRT over 60,000 GRT		US \$ 40894 + US \$ 0.5301 per GRT over 60,000 GRT	Rs.1082900 + Rs. 14.17 per GRT over 60,000 GRT					
	4. Minimum charges payable	US \$ 2160.53	34348.05		US \$ 2160.53	57758.98					
(ii)	Vessels carrying crude oil or petroleum products including LPG										15%
	1. Up to and inclusive of 30,000 GRT	0.7975	21.31		0.9171	24.51					
	2. 30,001 TO 60,000 GRT	US \$ 23925 + US \$ 0.6379 per GRT over 30,000 GRT	Rs.639300 + Rs. 17.04 per GRT over 30,000 GRT		US \$ 27513 + US \$ 0.7396 per GRT over 30,000 GRT	Rs.735300 + Rs. 19.60 per GRT over 30,000 GRT					
	3. 60,001 and above GRT	US \$ 43062 + US \$ 0.5582 per GRT over 60,000 GRT	Rs.1150500 + Rs. 14.92 per GRT over 60,000 GRT		US \$ 48521 + US \$ 0.6419 per GRT over 60,000 GRT	Rs.1323300 + Rs. 17.16 per GRT over 60,000 GRT					



24	Granite Blocks & Marbles	69.22	41.99	69.22	41.99	Per Tonne	4.1			0%
25	Wettable sand	24.96	14.75	24.96	14.75	Per Tonne	4.1			0%
26	Iron Ore (Conv)	28.50	28.50	28.50	28.50	Per Tonne	4.1			0%
27	Iron Ore Pellets (Conv)	32.91	32.91	32.91	32.91	Per Tonne	4.1			0%
28	Limestone	52.20	30.64	52.20	30.64	Per Tonne	4.1			0%
29	Liquid Ammonia, Molten Sulphur, Rock phosphate and Sulphur	56.74	34.04	59.57	35.74	Per Tonne	4.1			5%
30	LPG	277.78	186.67	319.45	191.67	Per Tonne	4.1			15%
31	Machinery	0.27%	0.16%	0.27%	0.16%	Advalorem	4.1			0%
32	Molasses	47.66	28.37	47.66	28.37	Per Tonne	4.1			0%
33	All types of Oil Extractions like Soya, Rape seed etc.	19.29	11.35	19.29	11.35	Per Tonne	4.1			0%
34	Phosphoric/Sulphuric acid	79.43	47.66	83.40	50.04	Per Tonne	4.1			5%
35	Pig iron	53.33	31.77	53.33	31.77	Per Tonne	4.1			0%
36	Gypsum	45.39	27.23	45.39	27.23	Per Tonne	4.1			0%
37	Methanol	79.43	47.66	79.43	47.66	Per Tonne	4.1			0%
38	Waste oil	21.56	12.48	21.56	12.48	Per Tonne	4.1			0%
39	Bio-diesel	81.70	48.79	81.70	48.79	Per Tonne	4.1			0%
40	R.R. materials of all grades including (a). Dead Burnt Magnesite (DBM)					Per Tonne	4.1			0%
	(b). Fused Magnesite / Magnesite (FM)					Per Tonne	4.1			0%
	(c). Bauxite/ Round kln super grade / Round kln Med iron					Per Tonne	4.1			0%
	(d). AlMG/Alloyed powder					Per Tonne	4.1			0%
	(e). Brick/Brick Grog	56.74	34.04	56.74	34.04	Per Tonne	4.1			0%
	(f). Graphite					Per Tonne	4.1			0%
	(g). Silicon Carbide					Per Tonne	4.1			0%
	(h). Refractory					Per Tonne	4.1			0%
	(i). Fused alumina					Per Tonne	4.1			0%
	(j). Mullite					Per Tonne	4.1			0%
	(k). Sea water magnesite					Per Tonne	4.1			0%
41	Steel Products - all varieties	66.81	39.72	66.81	39.72	Per Tonne	4.1			0%
42	Styrene Monomer	118.01	71.49	118.01	71.49	Per Tonne	4.1			0%
43	Thermal Coal	28.37	28.37	28.37	28.37	Per Tonne	4.1			0%
44	Timber Logs & Wood Items	43.12	26.10	43.12	26.10	1 Cu.M.	4.1			0%
45	Marine products	0.03%	0.017%	0.03%	0.017%	Advalorem	4.1			0%
46	Bauxite (ore)	43.12	26.10	43.12	26.10	Per Tonne	4.1			0%
47	Unenumerated goods having FOB/CIF value upto and inclusive of '1000/- Per tonne	21.56	12.48	21.56	12.48	Per Tonne	4.1			0%
48	Unenumerated goods having value of '1000/- per tonne.	86.24	52.20	86.24	52.20	Per Tonne	4.1			0%



	Charges for handling cargo (labour charges):	Labour handling charges in barges/lighters supplied for import cargo.	17.98	4.7.1	17.98		1000 Kgs.	4.7.1		
	Charges for handling cargo (labour charges):	For shifting of Container from one place to another within the Dock Area.	289.16	4.7.1	289.16		Per Container per each shifting (Load or Empty)	4.7.1		
16	Handling charges for containers either for import or export			4.7.2				4.7.2	Included at Sl No. 10 Annexure A to Form 3	
		Loaded (in Rs.)	Empty (in Rs.)		Loaded (in Rs.)	Empty (in Rs.)				
	20 container	287.37	215.52	4.7.2	287.37	215.52	20 container	4.7.2		
	40 container	574.73	431.05	4.7.2	574.73	431.05	40 container	4.7.2		
	More than 40 container	646.57	493.91	4.7.2	646.57	493.91	More than 40 container	4.7.2		
				4.7.3				4.7.3	Included at Sl No. 10 Annexure A to Form 3	50%
17	Cargo temporarily landed and reshipped by the same vessel				Cargo temporarily landed and reshipped by the same vessel					
	Description	Rate (in)			Description	Rate (in)				
	When handled by Port Labour	28.91 Ps		4.7.3	When handled by Port Labour	28.91 Ps	Per 1000 Kgs.	4.7.3		
18	Levy on Time Rate Wages			4.7.4.1	Labour Levy (Rate Per Tonne) (in Rs.)			4.7.4.1	Annexure A to Form 3	0%
	For all Cargo availing services of cargo handling worker from Cargo Handling Division including Thermal Coal availing services of cargo handling worker for wagon unloading	150%		4.7.4.1	75		Per Tonne			
19	CHARGES FOR HIRE OF CRAFT/ EQUIPMENT			5.1.				5.1.	Annexure A to Form 3	0%
	Floating Crane Charges			5.1.1.				5.1.1.		
	140 ton Floating Crane			5.1.1.				5.1.1.		
	Up to 50 tonnes.	2994.89 per hour or part thereof subject to a minimum of 5990.38/-	1497.45 per hour or part thereof subject to a minimum of 2997.96		3593.86 per hour or part thereof subject to a minimum of 7188.46/-	1796.94 per hour or part thereof subject to a minimum of 3405.56	Per hr. or part thereof			



	Over 50 tonnes but not exceeding 60 tonnes.	1290.904763	645.4467077		5.1.1.	1549.09	774.54		Per tonne or part thereof	5.1.1.			
	Over 60 tonnes.	1721.20635	860.8031751		5.1.1.	2065.45	1032.72		-do-	5.1.1.			
	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the port's ordinary working hours.	5972.598241	-		5.1.1.	7167.08	-		Per requisition.	5.1.1.			
	For detention if the crane is kept idle owing to the lift or lifts not being ready for slinging.	2996.284621	-		5.1.1.	3583.54	-		Per hr. or part thereof.	5.1.1.			
	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	2134.294059	-		5.1.1.	2561.15	-		Per violation.	5.1.1.			
	Additional charges for use of crane deck as a barge.	4475.120624	-		5.1.1.	5370.14	-		Per loaded trip.	5.1.1.			
	For use of the crane for purpose other than routine landing shipment, and delivery of cargo.	19963.52805	-		5.1.1.	23236.23	-		Per hr. or part thereof.	5.1.1.			
	Placing/removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	1721.20635	-		5.1.1.	2065.45	-		- do -	5.1.1.			
	For use of the crane for purpose of lifting sunken trawlers of FFI	5238.443255	-		5.1.1.	6286.13	-		Per hour or part thereof	5.1.1.			
					5.1.2.					5.1.2.	Included in Item no.12 of Annexure A to Form 3		
	60 ton floating crane:	2639.28											0%
	Weight of each package or nature of charge	Rate (in ₹)	Rate in ₹ for second operation		5.1.2.	Weight of each package or nature of charge	Rate (in ₹)	Rate in ₹ for second operation		5.1.2.			
	Up to 50 tonnes	2994.89 per hour or part thereof subject to a minimum of Rs.5989.77/-	1497.45 per hour or part thereof subject to a minimum of 2994.89/-		5.1.2.	Up to 50 tonnes	3593.86 per hour or part thereof subject to a minimum of Rs.7187.73/-	1796.94 per hour or part thereof subject to a minimum of 3593.86/-	Per hour or part thereof	5.1.2.			
	Over 50 tonnes but not exceeding 60 tonnes.	1290.90	645.45		5.1.2.	Over 50 tonnes but not exceeding 60 tonnes.	1549.09	774.54	Per tonne or part thereof	5.1.2.			
	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the Port's ordinary working hours.	5972.57	-		5.1.2.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the Port's ordinary working hours.	7167.08	-	Per requisition	5.1.2.			
	For detention, if the crane is kept idle owing to the lift or lifts not being ready for slinging	2996.28	-		5.1.2.	For detention, if the crane is kept idle owing to the lift or lifts not being ready for slinging	3583.54	-	Per hour or part thereof	5.1.2.			



	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	860.60	--		5.1.2.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	1032.72	Per violation	5.1.2.			
	Additional charges for use of crane deck as a barge.	4475.12	--		5.1.2.	Additional charges for use of crane deck as a barge.	5370.14	Per loaded trip	5.1.2.			
	Per use of the crane for purposes other than routine landing/ shipments and delivery of cargo.	6519.95	--		5.1.2.	Per use of the crane for purposes other than routine landing/ shipments and delivery of cargo.	10223.94	Per hour or part thereof	5.1.2.			
20	Towage Charges:				5.2.1				5.2.1	Annexure A to Form 3	54.44	0%
		Foreign-going vessel (in US \$)	Coastal vessel (in)			Foreign-going vessel (in US \$)	Coastal vessel (in)					
	Tug upto 30 Tonne BP	464.37	12412.59	Tug upto 50 Tonne BP	5.2.1	982.17	26253.10	Per hour or part thereof (Subject to minimum of two hours)	5.2.1			
	Tug beyond 30 Tonne BP	928.78	24825.18	Tug beyond 50 Tonne BP	5.2.1	1217.89	32553.80					
21	Mooring boat with gang / pilot launch hire/pilot fee:				5.3	Mooring boat with gang / pilot launch hire/pilot fee:			5.3	Annexure A to Form 3	12.15	0%
	Description	Unit	Rate (in)			Rate (in)						



	Mooring boat with gang	For first 4 hours or part thereof	580.17			3860.00		Mooring Boat	For first 4 hours or part thereof				
		For every additional hour or part thereof	221.78			965.00			For every additional hour or part thereof				
						976.00			For first 4 hours or part thereof				
						244.00		Mooring charges per gang	For every additional hour or part thereof				
	Pilot launch	Per movement	3324.36			5055.00		Pilot launch	Per hour and part thereof				
				5.4						5.4			
22	Rates for the services for Pilot and Pilot launches provided for shifting of barges, loaded barges / empty barges "dredger" etc) from dredging in the Inner Harbour to dumping ground.					Electrical crane charges (for other usage viz. cargo handling from/to barges, non-cargo operations) when not recovered under berth hire					Included at Sl. No.2 of Annexure A to Form 3		0%
		Description	Rate per movement (in)			Rate per movement (in)							
		Hire charges for Pilot launch for movement of loaded barge from Inner Harbour to designated area (OH)	3324.36	5.4		4714.81			Per Hour and part thereof	5.4			
		Hire charges for Pilot launch for completion of movement of empty barge to designated dredging area in the Inner Harbour	3324.36	5.4		Minimum Charges 9429.62				5.4			
				5.5						5.5			
23	Electrical crane charges (for other usage viz. cargo handling from/to barges, non-cargo operations) when not recovered under berth hire										Included at Sl. No. 12 Annexure A to Form 3		0%
		Rate in Rs.	Minimum Charges (in)			Rate	Minimum Charges (in)		Per hour or part thereof	5.5			
	20 tonnes Electrical quay crane		4714.81		5.5	4714.81	9429.62						



Sl. No.	Frequency of Payment	Rate per month (in)	Frequency of Payment	Rate per month (in)					
Mechanised Fishing Boat	Per Calendar month	453.89	Per Calendar month	453.89	Per Boat	7.6.2.1			
Fishing Trawler (Mini) Up to 14 NRT	Per Calendar month	3404.19	Per Calendar month	3404.19	Per Trawler	7.6.2.1			
Fishing Trawlers (Big) Above 14 NRT	Per Calendar month	6808.39	Per Calendar month	6808.39	Per Trawler	7.6.2.1			
For Government Survey/ Training Vessels i.e. CIFNET, FSI & CIFT involved/deployed for scientific survey of marine resources and training operations the Berth hire as specified below is applicable and no Port dues and Wharfrage charges are charged on the three Government Survey/Training vessels							Included in Sl.No.4 of Annexure A to Form 3		0%
Particulars	Berth Hire per day (in)		Berth hire per day (in)						
Fishing Trawler (Mini) Up to 14 NRT	153.51	7.6.2.1	153.51		Per Day or part thereof per Trawler	7.6.2.1			
Fishing Trawlers (Big) Above 14 NRT	230.51	7.6.2.1	230.51		Per Day or part thereof per Trawler	7.6.2.1			
10 Schedule of pilotage fees		7.6.2.2	Schedule of pilotage fees			7.6.2.2	Included in Sl.No.4 of Annexure A to Form 3		0%
"If mechanised fishing boats / fishing trawlers (Mini or Big) require the services of port's pilot for towing, then a consolidated pilotage fees of US\$ 697.00 for foreign-going vessel and ' 18631.04 for coastal vessels shall be levied".			"If mechanised fishing boats / fishing trawlers (Mini or Big) require the services of port's pilot for towing, then a consolidated pilotage fees of US\$ 697.00 for foreign-going vessel and ' 18631.04 for coastal vessels shall be levied".						
11 Schedule of shifting charges for fishing trawlers (mini or big) with the usage of tug.		7.6.2.3				7.6.2.3	Included in Sl.No.4 of Annexure A to Form 3		0%



	From 21 st day to 30th day	88509.07/- per day	7.6.2.7.	88509.07/- per day	Per day	7.6.2.7.			
	From 31 st day to 37 th day	156592.97/- per day	7.6.2.7.	156592.97/- per day	Per day	7.6.2.7.			
	From 38 th day to 44 th day	190634.92/- per day	7.6.2.7.	190634.92/- per day	Per day	7.6.2.7.			
	From 45 th day to 51 st day	224676.87/- per day	7.6.2.7.	224676.87/- per day	Per day	7.6.2.7.			
	From 52 nd day to 58th day	258718.82/- per day	7.6.2.7.	258718.82/- per day	Per day	7.6.2.7.			
	From 59th day onwards	292760.76/- per day	7.6.2.7.	292760.76/- per day	Per day	7.6.2.7.			
	Levy on bunkers:								
16	Nonmancature	RATE [in]	7.6.2.8	RATE [in]		7.6.2.8	Annexure A to Form 3	2.78	0%
	Levy on bunkers to fishing trawlers / mechanised fishing boats	0.057	7.6.2.8	0.06	Per line	7.6.2.8			
	Charges for disposal of oil bilge:						Included in item no.22 of Annexure A to Form 3		0%
17	Sl. No.	Rate (in)	7.6.2.9	Rate (in)		7.6.2.9			
	Disposal of Oil bilge residues from ships								
	a) Hire charges for Fixed Oil Boom	4175.81	7.6.2.9	5010.97	Per ship per shift of 8 hours	7.6.2.9			
	b) Hire charges for Floating Oil Boom	10766.77	7.6.2.9	12918.92	or part thereof	7.6.2.9			
	Charges for disposal of oil bilge			An amount of Rs. 790/- per ton is to be paid by the vender to the Port on the quantity mentioned/ specified by the customs bill of entry, it is free of cost to the vessel.					



FORM 4 : COMPUTATION OF WORKING CAPITAL

COMPUTATION OF WORKING CAPITAL AS PER NORMS		As reported in the Audited Annual Accounts as on 31.3.2022 (2021-22) [Rs. In lakhs]
Sl. No.	Working Capital items as per norms	
(i)	Allowable Inventory	
(a)	Capital Spares	0
(b)	Other Inventory excluding fuel and customized spares	533.2639
(c)	Customized spares	0
	Sub-total(i)=(a)+(b)	533.2639
(ii)	Allowable Sundry Debtors	
(a)	Estate income	3894.97
(b)	Terminal charges payable by Indian Railways	1226.46
	Sub-total(ii)=(a)+(b)	5121.43
(iii)	Allowable Cash balance	
	Cash Expenses	9,941.31
	Total of current assets as per norms (i)+(ii)+(iii)	15596.00

FORM 5			
Comparison of existing SOR and conditionalities vis-a-vis proposed tariff and conditionalities			
	Existing SOR	Proposed SOR	Reasons
Sl. No.	Tariff and Conditionalities	Tariff and Conditionalities	
1	Section 1.1 Definitions - General	Section 1.1 Definitions - General	
(ii)	"Cold move" shall mean without the power of the engine of the vessel.	"Cold move" shall mean any movement of vessel carried out without power of engine/steering.	Definition modified as per instructions from Marine Dept.
(xi)		"Restricted Power" means vessel Engines unable to give RPM required as per manoeuvring table or vessel steering restricted or failure of windlass / winches.	New Definition added as per instructions from Marine Dept.
2	Section 1.2 General Terms and Conditions	Section 1.2 General Terms and Conditions	
	(iv). (i). Vessel related charges shall be levied on shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India, State Bank of India or its Associates or any other Public Sector Banks as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.	(iv). (i). Vessel related charges shall be levied on shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India or State Bank of India as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.	Condition Modified as per the Working Guidelines of Tariff Policy for Major Port Authorities 2021
	(viii) (a). The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by this Authority. The next annual indexation will be from 1 May 2020 subject to the VPA achieving the performance standard notified along with the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in the SOR for that particular year. (b). The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by this Authority at the level committed by the port within one	(viii). (a). The SOR is subject to automatic annual indexation at 60% of the variation in the Whole Sale Price Index (WPI) as communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government. The next annual indexation will be from 1 May 2023, the VPA however, be entitled to 100% Indexation of WPI on achieving the performance standard notified along with the SOR. (b). The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards at	Existing Condition Modified as per the Working Guidelines of Tariff Policy for Major Port

	month of end of the calendar year to the concerned users as well as to this Authority. If the PerformanceStandards as notified by this Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by this Authority and apply the indexed SOR w.e.f. 1 May of the relevant year. The indexed SOR by the VPA to be intimated by the port to the concerned users and to this Authority.	the level committed by the port within one month of end of the calendar year to the concerned users. If the Performance Standards as notified by the port are achieved, then the port will automatically index the SOR at 100% of WPI and apply the indexed SOR w.e.f. 1 May of the relevant year. The indexed SOR by the VPA to be intimated by the port to the concerned users.	Authorities 2021
	(ix) (d) The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port Authority. This provision shall, however, not apply to the cases where payment is to be made before availing the services/ use of Port Trust'sproperties as stipulated in the MPT Act, 1963 and/ or where payment of charges inadvance is prescribed as a condition in the Scale of Rates.	(ix) (d) The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port Authority. This provision shall, however, not apply to the cases where payment is to be made before availing the services/ use of Port Trust'sproperties as stipulated in the Major Port Authorities, 2021 and/ or where payment of charges inadvance is prescribed as a condition in the Scale of Rates.	Existing Condition Modified as per the Working Guidelines of Tariff Policy for Major Port Authorities 2021
	(xiv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the Port whichever is higher. The port shall refund the cost of damage received from the insurance company on admittance of its claim to the hirer from whom the cost of damage of the equipment was recovered.	(xiv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the Port whichever is higher.	Existing condition modified as per instructions from Port.
	(xxii). Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014: (a). "Coastal vessels" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ competent authority. (b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.	(xxii). 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 (Annexure attached)	Existing Condition modified for better presentation and understandin g

	<p>(c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.</p> <p>(d). In respect of POL/ Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.</p> <p>(e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.</p> <p>(f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.</p> <p>(g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.</p> <p>(h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.</p> <p>(i). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.</p> <p>(j). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate formal for coastal and foreign vessels.</p>		
	<p>(xxiii). In order to decongest the ports and encourage exporters/ importers to utilize the port services beyond regular hours, lower charges may be levied for</p>	<p>DELETED</p>	<p>Existing Condition deleted as</p>

	cargo and vessels related services as well as special discount may be offered in port charges for the services rendered after regular hours. [This condition is incorporated in pursuance to the MOS letter No.PD/14033/101/2015- PD.V dated 3 February 2016 based on which a common adoption Order No.TAMP/14/2016-Misc dated 16 February 2016 is approved by this Authority.]													per instructions from Port	
									(xxiv). Inland vessels registered under the Inland Vessels Act, 1917 and classified as Inland Vessels shall be levied concessional tariff in Berth Hire and other components of Vessel Related Charges at the tariff level prescribed for coastal vessel in the Scale of Rates of the VPA					New Condition added as per direction issued by TAMP.	
									(xxv). (a). Vessels calling the Port, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, and only vessel related charges would be collected if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of cargo / container takes place to / from such vessel within the Port limits, cargo / container related charges including wharfage shall be applicable as per SoR on such cargo / container declared in the manifest (IGM / EGM). (b). When a vessel carries another vessel as cargo for discharging in the port, either on the quay, jetty or foreshore (wharf), or loads another vessel as cargo on board itself from such wharf of the Port, in such cases, such loaded or unloaded vessels are “cargo”, on which cargo related charges including “wharfage” are leviable.					New Condition added as per direction issued by TAMP.	
3	Section 2.1 Port Dues							Section 2.1 Port Dues							
	Sl. No	Description	Unit	Rate Per GRT Foreign Going Vessel [in US \$]	Rate Per GRT Coastal Going Vessel [in Rs]	Frequency of payment in respect of the same Vessel.		Sl. No	Description	Unit	Rate Per GRT Foreign Going Vessel [in US \$]	Rate Per GRT Coastal Going Vessel [in Rs]	Frequency of payment in respect of the same Vessel.		

	2	Vessels carrying Crude Oil or Petroleum Products including LPG	GRT	0.4867	13.00	The due is payable for each entry into the Port.		2	Vessels carrying Crude Oil or Petroleum Products including LPG	GRT	0.5597	14.95	The due is payable for each entry into the Port.		
								→The Tariff is increased by 15% for Vessels carrying Crude Oil or Petroleum Products including LPG.							
	Notes: (iv). For oil tankers with segregated ballast the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnage for collection of Port dues.							Notes: (iv). For oil tankers with segregated ballast including vessels berthed at SPM the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnage for collection of Port dues.						Existing condition modified as per instructions from Traffic Dept.	
4	Section 2.1.1 Tariff for Cruise Vessels							Section 2.1.1 Tariff for Cruise Vessels							
	(a). The composite port charges for a cruise call is fixed at \$0.35 per GRT for first 12 hours stay. No Other charges are levied like berth hire, port dues, Pilotage, passenger fee etc. (b). For the period of stay exceeding 12 hours, berth hire as per VPT – SOR will be collected. (c). The above rationalized tariff are made effective on a trial basis for a period of three years as per Ministry of Shipping letter No.SW-15011/2/2016-MG dated 3.11.2017 and is valid up to 2.11.2020.							(a). The port charges for a cruise Ship to be charged at \$0.085 per GRT ('Fixed Rate') and \$6 per passenger ('Head Tax') for the first 12 hours stay. Ports will not charge any other rate like berth hire, port dues, pilotage, passenger fee etc. (b). For the period exceeding 12 hours stay, the fixed charges on Cruise Ships will be equal to the Berth Hire Charges payable as per SOR (with 40% discount as applicable for cruise ships). (c). Further for the First year, cruise ships making (a) 1-50 calls per year to get 10% rebate. (b) 51-100 calls per year to get 20% rebate. (c) Above 100 calls per year to get 30% rebate. (d). Further for the next Two years, the volume discount during this period would be as follows: (a) 50-74 calls per year to get 10% rebate. (b) 75-100 calls per year to get 15% rebate. (c) Above 100 calls per year to get 20% rebate.						Existing Condition Modified as per direction issued by TAMP.	

		(e). The above rationalized tariff are made effective as per Ministry of Shipping letter No. SW-15011/2/2020-MG dated 14.08.2020 and is applicable up to 30th September 2023 as per Order vide Ministry of Ports, Shipping and Waterways (MoPS&W) (Cruise Shipping Cell) letter dated 04.10.2022.																																															
5	Section 2.1.2. Tariff for Domestic Cruise Vessels in India as per the letter no. SW-15011/2019-MG dated 08.03.2019				Section 2.1.2. Tariff for Domestic Cruise Vessels in India as per the letter no. SW-15011/2019-MG dated 08.03.2019																																												
	<p>(a). Composite concession of 40% for domestic cruise vessels calls between 75-100 in a year and composite concession of 50% for domestic cruise vessels calls exceeding 100 in year.</p> <p>(b). Both the above concessions are not to be linked to providing pilot services.</p> <p>(c). For berth stay longer than 12 hrs, additional berth hire as per VPT SOR will be applied.</p> <p>These concessions are applicable upto 3.11.2020.</p>				<p>Existing Condition deleted as it is not applicable now.</p>																																												
6	Section 2.2.1 Schedule of Pilotage Fee for Vessels:				Section 2.2.1 Schedule of Pilotage Fee for Vessels:																																												
	<table><tr><th rowspan="2">Sl. No.</th><th rowspan="2">Description</th><th rowspan="2">Unit</th><th colspan="2">Rate per GRT</th></tr><tr><th>Foreign-going vessel (in US \$)</th><th>Coastal vessel (in Rs.)</th></tr><tr><td>2.</td><td>Vessels carrying crude oil or petroleum products including LPG</td><td></td><td></td><td></td></tr><tr><td></td><td>1] Upto and inclusive of 30,000 GRT</td><td></td><td>US \$ 0.7975</td><td>21.31</td></tr><tr><td></td><td>2] 30,001 to 60,000 GRT</td><td></td><td>US \$23925 + US \$</td><td>Rs.639308 + Rs.17.04</td></tr></table>				Sl. No.	Description	Unit	Rate per GRT		Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)	2.	Vessels carrying crude oil or petroleum products including LPG					1] Upto and inclusive of 30,000 GRT		US \$ 0.7975	21.31		2] 30,001 to 60,000 GRT		US \$23925 + US \$	Rs.639308 + Rs.17.04	<table><tr><th rowspan="2">Sl. No.</th><th rowspan="2">Description</th><th rowspan="2">Unit</th><th colspan="2">Rate per GRT</th></tr><tr><th>Foreign-going vessel (in US \$)</th><th>Coastal vessel (in Rs.)</th></tr><tr><td>2.</td><td>Vessels carrying crude oil or petroleum products including LPG</td><td></td><td></td><td></td></tr><tr><td></td><td>1] Upto and inclusive of 30,000 GRT</td><td></td><td>US \$ 0.9171</td><td>24.51</td></tr><tr><td></td><td>2] 30,001 to 60,000 GRT</td><td></td><td>US \$27513 + US \$</td><td>Rs.735195 + Rs.19.60</td></tr></table>	Sl. No.	Description	Unit	Rate per GRT		Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)	2.	Vessels carrying crude oil or petroleum products including LPG					1] Upto and inclusive of 30,000 GRT		US \$ 0.9171	24.51		2] 30,001 to 60,000 GRT		US \$27513 + US \$	Rs.735195 + Rs.19.60
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			GRT	0.6379 per GRT over 30,000 GRT	per GRT over30,000 GRT				GRT	0.7336 per GRT over30,000 GRT	per GRT over30,000 GRT	
		3] 60,001and above GRT		US \$ 43063 + US \$	Rs.1150618 +			3] 60,001and above GRT		US \$ 49521 + US \$	Rs.1323075 + Rs.17.16 per GRT over 60,000 GRT	
				0.5581 per GRT over 60,000 GRT	Rs.14.92 per GRT over 60,000 GRT					0.6419 per GRT over60,000 GRT		
		4] Minimum charges payable		US \$ 2275.36	60820.71			4] Minimum charges payable		US \$ 2616.67	69943.81	
								The Tariff is increased by 15% for Pilotage for Vessels carrying crude oil or petroleum products including LPG.				
7	Section 2.2.1 Schedule of Pilotage Fee for Vessels						Section 2.2.1 Schedule of Pilotage Fee for Vessels					
	3. In case of cold move 25% of pilotage charges shall be levied extra for each cold move.						3. In case of Cold Move 50% of pilotage charges shall be levied extra for each movement.					
							4. In case of Restricted Power of vessel 25% of Pilotage charges shall be levied extra for each movement.					
8	Section 2.2.3 Shifting Charges						Section 2.2.3 Shifting Charges					
	Sl. No.	Description	Unit	Rate per GRT			Sl. No.	Description	Unit	Rate per GRT		Existing condition modified as per instructions from Marine Dept.
				Foreign-going vessel (US \$)	Coastal vessel (in Rs.)					Foreign-going vessel (US \$)	Coastal vessel (in Rs.)	
	2.	In case of cold move during shifting, 25% of the shifting charges shall be levied extra.					2.	In case of cold move during shifting, 50% of the shifting charges shall be levied extra.				

9	Section 2.2.4 General Notes relating to Pilotage/Shifting				Section 2.2.4 General Notes relating to Pilotage/Shifting																																				
	5. 50% exemption in the applicable charges shall be extended for first shifting whenever the vessel shifts after lightening or for up topping. 50% concession in case of first shifting of vessel to Roads after lighterage/ for uptooping. 13. During the course of hot movement, if a vessel fails to offer its full power for a duration not exceeding 5 minutes, it shall not be considered as cold move.				5. 50% exemption in the applicable charges shall be extended for first shifting whenever the vessel shifts after lightening or after achieving inner harbour draft or for up topping. 50% concession in case of first shifting of vessel to Roads after lighterage/after achieving inner harbour draft/ for uptooping. 13. During the course of any movement, if the vessel’s engines/steering fails for a duration exceeding 1 minute, it shall be considered as a cold move.				Existing condition modified as per instructions from Traffic Department for Point 5 and Marine Dept for Point 13 & 14.																																
					14. Any craft license under the VPA Harbour Craft Rules, all the movements within the Port Limits are considered as shifting and any such craft, issued with a “Pass Pilot” is exempted from Pilotage.				New condition added as per instructions from Marine Dept.																																
10	Section 2.2.5 Detention Charges				Section 2.2.5 Detention Charges																																				
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12	Section 2.3.2 Concession in Berth Hire shall be extended in the following cases	Section 2.3.2 Concession in Berth Hire shall be extended in the following cases																																																																													
	<table><tr><th>Particulars</th><th>Concession</th></tr><tr><td>(a). Vessels berthed at any Hindustan Shipyard Jetty, Dredgerlay by Jetty, or at any jetty or moorings in the port waters [except fishing harbour] or vessels berthed alongside another vessel already at berth/ moorings/ jetty.</td><td>For Iron ore/ pellets (Mech.) and POLvessels = 50% of applicable berth hire. For residual category = 50% of non-craneberth hire</td></tr></table>	Particulars	Concession	(a). Vessels berthed at any Hindustan Shipyard Jetty, Dredgerlay by Jetty, or at any jetty or moorings in the port waters [except fishing harbour] or vessels berthed alongside another vessel already at berth/ moorings/ jetty.	For Iron ore/ pellets (Mech.) and POLvessels = 50% of applicable berth hire. For residual category = 50% of non-craneberth hire	<table><tr><th>Particulars</th><th>Concession</th></tr><tr><td>(a). Vessels and work boats berthed at any Hindustan Shipyard Jetty, Dredgerlay by Jetty, or at any jetty or moorings in the port waters [except fishing harbour] or vessels berthed alongside another vessel already at berth/ moorings/ jetty.</td><td>For Iron ore/ pellets (Mech.), POL vessels and Residual Category = 50% of applicable berth hire.</td></tr></table>	Particulars	Concession	(a). Vessels and work boats berthed at any Hindustan Shipyard Jetty, Dredgerlay by Jetty, or at any jetty or moorings in the port waters [except fishing harbour] or vessels berthed alongside another vessel already at berth/ moorings/ jetty.	For Iron ore/ pellets (Mech.), POL vessels and Residual Category = 50% of applicable berth hire.	Existing condition modified as per instructions from Traffic Dept.																																																																				
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13	Section 2.3.3 Penalty	Section 2.3.3 Penalty																																																																													
		<p>(3). <u>For Pollution</u></p> <p>(i) Charges for not landing of Garbage will be Rs. 10,000.</p> <p>(ii) Apart from clean up charges for polluting port waters (as per actuals incurred for clearing) a fine of Rs. 50,000/- per incident.</p> <p>(iii) Penalty for emitting excess smoke while vessel in port is Rs. 50,000/-.</p>	New condition added as per instructions from Marine Dept.																																																																												

14	Section 2.3.4 General Notes relating to Berth hire:	Section 2.3. Notes	
	<p>(1). The time for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.</p> <p>(2). (i). There shall be a time limit beyond which berth hire shall not apply, the berth hire shall stop 4 hrs after the time of vessel signaling its readiness to sail.</p> <p>(ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal condition or on account of inclement weather or due to absence of night navigation facilities.</p> <p>(iii). The Master/ Agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather condition.</p> <p>(iv). There shall be penal berth hire equal to one day's berth hire charge for a false signal. "False signal" would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions".</p> <p>(3). Ousting Priority/ Priority Berth Hire:</p> <p>(i). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 100% of the berth hire calculated for the total period of actual stay at the berth, whichever is higher, shall be levied.</p> <p>(ii). For "priority berthing" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 75% of the berth hire, calculated for the total period of actual stay at the berth whichever is higher, shall be levied.</p> <p>(iii). If a vessel is shifted from the working berth to Anchorage/ idle berth/ mooring to accommodate ousting priority vessel and brought back to working berth subsequently, the shiftings/ pilotage of such vessel shall be levied on the vessel enjoying ousting priority. At the same time, berth hire charges of the ousted vessel if shifted to idle berth shall also be borne by vessel enjoying priority.</p> <p>(iv). Where a working berth is already vacant for want of a vessel and a vessel having priority/ ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (un-readiness of documents/ lack of cargo/ lack of ullage/ hatch cleaning/ receivers or shippers not willing to work), it is not</p>	<p>(1). The time for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.</p> <p>(2). (i). 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At the same time, berth hire charges of the ousted vessel if shifted to idle berth shall also be borne by vessel enjoying priority.</p> <p>(iv). Where a working berth is already vacant for want of a vessel and a vessel having priority/ ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (un-readiness of documents/ lack of cargo/ lack of ullage/ hatch cleaning/ receivers or shippers not willing to work), it is not</p>	Existing condition modified for better presentation and understanding.

<p>treated as priority berthing and in such cases no priority berthing charges will be levied.</p> <p>(v). The fee for according priority/ ousting priority as indicated above shall be charged from all the vessels except the following categories:</p> <p>(a). Vessels carrying cargo on account of Ministry of Defense. (b). Defense vessels coming on goodwill visits.</p> <p>(c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.</p> <p>(d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.</p> <p>(e). Coastal vessels which will be accorded priority berthing.</p> <p>(f). For vessels berthed as per Port's berthing policy without availing any specific priority.</p> <p>(4). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.</p> <p>(5). No Berth hire shall be levied for the period the vessel is compelled to idle at berth for continuously for one hour or more due to non-availability/ break down of all shore cranes/ port equipment and any other reasons including power failure attributable to the port.</p> <p>(6). Board may consider exemption/ waiver of berth hire/ roadstead charges for the period during which the vessel waits/ remains idle at berth/ jetty/ mooring/ anchorage due to reasons like strike by DLB/ Port/ Any category of Port workers.</p> <p>(7). Berth hire charges for vessels berthed at EQ -7</p> <p>(a). EQ 7 berth will be Harbour Mobile Crane (HMC) mandatory berth and "Non crane berth Hire" rates will be levied for berth hire.</p> <p>(b). In case of Bulk/ Break Bulk cargo vessels berthed at EQ-7 engages HMC, and due to break down of HMC or for any other reason, if the vessels resort to use ELL wharf cranes, then "crane Berth Hire" will be collected for the total hours or part thereof for the hours ELL wharf crane is used.</p> <p>(c). In case of Bulk/ Break Bulk cargo vessels berthed at EQ 7, if only ship cranes or HMC or both are engaged for entire cargo handling operations, then non crane berth hire charges will be levied for the total stay of vessels at EQ 7.</p> <p>(8). When a Tanker berthed at Oil Wharfs on priority, does not complete its cargo handling operation in time, penalty equivalent to 100% berth hire charges</p>	<p>treated as priority berthing and in such cases no priority berthing charges will be levied.</p> <p>(v). The fee for according priority/ ousting priority as indicated above shall be charged from all the vessels except the following categories:</p> <p>(a). Vessels carrying cargo on account of Ministry of Defense. (b). Defense vessels coming on goodwill visits.</p> <p>(c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.</p> <p>(d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.</p> <p>(e). Coastal vessels which will be accorded priority berthing.</p> <p>(f). For vessels berthed as per Port's berthing policy without availing any specific priority.</p> <p>(4). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.</p> <p>(5). No Berth hire shall be levied for the period the vessel is compelled to idle at berth for continuously for one hour or more due to non-availability/ break down of all shore cranes/ port equipment and any other reasons including power failure attributable to the port.</p> <p>(6). Board may consider exemption/ waiver of berth hire/ roadstead charges for the period during which the vessel waits/ remains idle at berth/ jetty/ mooring/ anchorage due to reasons like strike by DLB/ Port/ Any category of Port workers.</p> <p>(7). When a Tanker berthed at Oil Wharfs on priority, does not complete its cargo handling operation in time, penalty equivalent to 100% berth hire charges will be levied for extra hours of stay at berth and priority will not be considered for the same Shipper/ Receiver for their immediate next vessel.</p> <p>(8). In case, if a vessel is having priority, but by virtue if the same vessel is senior, no Priority charges will be collected.</p> <p>(9). Uniform procedure for levy of penal berth hire charges and grant of incentive under the berthing policy 2016, as per relevant tariff approved by VPA.</p>	<table border="1"><tr><th data-bbox="1338 1406 1400 1503">Sr. No</th><th data-bbox="1400 1406 1741 1503">Category of Berth</th><th data-bbox="1741 1406 2279 1503">Incentive to be granted and penal berth hire charges to be levied on the following agencies</th></tr></table>	Sr. No	Category of Berth	Incentive to be granted and penal berth hire charges to be levied on the following agencies
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				2	Conventional berth handling Dry Bulk/ Break Bulk Cargo	Stevedoring Agents																																												
				3	Liquid Berths	Shipping/ Vessel Agents																																												
15	Section 2.3.5 Road Stead Charges				Section 2.3.5 Road Stead Charges																																													
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	<p>5) Vessels shifted to roads for continuing loading/ unloading for want of cargo/ non-availability of space to discharge cargo, shifting due to poor performance or shifting due to the concerned Steamer Agent's request, the rates at slab-4 of the above scheduled rates shall be levied from the time of re-anchoring/ shifting till readiness.</p> <p>6) Vessels is shifted/ outsed to accommodate ousting priority vessels to roads as per Port berthing policy, shall attract road stead charges as per slab-2 of the above schedule from time of their shifting/ ousting to roads upto 384 hrs, and thereafter rates at slab-4 shall be applied. Road Stead charges are to be collected from the vessel which is shifted to Roads but not from the Vessel which was berthed on ousting priority.</p> <p>7) Vessels shifted due to emergency/ cyclonic condition shall attract road stead charges as per the slab rates.</p> <p>8) Whenever vessel shifts to roads and goes to another berth for up-topping or lightening, the vessel stoyal at roads shall be charged the rates at 2nd slab from the time of its shifting to roads till 384 hours and thereafter, rates at slab 4 shall be applied.</p> <p>9) Once vessel sailed from Port and drop at anchorage, for any reason, whatever rates at 2nd slab shall be levied upto 384 hours and thereafter rates at slab 4 shall be levied.</p> <p>10) The rate mentioned in the slab above shall be made applicable irrespective of the availability/ non-availability of berth(s).</p>	<p>5) Vessels shifted to roads for continuing loading/ unloading for want of cargo/ non-availability of space to discharge cargo, shifting due to poor performance or shifting due to the concerned Steamer Agent's request, the rates at slab-3 of the above scheduled rates shall be levied from the time of re-anchoring/ shifting till readiness.</p> <p>6) Vessels is shifted/ outsed to accommodate ousting priority vessels to roads as per Port berthing policy, shall attract road stead charges as per slab-2 of the above schedule from time of their shifting/ ousting to roads upto 144 hrs, and thereafter rates at slab-3 shall be applied. Road Stead charges are to be collected from the vessel which is shifted to Roads but not from the Vessel which was berthed on ousting priority.</p> <p>7) Vessels shifted due to emergency/ cyclonic condition shall attract road stead charges as per the slab rates.</p> <p>8) Whenever vessel shifts to roads and goes to another berth for up-topping or lightening, the vessel stoyal at roads shall be charged the rates at 2nd slab from the time of its shifting to roads till 144 hours and thereafter, rates at slab 3 shall be applied.</p> <p>9) Once vessel sailed from Port and drop at anchorage, for any reason, whatever rates at 2nd slab shall be levied upto 144 hours and thereafter rates at slab 3 shall be levied.</p> <p>10) The rate mentioned in the slab above shall be made applicable irrespective of the availability/ non-availability of berth(s).</p>	
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16	Section 2.3.6 Tariff at SPM					Section 2.3.6 Tariff at SPM					
	Sl. No.	Vessel related charges	Foreign in US \$	Coastal in Rs.	Remarks	Sl. No.	Vessel related charges	Foreign in US \$	Coastal in Rs.	Remarks	
	1)	Port dues vessels entering outerharbour (Rate per GRT)	0.5019	13.44	One time payment based on GRT of the vessel for each entry	1)	Port dues vessels entering outerharbour (Rate per GRT)	0.5772	15.45	One time payment based on GRT of the vessel for each entry	
	2)	Pilotage				2)	Pilotage				
		a) Vessel of GRT 30001 and above (Rate per GRT)	0.79	21.06	One time payment based on GRT of the vessel for one inward and one outward movement		a) Vessel of GRT 30001 and above (Rate per GRT)	0.91	24.22	One time payment based on GRT of the vessel for one inward and one outward movement	

	<table><tr><td></td><td>b) For on Board stay 1st pilot</td><td>14.25</td><td>955.90</td><td>Per hour or part thereof stay atSPM</td></tr><tr><td>3)</td><td>Mooring/ Berthing charges</td><td>185.76</td><td>8276.28</td><td>One time for each operation</td></tr><tr><td>4)</td><td>Unmooring/ unberthing charges</td><td>185.76</td><td>8276.28</td><td>One time for each operation</td></tr><tr><td>5)</td><td>Tug charges</td><td>704.14</td><td>18821.46</td><td>Per hour or part thereof subject tominimum of 2 hours</td></tr><tr><td>6)</td><td>Anchorage charges per GRT</td><td>0.0022</td><td>0.0545</td><td>Charges per GRT of the vesselper hour of stay at SPM</td></tr><tr><td>7)</td><td>For usage of VPT tug (Allowances& refreshments for crew)</td><td>236.97</td><td>10557.09</td><td>Per shift of 8 hours</td></tr></table> <p>Note: Shifting charges will be collected for vessels shifted from/ to SPM, OSTT and also atAnchorage & other Operational are as other than berths.</p>		b) For on Board stay 1st pilot	14.25	955.90	Per hour or part thereof stay atSPM	3)	Mooring/ Berthing charges	185.76	8276.28	One time for each operation	4)	Unmooring/ unberthing charges	185.76	8276.28	One time for each operation	5)	Tug charges	704.14	18821.46	Per hour or part thereof subject tominimum of 2 hours	6)	Anchorage charges per GRT	0.0022	0.0545	Charges per GRT of the vesselper hour of stay at SPM	7)	For usage of VPT tug (Allowances& refreshments for crew)	236.97	10557.09	Per shift of 8 hours	<table><tr><td></td><td>b) For on Board stay 1st pilot</td><td>16.39</td><td>1099.28</td><td>Per hour or part thereof stay atSPM</td></tr><tr><td>3)</td><td>Mooring/ Berthing charges</td><td>213.62</td><td>9517.72</td><td>One time for each operation</td></tr><tr><td>4)</td><td>Unmooring/ unberthing charges</td><td>213.62</td><td>9517.72</td><td>One time for each operation</td></tr><tr><td>5)</td><td>Tug charges</td><td>809.76</td><td>21644.68</td><td>Per hour or part thereof subject tominimum of 2 hours</td></tr><tr><td>6)</td><td>Anchorage charges per GRT</td><td>0.0025</td><td>0.063</td><td>Charges per GRT of the vesselper hour of stay at SPM</td></tr><tr><td>7)</td><td>For usage of VPT tug (Allowances& refreshments for crew)</td><td>272.52</td><td>12140.65</td><td>Per shift of 8 hours</td></tr></table> <p>Note: Shifting charges will be collected for vessels shifted from/ to SPM, OSTT and also atAnchorage & other Operational are as other than berths.</p> <p>The Tariff is increased by 15% for all the Vessel related Charges (VRC) at SPM Berth.</p>		b) For on Board stay 1st pilot	16.39	1099.28	Per hour or part thereof stay atSPM	3)	Mooring/ Berthing charges	213.62	9517.72	One time for each operation	4)	Unmooring/ unberthing charges	213.62	9517.72	One time for each operation	5)	Tug charges	809.76	21644.68	Per hour or part thereof subject tominimum of 2 hours	6)	Anchorage charges per GRT	0.0025	0.063	Charges per GRT of the vesselper hour of stay at SPM	7)	For usage of VPT tug (Allowances& refreshments for crew)	272.52	12140.65	Per shift of 8 hours	
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7)	For usage of VPT tug (Allowances& refreshments for crew)	272.52	12140.65	Per shift of 8 hours																																																											
17	Section 3.1. Consolidated charges for transshipment/ lighterage of Crude Oil and POL products in Outer Harbour.	Section 3.1. Consolidated charges for transshipment/ lighterage of Crude Oil and POL products in Outer Harbour.																																																													
	<p>Notes:</p> <p>(1). Crude Oil/ POL products transhipped/ lightened originally to daughter tanker and subsequently re-transhipped/ lightened to another tanker in the same call, wharfage charges shall be levied at Rs.2.00 per KL for second and subsequent transshipment/ lighterage operations.</p> <p>(2). Consolidated Charges shall include Port dues, pilotage fee, Berth hire charges, Fire Float and wharfage charges @ Rs. 2 per KL.</p> <p>(3). In case, a Mother vessel tranships/ lighten part cargo of Crude Oil/ POL products to daughter tanker to carry to other ports and discharges part cargo in the Port or vice versa, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the VPA Scale of Rates instead of consolidated charges.</p>	<p>Notes:</p> <p>(1). Crude Oil/ POL products transhipped/ lightened originally to daughter tanker and subsequently re-transhipped/ lightened to another tanker in the same call, wharfage charges shall be levied at Rs.3.45 per KL for second and subsequent transshipment/ lighterage operations.</p> <p>(2). Consolidated Charges shall include Port dues, pilotage fee, Berth hire charges, Fire Float and wharfage charges @ Rs. 3.45 per KL.</p> <p>(3). In case, a Mother vessel tranships/ lighten part cargo of Crude Oil/ POL products to daughter tanker to carry to other ports and discharges part cargo in the Port or vice versa, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the VPA Scale of Rates instead of consolidated charges.</p>																																																													

	<p>The element of wharfage of Rs.2/- per KL built in consolidated charges is also payable by mother vessel for the quantity transhipped/ lightened to daughter vessel.</p> <p>(5). A consolidated charge of Rs.27,000 shall be levied on Mother Tanker per each call towards preparation of fenders, shifting of fenders [Belonging to port/ oil industry/ ship owners] from anywhere in the port to alongside mother/ daughter tanker and vice-versa, disconnection of fenders, fender hire charges and overtime towards staff. This charge is payable by mother vessel calling at the port for transhipment/ lighterage operations within outer harbour.</p>	<p>The element of wharfage of Rs.3.45/- per KL built in consolidated charges is also payable by mother vessel for the quantity transhipped/ lightened to daughter vessel.</p> <p>(5). A consolidated charge of Rs.54,000 shall be levied on Mother Tanker per each call towards preparation of fenders, shifting of fenders [Belonging to port/ oil industry/ ship owners] from anywhere in the port to alongside mother/ daughter tanker and vice-versa, disconnection of fenders, fender hire charges and overtime towards staff. This charge is payable by mother vessel calling at the port for transhipment/ lighterage operations within outer harbour.</p>																																																																																											
18	Section 3.3 Tariff for transhipment/ lighterage of Dry cargo at Inner Harbour/ Outer Harbour	Section 3.3 Tariff for transhipment/ lighterage of Dry cargo at Inner Harbour/ Outer Harbour																																																																																											
	<ul style="list-style-type: none">- A wharfage of Rs.6 per tonne shall be levied on such transhipment/ lighterage and carried to other ports. The said wharfage rate is not applicable on dry bulk cargo transhipped/ lightened and carried to terminals of the BOT operators operating in the VPA.- Lighterage/ uptopping charges @ Rs.3 per tonne shall be levied in addition to wharfage for discharge/ loading at other berths (excluding BOT berths).	<ul style="list-style-type: none">- A wharfage of Rs.6.81 per tonne shall be levied on such transhipment/ lighterage and carried to other ports. The said wharfage rate is not applicable on dry bulk cargo transhipped/ lightened and carried to terminals of the BOT operators operating in the VPA.- Lighterage/ uptopping charges @ Rs.3.40 per tonne shall be levied in addition to wharfage for discharge/ loading at other berths (excluding BOT berths).																																																																																											
19	Section 4.1 Wharfage	Section 4.1 Wharfage																																																																																											
	<table><tr><th>Item No.</th><th>Nomenclature</th><th>Unit</th><th>Foreign Rate (in Rs.)</th><th>Coastal Rate (in Rs.)</th></tr><tr><td>15.</td><td>Other Chemicals</td><td>Per Tonne</td><td></td><td></td></tr><tr><td></td><td>Methalene Chloride</td><td></td><td>408.50</td><td>245.10</td></tr><tr><td></td><td>ISC Propylene Alcohol</td><td></td><td>527.65</td><td>316.59</td></tr><tr><td></td><td>Toluene</td><td></td><td>402.83</td><td>241.70</td></tr><tr><td></td><td>Cyclo Hexane</td><td></td><td>289.36</td><td>173.61</td></tr><tr><td></td><td>Hexane in Bulk</td><td></td><td>540.13</td><td>324.53</td></tr><tr><td></td><td>Other Chemicals (other than listed at 15 above)</td><td>Advalorem</td><td>0.90%</td><td>0.54%</td></tr></table>	Item No.	Nomenclature	Unit	Foreign Rate (in Rs.)	Coastal Rate (in Rs.)	15.	Other Chemicals	Per Tonne				Methalene Chloride		408.50	245.10		ISC Propylene Alcohol		527.65	316.59		Toluene		402.83	241.70		Cyclo Hexane		289.36	173.61		Hexane in Bulk		540.13	324.53		Other Chemicals (other than listed at 15 above)	Advalorem	0.90%	0.54%	<table><tr><th>Item No.</th><th>Nomenclature</th><th>Unit</th><th>Foreign Rate (in Rs.)</th><th>Coastal Rate (in Rs.)</th></tr><tr><td>5.</td><td>Alumina (Mechanised Handling)</td><td>Per Tonne</td><td>70.21</td><td>42.13</td></tr><tr><td>16.</td><td>Other Chemicals</td><td>Per Tonne</td><td></td><td></td></tr><tr><td></td><td>Methalene Chloride</td><td></td><td>469.78</td><td>281.87</td></tr><tr><td></td><td>ISC Propylene Alcohol</td><td></td><td>606.80</td><td>364.08</td></tr><tr><td></td><td>Toluene</td><td></td><td>463.25</td><td>277.95</td></tr><tr><td></td><td>Cyclo Hexane</td><td></td><td>332.76</td><td>199.66</td></tr><tr><td></td><td>Hexane in Bulk</td><td></td><td>621.15</td><td>373.21</td></tr><tr><td></td><td>Acrylonitrile (ACN)</td><td></td><td>212.00</td><td>127.20</td></tr><tr><td></td><td>Other Chemicals (other than listed at 15 above)</td><td>Advalorem</td><td>1.04%</td><td>0.62%</td></tr></table>	Item No.	Nomenclature	Unit	Foreign Rate (in Rs.)	Coastal Rate (in Rs.)	5.	Alumina (Mechanised Handling)	Per Tonne	70.21	42.13	16.	Other Chemicals	Per Tonne				Methalene Chloride		469.78	281.87		ISC Propylene Alcohol		606.80	364.08		Toluene		463.25	277.95		Cyclo Hexane		332.76	199.66		Hexane in Bulk		621.15	373.21		Acrylonitrile (ACN)		212.00	127.20		Other Chemicals (other than listed at 15 above)	Advalorem	1.04%	0.62%	Existing condition and tariff Modified as per instructions from Port.
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		The Wharfage Tariff of Alumina (Mechanised Handling) is increased by 10%. And the Other Chemicals is increased by 15%. Item 3 and 6 are added as a new line item.																																																																							
	<table><tr><th>Item No.</th><th>Nomenclature</th><th>Unit</th><th>Foreign Rate (in Rs.)</th><th>Coastal Rate (in Rs.)</th></tr><tr><td>16.</td><td>Petroleum Products (Except LPG)</td><td>KL</td><td>100.08</td><td>100.08</td></tr><tr><td>17.</td><td>Crude oil</td><td></td><td></td><td></td></tr><tr><td></td><td>(a). Crude oil at VPT berths</td><td>Per Tonne</td><td>83.97</td><td>83.97</td></tr><tr><td>26.</td><td>Liquid Ammonia, Molten Sulphur, Rock phosphateand Sulphur</td><td>Per Tonne</td><td>56.74</td><td>34.04</td></tr><tr><td>27.</td><td>LPG</td><td>Per Tonne</td><td>277.78</td><td>166.67</td></tr><tr><td>31.</td><td>Phosphoric/ Sulphuric acid</td><td>Per Tonne</td><td>79.43</td><td>47.66</td></tr></table>	Item No.	Nomenclature	Unit	Foreign Rate (in Rs.)	Coastal Rate (in Rs.)	16.	Petroleum Products (Except LPG)	KL	100.08	100.08	17.	Crude oil					(a). Crude oil at VPT berths	Per Tonne	83.97	83.97	26.	Liquid Ammonia, Molten Sulphur, Rock phosphateand Sulphur	Per Tonne	56.74	34.04	27.	LPG	Per Tonne	277.78	166.67	31.	Phosphoric/ Sulphuric acid	Per Tonne	79.43	47.66	<table><tr><th>Item No.</th><th>Nomenclature</th><th>Unit</th><th>Foreign Rate (in Rs.)</th><th>Coastal Rate (in Rs.)</th></tr><tr><td>17.</td><td>Petroleum Products (Except LPG)</td><td>KL</td><td>115.10</td><td>115.10</td></tr><tr><td>18.</td><td>Crude oil</td><td></td><td></td><td></td></tr><tr><td></td><td>(a). Crude oil at VPT berths</td><td>Per Tonne</td><td>96.57</td><td>96.57</td></tr><tr><td>27.</td><td>Liquid Ammonia, Molten Sulphur, Rock phosphate andSulphur</td><td>Per Tonne</td><td>59.57</td><td>35.74</td></tr><tr><td>28.</td><td>LPG</td><td>Per Tonne</td><td>319.45</td><td>191.67</td></tr><tr><td>32.</td><td>Phosphoric/ Sulphuric acid</td><td>Per Tonne</td><td>83.40</td><td>50.04</td></tr></table> <p>The Wharfage Tariff of Petroleum Products (Except LPG), Crude Oil & LPG is increased by 15%. And the Wharfage Tariff of Liquid Ammonia, Molten Sulphur, Rock Phosphate and Sulphur & Phosphoric/Sulphuric Acid is increased by 5%.</p>	Item No.	Nomenclature	Unit	Foreign Rate (in Rs.)	Coastal Rate (in Rs.)	17.	Petroleum Products (Except LPG)	KL	115.10	115.10	18.	Crude oil					(a). Crude oil at VPT berths	Per Tonne	96.57	96.57	27.	Liquid Ammonia, Molten Sulphur, Rock phosphate andSulphur	Per Tonne	59.57	35.74	28.	LPG	Per Tonne	319.45	191.67	32.	Phosphoric/ Sulphuric acid	Per Tonne	83.40	50.04	
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20	Section 4.6 Demurrage Charges/Storage Charges					Section 4.5 Demurrage Charges/Storage Charges																																																																			
	Section 4.6.1 Free Storage period in the transit accommodation					Section 4.5.1 Free Storage period in the transit accommodation and the Demurrage Charge																																																																			
	<table><tr><th>Sl. No.</th><th>Description</th><th>Free period</th></tr><tr><td>1.</td><td>Import Cargo i. Import cargo ii. Project cargo</td><td>5 days 20 days</td></tr><tr><td>2.</td><td>Export cargo</td><td>30 days</td></tr><tr><td>3.</td><td>Goods landed for transhipment</td><td>10 days</td></tr></table>					Sl. No.	Description	Free period	1.	Import Cargo i. Import cargo ii. Project cargo	5 days 20 days	2.	Export cargo	30 days	3.	Goods landed for transhipment	10 days	<table><tr><th>Description</th><th>Import Cargo</th><th>Project Cargo</th><th>Export Cargo</th><th>Goods landed for Transhipment</th></tr><tr><td>Free Period in Days</td><td>5 days</td><td>20 days</td><td>30 days</td><td>10 days</td></tr><tr><td>Thereafter</td><td colspan="4">Rs. 25.00 per Tonne / Cubic Metre or part thereof for every Day or part thereof</td></tr></table>					Description	Import Cargo	Project Cargo	Export Cargo	Goods landed for Transhipment	Free Period in Days	5 days	20 days	30 days	10 days	Thereafter	Rs. 25.00 per Tonne / Cubic Metre or part thereof for every Day or part thereof				Existing condition and tariff Modified as per instructions from Traffic Dept.																																			
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21	Section 4.6.2 (a) Demurrage charge on other than import general/import project cargo					Section 4.5.2 (a) Demurrage charge on other than import general/import project cargo																																																																			

	<table><tr><th>Item No.</th><th>Description</th><th>Charges payable</th></tr><tr><td>1.</td><td>For the first six days after the expiryof free period</td><td>Rs.23.72 per tonne/ Cu. Meter or part thereof for every three days or part thereof.</td></tr><tr><td>2.</td><td>For the next six days</td><td>Rs.47.43 per tonne/ Cu. Meter or part thereof for every three days or part thereof.</td></tr><tr><td>3.</td><td>Thereafter</td><td>Rs.23.72 per tonne/ Cu. Meter or part thereof for everyday or part thereof.</td></tr></table>	Item No.	Description	Charges payable	1.	For the first six days after the expiryof free period	Rs.23.72 per tonne/ Cu. Meter or part thereof for every three days or part thereof.	2.	For the next six days	Rs.47.43 per tonne/ Cu. Meter or part thereof for every three days or part thereof.	3.	Thereafter	Rs.23.72 per tonne/ Cu. Meter or part thereof for everyday or part thereof.	DELETED	Existing condition and tariff deleted as per instructions from Traffic Dept.								
Item No.	Description	Charges payable																					
1.	For the first six days after the expiryof free period	Rs.23.72 per tonne/ Cu. Meter or part thereof for every three days or part thereof.																					
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3.	Thereafter	Rs.23.72 per tonne/ Cu. Meter or part thereof for everyday or part thereof.																					
22	Section 4.6.2 (b) Demurrage charges on import general/import project cargo	Section 4.5.2 (b) Demurrage charges on import general/import project cargo																					
	<table><tr><th>Sl. No.</th><th>General cargo</th><th>Project cargo</th><th>Description</th></tr><tr><td>1.</td><td>1st day to 5th day</td><td>1st day to 20th day</td><td>Free days as per Scale of Rates</td></tr><tr><td>2.</td><td>6th day to 25th day</td><td>21st day to 26th day</td><td>To collect one time rates prescribed inschedule 4.6.2.(a) of SOR</td></tr><tr><td>3.</td><td>26th day to 40th day</td><td>27th day to 40th day</td><td>5 time rates prescribed in schedule 4.6.2.(a) of SOR</td></tr><tr><td>4.</td><td>41st day onwards</td><td>41st day onwards</td><td>10 time rates prescribed in schedule4.6.2.(a) of SOR</td></tr></table> <p>Notes:</p> <p>(1). In case of goods for which wharfage charges are collected on ‘ad valorem’ basis, demurrage shall be levied on ‘per tonne’ basis. In all other cases demurrage shall be levied on ‘per tonne’ basis or ‘per cubic meter’ basis as the case may be based on the wharfage charges collected.</p> <p>(2). For goods lying in Open space/ Area 50% of charges mentioned above shall be levied.</p> <p>(3). If operational area is leased on rental to users, demurrages on cargo stored therein shall not be levied again.</p> <p>(4). Demurrage on goods detained: The following periods shall be excluded from the calculation of any period for which free storage is allowed under this Rule viz.: (i). Any period during which goods are detained by the Port Health Officer before being destroyed.</p>	Sl. No.	General cargo	Project cargo	Description	1.	1 st day to 5 th day	1 st day to 20 th day	Free days as per Scale of Rates	2.	6 th day to 25 th day	21 st day to 26 th day	To collect one time rates prescribed inschedule 4.6.2.(a) of SOR	3.	26 th day to 40 th day	27 th day to 40 th day	5 time rates prescribed in schedule 4.6.2.(a) of SOR	4.	41 st day onwards	41 st day onwards	10 time rates prescribed in schedule4.6.2.(a) of SOR	<p>Table Deleted</p> <p>Notes: Added as continuing notes with 4.5.1</p>	Existing condition and tariff deleted as per instructions from Traffic Dept.
Sl. No.	General cargo	Project cargo	Description																				
1.	1 st day to 5 th day	1 st day to 20 th day	Free days as per Scale of Rates																				
2.	6 th day to 25 th day	21 st day to 26 th day	To collect one time rates prescribed inschedule 4.6.2.(a) of SOR																				
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4.	41 st day onwards	41 st day onwards	10 time rates prescribed in schedule4.6.2.(a) of SOR																				

- (ii). 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/ Exporters;
- (iii). Where goods are detained by the Commissioner of Customs on account of Import/ Export Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/ Exporter, for such period of detention under 4 (i) and (ii), the demurrage charges shall be recovered as under:

Sl. No.	Description	Amount
i.	First 5 hours	Free
ii.	6 th to 10 th hour	Free – subject to limiting the free time from 6 th hour to 10 th hour or berthing of subsequent vessels, whichever is earlier. Thereafter, Rs.6585.47 per hour or part thereof will be charged in this slab.
iii.	11 th to 15 th hour	Rs.6585.47 per hour or part thereof
iv.	16 th to 20 th hour	Rs.13170.93 per hour or part thereof
v	21 st hour	Rs.32927.34 per hour or

	<table><tr><td></td><td>onwards</td><td>part thereof</td></tr></table> <div><div>1) Port reserves the right shift the cargo at the cost of the receiver/ shipper.</div><div>2) Demurrage shall not accrue for the period during which the port is not in a positionto effect delivery of import cargo of shipment of export cargo when requested by theuser.</div><div>3) “Wharf demurrage shall be levied berth wise as per the slab rates, irrespective of shifting of vessel done either by Port or at the agent’s request.</div></div>		onwards	part thereof																														
	onwards	part thereof																																
23	Section 4.7.1. Charges for handling cargo (labour charges) The handling charges prescribed herein below shall be levied for the following cargo items in addition to levy of wharfage: (i). Machinery (import) (ii). Timber logs & wood items (import) (iii). All varieties of refractory raw materials in bags/ cases (import) and General cargo and bagged cargo (imports)	Section 4.6.1. Charges for handling cargo (labour charges) The handling charges prescribed herein below shall be levied for the following cargo items in addition to levy of wharfage: (i). Machinery (import) (ii). Timber logs & wood items (import) (iii). All varieties of refractory raw materials in bags/ cases (import) and General cargo and bagged cargo (imports) The rates for the above-mentioned cargo items are as follows: <table><tr><th>Item No.</th><th>Description</th><th>Unit</th><th>Rate (in Rs.)</th></tr><tr><td>1.</td><td>Packages/ Bags weighing upto and including 1 tonne.</td><td>1000 Kgs.</td><td>64.66</td></tr><tr><td>2.</td><td>Packages weighing over 1 tonne and upto and inclusive of 3 tonnes.</td><td>1000 Kgs.</td><td>71.84</td></tr><tr><td>3.</td><td>Packages weighing over 3 tonnes.</td><td>1000 Kgs.</td><td>80.83</td></tr><tr><td>4.</td><td>Cranes used for conveying import cargo from Barge to the Quay when Port provides a Crane.</td><td>1000 Kgs.</td><td>6.29</td></tr><tr><td>5.</td><td>Labour handling charges in barges/ lighters supplied for import Cargo.</td><td>1000 Kgs.</td><td>17.96</td></tr><tr><td>6.</td><td>For shifting of Container from one place to another within the Dock Area.</td><td>Per Container per each shifting (Load or Empty)</td><td>289.16</td></tr></table> (iv) For Cargo temporarily landed and reshipped by the same vessel the tariff is as follows <table><tr><th>Description</th><th>Unit</th><th>Rate (in Rs.)</th></tr></table>	Item No.	Description	Unit	Rate (in Rs.)	1.	Packages/ Bags weighing upto and including 1 tonne.	1000 Kgs.	64.66	2.	Packages weighing over 1 tonne and upto and inclusive of 3 tonnes.	1000 Kgs.	71.84	3.	Packages weighing over 3 tonnes.	1000 Kgs.	80.83	4.	Cranes used for conveying import cargo from Barge to the Quay when Port provides a Crane.	1000 Kgs.	6.29	5.	Labour handling charges in barges/ lighters supplied for import Cargo.	1000 Kgs.	17.96	6.	For shifting of Container from one place to another within the Dock Area.	Per Container per each shifting (Load or Empty)	289.16	Description	Unit	Rate (in Rs.)	Existing Tariff and conditions modified for better presentation and understanding.
Item No.	Description	Unit	Rate (in Rs.)																															
1.	Packages/ Bags weighing upto and including 1 tonne.	1000 Kgs.	64.66																															
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Description	Unit	Rate (in Rs.)																																

		<table><tr><td>When handled by Port Labour</td><td>Per 1000 Kgs.</td><td>Rs.28.91 ps</td></tr></table>	When handled by Port Labour	Per 1000 Kgs.	Rs.28.91 ps	
When handled by Port Labour	Per 1000 Kgs.	Rs.28.91 ps				
		<p>Notes:</p> <p>(1). The handling charges specified for Item Nos.1, 2 and 3 are inclusive of equipment hirecharges.</p> <p>(2). (i). In case the trailers are supplied by the steamer agents/ receivers or his agents(wherever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at item nos.1, 2 & 3 of Schedule of Labour Charges.</p> <p>(ii). In case the operation necessitates the deployment of only shore handling equipment and in the event of supply of this equipment by the steamer agents/receivers or his agents (wherever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at items nos.1, 2 & 3 of Schedule of Labour Charges.</p> <p>(iii). In case both trailers as well as handling equipment for handling and transportation of import General Cargo including timber logs but excluding containers are supplied by the steamer agents/ receivers or his agents (wherever required), a rebate of 50% shall be given on the rates specified on item nos.1, 2 & 3 of Schedule of Labour Charges.</p> <p>(3). No charges shall be levied for incidental movements in handling of containers.</p> <p>(4). Extra charges shall be levied for the equipment supplied as applicable.</p> <p>(5). In case of handling coastal cargo eligible for concessional tariff and for coastal containers involving ship-shore transfer from/ quay to/ from storage yard, 60% of the rates prescribed in the above Schedules will be levied.</p> <p>(6). The Port does not assume custody of the Export Cargo.</p> <p>(7). The Port lands import cargo, assumes custody of it, conveys to transit space and sorts for delivery all import cargo including cargo discharged into lighters, except cargo in bulk, live animals not in crates and other cargo for which overside delivery direct from ship is permitted in special cases by the Port and the Customs Authorities.</p> <p>(8). In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces.</p>				

		(9). In case of Cargo temporarily landed on the quay or into lighters either from a vessel berthed at Quay berth or from a vessel berthed in the moorings, Cargo shall lie at the expenses, risk and responsibility of the ship. (10). The charges specified at item No.4 in Section 4.7.1 will not apply for lifts each weighing 5 tonnes and above. (11). The charges for shifting of containers either empty or laden shall be payable by ship owner/ steamer agent. The tractor-cum-trailer for transporting container shall be supplied by the Ship Owner/ Steamer Agent concerned.																			
24	Section 4.7.2. (a) Handling charges for containers either for import or export	Section 4.7.2. (a) Handling charges for containers either for import or export																			
	<table><tr><td colspan="2">20'container</td><td colspan="2">40' container</td><td colspan="2">More than 40' container</td></tr><tr><td>Loaded (in Rs.)</td><td>Empty (in Rs.)</td><td>Loaded (in Rs.)</td><td>Empty (in Rs.)</td><td>Loaded (in Rs.)</td><td>Empty (in Rs.)</td></tr><tr><td>287.37</td><td>215.52</td><td>574.73</td><td>431.05</td><td>646.57</td><td>493.91</td></tr></table>	20'container		40' container		More than 40' container		Loaded (in Rs.)	Empty (in Rs.)	Loaded (in Rs.)	Empty (in Rs.)	Loaded (in Rs.)	Empty (in Rs.)	287.37	215.52	574.73	431.05	646.57	493.91	DELETED	
20'container		40' container		More than 40' container																	
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25	Section 4.7.2. (b) Mandatory User Charges:	Section 4.7.2. (b) Mandatory User Charges:																			
	The Mandatory User Charges for the Logistics Data Bank (LDB) service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC) in pursuance of MOS communication vide letter No.PD-14033/34/2017-PD-V dated 06 June 2018 will be governed by separate common adoption Order No.TAMP/46/2018-MUC dated 24 July 2019 approved by TAMP for common adoption by all Major Port Trusts and BOT terminals.	DELETED																			
26	Section 4.7.3. Cargo temporarily landed and reshipped by the same vessel:	Section 4.7.3. Cargo temporarily landed and reshipped by the same vessel:																			
	<table><tr><td>Description</td><td>Unit</td><td>Rate (in Rs.)</td></tr><tr><td>When handled by Port Labour</td><td>Per 1000 Kgs.</td><td>Rs.28.91 ps</td></tr></table>	Description	Unit	Rate (in Rs.)	When handled by Port Labour	Per 1000 Kgs.	Rs.28.91 ps	Merged with Point 4.6.1													
Description	Unit	Rate (in Rs.)																			
When handled by Port Labour	Per 1000 Kgs.	Rs.28.91 ps																			
27	Section 4.7.4. Levy of Charges for Obtaining services of cargo handling workers from Cargo Handling Division (CHD)	Section 4.6.2. Levy of Charges for Obtaining services of cargo handling workers from Cargo Handling Division (CHD)																			
	Section 4.7.4.1. Levy on Time Rate Wages:	Section 4.6.2.1. Labour Levy:																			

	<table><tr><th>Description</th><th>Percentage of Levy on Time Rate Wage</th></tr><tr><td>For all Cargo availing services of cargo handling worker from Cargo Handling Division including Thermal coal availing services of cargo handling worker for wagon unloading.</td><td>150%</td></tr></table>	Description	Percentage of Levy on Time Rate Wage	For all Cargo availing services of cargo handling worker from Cargo Handling Division including Thermal coal availing services of cargo handling worker for wagon unloading.	150%	<table><tr><th>Description</th><th>Rate Per Tonne (In Rs.)</th></tr><tr><td>For all Cargo services where labour is supplied.</td><td>75</td></tr></table>	Description	Rate Per Tonne (In Rs.)	For all Cargo services where labour is supplied.	75				
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For all Cargo services where labour is supplied.	75													
	<p>Notes:</p> <p>1. The levy indicated above is in addition to recovery of time rate wages and piece rates payable to workers as per the respective clauses of prevailing wage settlement/ incentive scheme.</p> <p>2. The above levy is payable by the stevedores to the VPT.</p> <p>3. In cases where requisition for CHD labour is less than a shift based on the berthing of the vessels, the levy will be charged at actual number of hours.</p> <p>4. If a vessel is completed prior to closing of a shift, the levy will be limited, to actual number of hours till completion.</p> <p>5. In both the cases at Sl. No.3 and Sl. No.4, 100% wages will be recovered.</p>	<p>Notes:</p> <p>1. The usage of Port Labour is mandatory as per the merger settlement between Dock Labour Board (DLB) and Visakhapatnam Port Authority (VPA).</p>												
28	<p>4.8. Levy for Covering Dusty Cargo within the vicinity of the port with Tarpaulin</p>	<p>4.7. Penal Charges for not covering the cargo with tarpaulin or for not handling the cargo dust free</p>	Existing Tariff and conditions modified as per instructions from Finance Dept and Traffic Dept.											
	<p>4.8.1. Levy of Rs.5.30 per tonne by Stevedores/ Handling Agents and BOT operators authorized by the VPT for undertaking the service of covering all dusty import and export cargo within the vicinity of the port with Tarpaulins.</p>	<p>4.7.1. If Stevedores/ Handling Agents and BOT operators authorized by the Port do not cover all the dusty import and export cargo within the vicinity of the port with Tarpaulins, then the Stevedores/Handling Agents and BOT operators will be liable to pay penalty for failure to cover the stack with Tarpaulin as below, from the day following the date of inspection by the concerned Plot holders / BOT / PPP operators, under acknowledgement at the inspection spot only.</p>												
	<p>4.8.2. If Stevedores/ Handling Agents and BOT operators authorized by the VPT do not cover all the dusty import and export cargo within the vicinity of the port with Tarpaulins, then the port will get it done and recover the actual cost of covering all dusty import and export cargo with Tarpaulins from the concerned.</p>	<table><tr><th>Sl No.</th><th>Description</th><th>Rate of Penalty (In Rs.)</th></tr><tr><td>1.</td><td>1st day to 3rd day</td><td>Rs. 10,000 Per day</td></tr><tr><td>2.</td><td>4th day to 7th day</td><td>Rs. 20,000 Per day</td></tr><tr><td>3.</td><td>Thereafter</td><td>Rs. 25,000 per day</td></tr></table>		Sl No.	Description	Rate of Penalty (In Rs.)	1.	1 st day to 3 rd day	Rs. 10,000 Per day	2.	4 th day to 7 th day	Rs. 20,000 Per day	3.	Thereafter
Sl No.	Description	Rate of Penalty (In Rs.)												
1.	1 st day to 3 rd day	Rs. 10,000 Per day												
2.	4 th day to 7 th day	Rs. 20,000 Per day												
3.	Thereafter	Rs. 25,000 per day												

	7.	Additional charges for use of crane deckas a barge	Per loaded trip.	4475.12	--	7.	Additional charges for use of crane deckas a barge	Per loaded trip.	5370.14	--		
	8.	For use of the crane for purpose other than routine landing shipment, and delivery of cargo	Per hr. or part thereof.	19363.53	--	8.	For use of the crane for purpose other than routine landing shipment, and delivery of cargo	Per hr. or part thereof.	23236.23	--		
	9.	Placing/ removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	- do -	1721.21	--	9.	Placing/ removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	- do -	2065.45	--		
	10.	For use of the crane for purpose of liftingsunken trawlers of FH	Per hour orpart thereof	5238.44	--	10.	For use of the crane for purpose of liftingsunken trawlers of FH	Per hour orpart thereof	6286.13	--		
	The Tariff is increased by 20% for all the Floating Crane Charges.											
5.1.2. 60 ton Floating Crane:						5.1.2. 60 ton Floating Crane:						20 % increased in Tariff on instruction from Marine Department.
	Item No.	Weight of each package or nature of charge	Unit	Rate (in Rs.)	Rate in Rs. forsecond operation		Item No.	Weight of each package or nature of charge	Unit	Rate (in Rs.)	Rate in Rs. forsecond operation	
	1.	Upto 50 tonnes	Per hour or part thereof	Rs.2994.89 per houror part thereof subject to a minimum of Rs.5989.77	Rs.1497.45 per hour or part thereof subject toa minimum of Rs.2994.89		1.	Upto 50 tonnes	Per hour or part thereof	Rs.3593.86 per houror part thereof subject to a minimum of Rs.7187.73	Rs.1796.94 per hour or part thereof subject toa minimum of Rs.3593.86	
	2.	Over 50 tonnes but not exceeding 60tonnes.	Per tonne or part thereof	1290.90	645.45		2.	Over 50 tonnes but not exceeding 60tonnes.	Per tonne or part thereof	1549.09	774.54	
	3.	When the crane is requisitioned but notutilised and the requisition is not cancelled by giving 2 hrs. clear noticeduring the Port's ordinary working hours.	Per requisition	5972.57	--		3.	When the crane is requisitioned but notutilised and the requisition is not cancelled by giving 2 hrs. clear noticeduring the Port's ordinary working hours.	Per requisition	7167.08	--	
	4.	For detention, if the crane is kept idle owing to the lift or lifts not being ready forslinging.	Per hour or part thereof	2986.28	--		4.	For detention, if the crane is kept idle owing to the lift or lifts not being ready forslinging.	Per hour or part thereof	3583.54	--	
	5.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation	860.60	--		5.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation	1032.72	--	
	6.	Additional charges for use of crane deckas a barge.	Per loaded trip	4475.12	--		6.	Additional charges for use of crane deckas a barge.	Per loaded trip	5370.14	--	
	7.	Per use of the crane for purposes other than routine landing/ shipments anddelivery of cargo.	Per hour or part there of	8519.95	--		7.	Per use of the crane for purposes other than routine landing/ shipments anddelivery of cargo.	Per hour or part there of	10223.94	--	

		The Tariff is increased by 20% for all the Floating Crane Charges.																																												
		<div>5.1.3. Hire Charges for Launch/Dredger :</div> <table><tr><th rowspan="2">Sr. No</th><th rowspan="2">Launch/ Dredger</th><th colspan="3">Rates in Rs.</th></tr><tr><th>Unit of levy</th><th>Dept. Works</th><th>Deposit Works</th></tr><tr><td>1</td><td>M.V. Nirmal Launch</td><td>Per Shift of 8 hrs or part thereof</td><td>1,35,490</td><td>1,62,588</td></tr><tr><td>2</td><td>Masula Boat</td><td>Per Shift of 8 hrs or part thereof</td><td>86,852</td><td>1,04,222</td></tr><tr><td rowspan="2">3</td><td>GHD Sagar</td><td>Per Cubic Meter</td><td colspan="2">2,294</td></tr><tr><td>Durga Dredger</td><td>Per Hour or part thereof</td><td colspan="2">1,00,373</td></tr></table>				Sr. No	Launch/ Dredger	Rates in Rs.			Unit of levy	Dept. Works	Deposit Works	1	M.V. Nirmal Launch	Per Shift of 8 hrs or part thereof	1,35,490	1,62,588	2	Masula Boat	Per Shift of 8 hrs or part thereof	86,852	1,04,222	3	GHD Sagar	Per Cubic Meter	2,294		Durga Dredger	Per Hour or part thereof	1,00,373		New condition and tariff inserted as per instructions from Port.													
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30	Section 5.2 Towage Charges		Section 5.2 Towage Charges																																											
	5.2.1. Towage Charges (within port limits): <table><tr><th rowspan="2">Item No.</th><th rowspan="2">Description</th><th rowspan="2">Unit</th><th colspan="2">Rate</th></tr><tr><th>Foreign-going vessel (in US \$)</th><th>Coastal vessel (in Rs.)</th></tr><tr><td>1.</td><td>Tug upto 30 Tonne BP</td><td rowspan="2">Per hour or part thereof [Subject to minimum of twohours]</td><td>464.37</td><td>12412.59</td></tr><tr><td>2.</td><td>Tug beyond 30 Tonne BP</td><td>928.76</td><td>24825.18</td></tr></table>		Item No.	Description	Unit	Rate		Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)	1.	Tug upto 30 Tonne BP	Per hour or part thereof [Subject to minimum of twohours]	464.37	12412.59	2.	Tug beyond 30 Tonne BP	928.76	24825.18	5.2.1. Towage Charges (within port limits): <table><tr><th rowspan="2">Item No.</th><th rowspan="2">Description</th><th rowspan="2">Unit</th><th colspan="2">Rate</th></tr><tr><th>Foreign-going vessel (in US \$)</th><th>Coastal vessel (in Rs.)</th></tr><tr><td>1.</td><td>Tug upto 50 Tonne BP</td><td rowspan="2">Per hour or part thereof [Subject to minimum of twohours]</td><td>982.17</td><td>26,253.10</td></tr><tr><td>2.</td><td>Tug above 50 Tonne BP</td><td>1217.89</td><td>32,553.80</td></tr></table>			Item No.	Description	Unit	Rate		Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)	1.	Tug upto 50 Tonne BP	Per hour or part thereof [Subject to minimum of twohours]	982.17	26,253.10	2.	Tug above 50 Tonne BP	1217.89	32,553.80	Existing condition and tariff modified as per instructions from Marine Dept.								
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31	Section 5.3 Mooring boat with gang/pilot launch hire/pilot fee		Section 5.3 Mooring boat with gang/pilot launch hire/pilot fee																																											
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		(1) Charges will be calculated from the time launch leaves jetty to the time of reached to jetty.														
32	Section 5.4. Rates for the services for Pilot and Pilot launches provided for shifting of barges, loaded barges/ empty barge “dredger” etc.) from dredging in the Inner Harbour to dumping ground.		Section 5.4. Rates for the services for Pilot and Pilot launches provided for shifting of barges, loaded barges/ empty barge “dredger” etc.) from dredging in the Inner Harbour to dumping ground.													
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Item No.	Description	Rate per movement (in Rs.)														
1.	Hire charges for Pilot launch for movement of loaded barge from Inner Harbour to designated area (OH)	3324.36														
2.	Hire charges for Pilot launch for completion of movement of empty barge to designated dredging area in the Inner Harbour	3324.36														
33	Section 5.8 In Motion wagon weigh bridge (100 tonne)		Section 5.7 In Motion wagon weigh bridge (100 tonne)													
	Charge for use of 100 tonne capacity pit less in motion weigh bridge at Rs.14.98/- per wagon of 8 wheels.		Charge for use of 100 tonne capacity pit less in motion weigh bridge at Rs.200/- per wagon of 8 wheels.		Existing tariff increased to Rs. 100/-											
34			Section 5.8 Pass Pilot License Fee and Penalties :													
			<table><tr><td rowspan="2">Category of Vessel</td><td colspan="3">Rate per License (Rate in Rs.)</td></tr><tr><td>Duration</td><td>Fresh</td><td>Renewal</td></tr><tr><td>I.V. Registered VPA Licensed Bunker Barge</td><td>12 Months</td><td>2000</td><td>1000</td></tr></table> <p>Notes:</p> <p>(1) Craft Licensed under VPA Harbour Craft Rules and having a Master issued with a VPA Pass Pilot License shall be permitted to ply without VPA Pilot within VPA port limits.</p> <p>(2) Pass Pilot License shall be issued in the name of the Master possessing a certificate of Competency of a Master (issued under I.V Act) and is familiar with VPA waters in maneuvering the Craft, on payment of Rs. 2000/- as Pass Pilot License fee. The validity of the Pass Pilot License shall be for 12</p>		Category of Vessel	Rate per License (Rate in Rs.)			Duration	Fresh	Renewal	I.V. Registered VPA Licensed Bunker Barge	12 Months	2000	1000	New condition and tariff inserted as per instructions from Port.
Category of Vessel	Rate per License (Rate in Rs.)															
	Duration	Fresh	Renewal													
I.V. Registered VPA Licensed Bunker Barge	12 Months	2000	1000													

		<p>months and the firm appointing the License holder has to renew the License further as required. The license will be issued after a formal application by the Craft Owner/ Operator with the details of Sea Service of the person in Visakhapatnam Port on the Crafts and a Viva-voce by an Officer appointed by the Deputy Conservator.</p> <p>(3) The Barges shall call Port Control and obtain channel clearance prior to commencement of each movement. During the course of movement, the Barge shall comply with all Port Regulations and duly take all safety precautions of good seamanship.</p> <p>(4) The Crafts shall have operational AIS, GPS & VHF's;</p> <p>(5) If a Craft is found operating without Pass Pilot Licensed Master & Without Pilot, a penalty at twice the rate of Pilotage fee shall be imposed on the Barge.</p>	
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35	Section 7.1 Charges for supply of water to vessels					Section 7.1 Charges for supply of water to vessels					Existing condition and tariff modified as per instructions from Marine Dept.
	Item No.	Description	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)	Item No.	Description	Unit	Foreign-going vessel (in Rs.)	Coastal vessel (in Rs.)	
	1.	Supply of water to vessels at Shore.	Per 1000 Ltrs. or part thereof	4.269 [Subject to minimum of 21.34 US \$]	114.131 [Subject to a minimum of Rs.570.63]	1.	Supply of water to vessels at Shore.	Per 1000 Ltrs. or part thereof	4.269 [Subject to minimum of 21.34 US \$]	114.131 [Subject to a minimum of `570.63]	
	2.	Supply of water to vessels by Barge.	Per 1000 Ltrs. or part thereof	5.508 [Subject to minimum of 27.543 US \$]	147.254 [Subject to a minimum of Rs.736.26]	2.	Supply of water to vessels by Barge.	Per 1000 Ltrs. or part thereof	5.508 [Subject to minimum of 27.543 US \$]	147.254 [Subject to a minimum of `736.26]	
						3.	Supply of water to vessels by pipeline.	Per 1000 Ltrs. or part thereof	6.008/- [Subject to minimum of 30.043 US \$]	285.000 [Subject to a minimum of `1424.98]	

36	Section 7.2 Fire Float Charges					Section 7.2 Fire Float Charges					Existing condition and tariff modified as	
	Item No.	Description	Unit	Rate	Minimum Charges	Item No.	Description	Unit	Rate	Minimum Charges		
				[in Rs.]	[in Rs.]					[in Rs.]		[in Rs.]
				1.	For salvage and other purposes.				Per	2269.46		6808.39

			hour			per instructions from Marine Dept.
	2	For stand by duties.	Per hour	1134.73	3404.19	

39	Section 7.4 Trailer or Pump	Section 7.4 Trailer or Pump																																																																																																																																													
	<table><tr><th>Item No.</th><th>Description</th><th>Unit</th><th>Rate (in Rs.)</th></tr><tr><td>1.</td><td>For all types of Pumps</td><td>Per hour</td><td>1134.73</td></tr></table>	Item No.	Description	Unit	Rate (in Rs.)	1.	For all types of Pumps	Per hour	1134.73	<table><tr><th>Item No.</th><th>Description</th><th>Unit</th><th>Rate (in Rs.)</th></tr><tr><td>1.</td><td>For all types of Pumps</td><td>Per hour or part there off</td><td>2000</td></tr></table> <p>Notes: (1). Charges at actuals will be levied for fighting fires in ships lying in the port limit and other agencies in port's jurisdiction. (2). Overtime charges of crew will be charged extra as per actuals.</p>	Item No.	Description	Unit	Rate (in Rs.)	1.	For all types of Pumps	Per hour or part there off	2000	Existing condition and tariff modified as per instructions from Marine Dept.																																																																																																																												
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40	Section 7.5 Miscellaneous Charges	Section 7.5 Miscellaneous Charges																																																																																																																																													
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Charges for Landing of Garbage	Charges for landing of garbage is as per notification issued by Marine Department in the VPA Website		Existing Tariff of various items are modified as below: Tariff for Point 1 & 4 is changed as per instructions from Marine Dept. Also, New Point 9 is added as per instructions Marine Dept. Point 5 is modified and Point 9 and 10 is deleted as per instructions
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		The Tariff of Pollution control charges (Point 2) are increased to Rs. 15 Per tonne or part thereof.				from Traffic Dept.																																							
41	Section 7.6.1.3. Composite Docking and Undocking charges:			Section 7.6.1.3. Composite Docking and Undocking charges:																																									
	(i). The Composite Docking and Undocking charges will be levied at US\$ 6704.52 per foreign going vessel and Rs.188424/- per coastal vessel.			SI No.	Description	Foreign Going Vessel (Per Vessel) (US\$)	Coastal Going vessel (Per Vessel) (Rs.)																																						
				1	For First Docking	7607.83	213810.67																																						
				2	For Second Docking	2755.91	77452.24																																						
	(ii). In case of 2nd Docking, a rate of US\$ 2428.69 per foreign going vessel and Rs.68256/- per coastal vessel will be levied.																																												
42	Section 7.6.2.1. Consolidated charges for mechanized fishing boats/Trawlers (Mini & Big)			Section 7.6.2.1. Consolidated charges for mechanized fishing boats/Trawlers (Mini & Big)																																									
	Notes: (4). Fishing Trawlers/ Boats which are involved for the activities other than fishing, shall not be entitled for the charges applicable for Fishing Boats/ Trawlers.			Notes: (4). If fishing boats and trawlers are engaged for activities other than fishing, penal charges @ 5 times the applicable monthly tariff shall be levied.				Existing condition modified as per instructions from Traffic Dept.																																					
43	Section 7.6.2.9. Charges for disposal of Oil Bilge:			Section 7.6.2.9. Charges for disposal of Oil Bilge:																																									
	<table><tr><td>Sl. No.</td><td>Description</td><td>Unit</td><td>Rate (in Rs.)</td></tr><tr><td>1.</td><td colspan="3">Disposal of Oil bilge residues from ships</td></tr><tr><td></td><td>a) Hire charges for Fixed Oil Boom</td><td>Per ship per shift of 8 hours</td><td>4175.81</td></tr><tr><td></td><td>b) Hire charges for Floating Oil Boom</td><td>or part thereof</td><td>10765.77</td></tr></table>			Sl. No.	Description	Unit	Rate (in Rs.)	1.	Disposal of Oil bilge residues from ships				a) Hire charges for Fixed Oil Boom	Per ship per shift of 8 hours	4175.81		b) Hire charges for Floating Oil Boom	or part thereof	10765.77	<table><tr><td>Sl. No.</td><td>Description</td><td>Unit</td><td>Rate (in Rs.)</td></tr><tr><td>1.</td><td colspan="3">Disposal of Oil bilge residues from ships</td></tr><tr><td></td><td>a) One time placement and removal of Rigid Oil Boom</td><td>Per ship per shift of 8 hours or part thereof</td><td>5010.97</td></tr><tr><td></td><td>b) One time placement and removal of Inflatable Oil Boom</td><td></td><td>12918.92</td></tr><tr><td>2.</td><td>Charges for disposal of oil bilge</td><td colspan="2">An amount of Rs. 790/- per ton is to be paid by the vender to the Port on the quantity mentioned/ specified by</td></tr></table>				Sl. No.	Description	Unit	Rate (in Rs.)	1.	Disposal of Oil bilge residues from ships				a) One time placement and removal of Rigid Oil Boom	Per ship per shift of 8 hours or part thereof	5010.97		b) One time placement and removal of Inflatable Oil Boom		12918.92	2.	Charges for disposal of oil bilge	An amount of Rs. 790/- per ton is to be paid by the vender to the Port on the quantity mentioned/ specified by		Existing condition and tariff modified and new condition also added as per instructions	
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				the customs bill of entry. It is free of cost to the vessel.	from Marine Dept.													
44	Section 7.7. Schedule of charge for Operation of Mobile X-Ray Container Scanning System at VPA			Section 7.7. Schedule of charge for Operation of Mobile X-Ray Container Scanning System at VPA														
	<table><tr><td>Description</td><td>UNIT</td><td>Rate (in Rs.)</td></tr><tr><td>Charges for Operation of Mobile X-Ray Container Scanning System</td><td>TEU</td><td>152.00</td></tr></table>			Description	UNIT	Rate (in Rs.)	Charges for Operation of Mobile X-Ray Container Scanning System	TEU	152.00	<table><tr><td>Description</td><td>Unit</td><td>Rate (in Rs.)</td></tr><tr><td>Charges for Operation of Mobile X-Ray Container Scanning System</td><td>TEU</td><td>165.00</td></tr></table>		Description	Unit	Rate (in Rs.)	Charges for Operation of Mobile X-Ray Container Scanning System	TEU	165.00	
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Charges for Operation of Mobile X-Ray Container Scanning System	TEU	165.00																
45	Section 7.8. Schedule of Rate for direct handling of thermal coal by rail-cum-sea route from various collieries through load port of Visakhapatnam			Section 7.8. Schedule of Rate for direct handling of thermal coal by rail-cum-sea route from various collieries through load port of Visakhapatnam														
	<div>I. Schedule of Charge</div> <div>(in Rs. per tonne)</div> <table><tr><td>Des crip tion</td><td>Rate for foreign and coastal thermal coal</td></tr><tr><td>Receiving of thermal coal from mine heads of Mahanadi Coal Fields Limited (MCL)/IB Valley at Visakhapatnam Port, unloading at designated rail siding, movement of cargo to stackyard, from stack yard to berth, heaping of cargo and loading into vessels.</td><td>Rs.21 6.51</td></tr></table> <div>Notes:</div> <div>(a). Cargo unloading means unloading of coal from all the wagons by engaging the required manpower and equipment.</div> <div>(b). Rake means a railway rake consisting of about 58 wagons each with a capacity to carry about 56 tonnes.</div> <div>(c). Tariff specified in this SOR refers to the service of receiving coal rakes at the port, unloading coal at the designated rail siding, transporting unloadedcoal to the designated stack yard for storage, transporting coal from the stack yard to the berth and heaping and loading coal into the nominated vessel. Tariff does not include railway freight from source mines and charges at VPT viz., railway terminal charges, wagon haulage charges, wharfage, storage plot rent and HMC</div>			Des crip tion	Rate for foreign and coastal thermal coal	Receiving of thermal coal from mine heads of Mahanadi Coal Fields Limited (MCL)/IB Valley at Visakhapatnam Port, unloading at designated rail siding, movement of cargo to stackyard, from stack yard to berth, heaping of cargo and loading into vessels.	Rs.21 6.51	DELETED		Existing condition and tariff deleted as per instructions from Finance Dept. (SAI)								
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46	Section 8 Charges for Issual of Licence					Section 8 Charges for Issual of Licence																																											
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		<table><tr><td>10.</td><td>License Fees for removal of waste oil</td><td>1 year</td><td>50,000</td><td>100,000</td></tr></table> <p>*Charges payable by Licensed waste/Sludge oil venders for removal of waste/sludge oil from vessels as per circular issued in VPA Website.</p> <p>Note: Late fee of Rs.500/- shall be levied if the application for renewal is not received before one month of the expiry of the license.</p>	10.	License Fees for removal of waste oil	1 year	50,000	100,000										
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47		<p><u>Annex -II</u></p> <p>Performance Standards</p> <table><tr><th>Cargo</th><th>Average of Last three years 2020-2022</th></tr><tr><td>I. Cargo Related Services</td><td></td></tr><tr><td>a) Output per ship berth day in tonnes</td><td>9040</td></tr><tr><td></td><td></td></tr><tr><td>II. Vessel Related Services</td><td></td></tr><tr><td>a) Average Turn Round Time of Vessel (in Days)</td><td>3.23</td></tr><tr><td>b) Average Pre-Berthing Time of Vessel (in Hours)</td><td>1.08</td></tr></table>	Cargo	Average of Last three years 2020-2022	I. Cargo Related Services		a) Output per ship berth day in tonnes	9040			II. Vessel Related Services		a) Average Turn Round Time of Vessel (in Days)	3.23	b) Average Pre-Berthing Time of Vessel (in Hours)	1.08	
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48		<p>Annex – III</p> <p>(a). “Coastal vessels” is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ competent authority.</p>	Condition added as annexure for better presentation.														

		<p>(b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.</p> <p>(c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.</p> <p>(d). In respect of POL/ Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.</p> <p>(e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.</p> <p>(f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.</p> <p>(g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.</p> <p>(h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.</p> <p>(i). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.</p> <p>(j). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate formal for coastal and foreign vessels.</p>	

Visakhapatnam Port Authority

Scale of Rates

SECTION 1

Definitions and General Terms & Conditions

1.1. Definitions – General

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

- (i). "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ Competent Authority.
- (ii). "Cold move" shall mean any movement of vessel carried out without power of engine/steering.
- (iii). "Day" shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.
- (iv). "Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- (v). "Week" shall mean a period of 7 days.
- (vi). "Hirer" shall mean all users of the port using any of the appliances of the Port.
- (vii). "Month" shall mean the calendar month.
- (viii). "POL" shall mean Petroleum, Oil and Lubricants and for the purpose of levy of vessel related charges alone, it will include LPG vessels also.
- (ix). For the purpose of levying vessel related charges (excluding fishing vessels), "Residual Category" shall mean vessels other than iron ore and pellets (Mechanical handling) and POL vessels.
- (x). "STS" charges mean Ship-to-Ship transfer charges.
- (xi). "Restricted Power" means vessel Engines unable to give RPM required as per manoeuvring table or vessel steering restricted or failure of windlass / winches.

1.2. General Terms & Conditions

- (i). The status of the vessel, as borne out by its certification by the Customs or Director General of Shipping is the relevant factor to decide whether vessel is "coastal" or "foreign- going" for the purpose of levy of vessel-related charges, and the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii). A. System of classification of vessel for levy of Vessel Related Charges (VRC)
 - (i). A foreign going vessel of Indian flag having a General Trading License can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
 - (ii). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a License for specified period or voyage issued by the Director General of Shipping and a custom conversion order.

- B. Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate
- (i). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (ii). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
 - (iii). For dedicated Indian coastal vessels having a Coastal license from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (iii). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
- (i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
 - (a). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
 - (b). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.

* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.
 - (ii). In case of a Foreign flag vessel converted to coastal run on the basis of a License for specified period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
 - (iii). A foreign going vessel of Indian Flag having a General Trading License can convert to Coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
- (iv). (i). Vessel related charges shall be levied on shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India or State Bank of India as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.
- (ii). In respect of storage charges on containers, the day of entry of the vessel in case of Import containers; and the day of arrival of the containers into the port in case of export containers shall be reckoned as the day for such conversion of dollar denominated charges.
 - (iii). The day of entry of the vessel to be considered for conversion from dollar denominated tariff to rupee tariff in case of an import container de-stuffed and utilized immediately or after some period of time.
- (v). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the Port for a longer period. In such cases the

basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.

- (vi).
 - (a). The vessel related charges for all coastal vessel should not exceed 60% of the corresponding charges for other vessels.
 - (b). The cargo/ container related charges for all coastal cargo/ containers, other than thermal coal, POL (including crude oil) iron ore and Iron ore pellets should not exceed 60% of the normal charges cargo/ container related charges.
 - (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship shore transfer and transfer from/ to quay to/ from storage yard including wharfage.
 - (d). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will on all the relevant charges for ship shore transfer and transfer from to quay to/ from storage yard as well as wharfage on cargo and containers.
 - (e). Cargo/ container from a foreign port which reaches an Indian Port "A" – for subsequent transshipment to Indian Port "B" – will be levied the concession charges relevant for its coastal voyage. In other words, cargo/ containers from/ to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
 - (f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian rupee.
- (vii). Vessels which call at Ports, for which IGMs and/ or EGMs are filed for the purposes of Customs Act, 1962, cannot be treated as 'cargo', and they are conveyance only, and, the Ports should not charge wharfage on such vessels. Such vessels are conveyance and not cargo.
- (viii).
 - (a). The SOR is subject to automatic annual indexation at 60% of the variation in the Whole Sale Price Index (WPI) as communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government. The next annual indexation will be from 1 May 2023, the VPA however, be entitled to 100% Indexation of WPI on achieving the performance standard notified along with the SOR.
 - (b). The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards at the level committed by the port within one month of end of the calendar year to the concerned users. If the Performance Standards as notified by the port are achieved, then the port will automatically index the SOR at 100% of WPI and apply the indexed SOR w.e.f. 1 May of the relevant year. The indexed SOR by the VPA to be intimated by the port to the concerned users.
- (ix). Interest on delayed payments/ refunds.
 - (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 15% per annum.
 - (b). Likewise, the Port Authority shall pay penal interest on delayed refunds. The rate of interest will be 15% per annum.
 - (c). The delay in refunds by the Port will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the user whichever is later.
 - (d). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port Authority. This provision shall, however, not apply to the cases where payment is to be made before availing the services/ use of Port Trust's properties as stipulated in the Major Port Authorities, 2021 and/ or where payment of charges in advance is prescribed as a condition in the Scale of Rates.

- (x). For the purpose of calculating the dues, the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1000 liters.
- (xi). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions up to and inclusive 0.5 shall be taken as 0.5 unit and fractions of above 0.5 shall be treated as one unit, except where otherwise specified.
- (xii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (xiii). No refund shall be made if the amount refundable is less than Rs.100. This limit of Rs.100 shall also be applied for supplementary claims for undercharges.
- (xiv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the Port whichever is higher.
- (xv).
 - (a). The rates prescribed in the Scale of Rates are ceiling levels: likewise, rebates and discounts are floor levels. The Port Authority may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
 - (b). The Port Authority may also, if it so desires rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
 - (c). The Port Authority should, however, notify the public such lower rates and/ or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/ or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates already notified.
- (xvi). The rates in the SOR are applicable only to the services provided by the Port. The services offered by any other authorized service provider are not governed by these rates and conditions.
- (xvii). All goods landed within the limits of the Port shall be assessed on import application and the fees shall be paid before the goods are removed.
- (xviii). All goods intended for shipment shall be assessed on export application and the fees shall be paid before the goods are shipped.
- (xix). Transshipment shall mean transfer of cargo directly from one vessel to another vessel or landed from a vessel and subsequently shipped to another vessel for further discharge at other ports.
- (xx). Lighterage shall mean transfer of cargo directly from one vessel to another vessel/ craft/ barge for further discharge at the same Port.
- (xxi). Users shall not be required to pay charges for delays beyond a reasonable level attributable to the VPA.
- (xxii). 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 (Annexure attached)
- (xxiii).
 - (a). As per Clause of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement, the vessels entering in to India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not be treated as a Foreign Going (FG) Vessels.

- (b). Port and other charges
- (i). Port dues to be levied on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.
 - (ii). The charges for conservancy, pilotage and other specific services at par with those charged from the coastal vessels shall be levied on the vessels of the Republic of Bangladesh. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.
- (xxiv). Inland vessels registered under the Inland Vessels Act, 1917 and classified as Inland Vessels shall be levied concessional tariff in Berth Hire and other components of Vessel Related Charges at the tariff level prescribed for coastal vessel in the Scale of Rates of the VPA.
- (xxv). (a). Vessels calling the Port, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, and only vessel related charges would be collected if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of cargo / container takes place to / from such vessel within the Port limits, cargo / container related charges including wharfage shall be applicable as per SoR on such cargo / container declared in the manifest (IGM / EGM).
- (b). When a vessel carries another vessel as cargo for discharging in the port, either on the quay, jetty or foreshore (wharf), or loads another vessel as cargo on board itself from such wharf of the Port, in such cases, such loaded or unloaded vessels are "cargo", on which cargo related charges including "wharfage" are leviable.

SECTION - 2

VESSEL RELATED CHARGES

2.1. Port Dues					
Sl. No.	Description	Unit	RATE PER GRT		Frequency of payment in respect of the same Vessel
			Foreign-going vessel [in US \$]	Coastal vessel [in Rs.]	
1.	All category of vessels	GRT	0.4707	12.58	The due is payable for each entry into the Port.
2.	Vessels carrying crude oil or petroleum products, including LPG	GRT	0.5597	14.95	The due is payable for each entry into the Port.

Concession in port dues shall be extended to the following vessels:

Sl. No.	Description	Concession/Exemption
1.	Vessels entering the port in ballast and not carrying passengers.	25%
2.	Vessels entering the port but does not discharge or take any cargo or passengers therein (with the exception of such unshipment and reshipment as may be necessary for purpose of repairs)	50%
3.	(i). Any vessel of war belonging to any Foreign Prince or State (ii). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage; (iii). Any vessel belonging to or in the service of Central Government, or State Government (iv). Any vessel leaving the port limits due to cyclone threat and re-enters	100%
4.	Vessel, which paid port dues and leaves the port limits without taking port clearance for hatch cleaning, tank washing etc., before commencement of loading and re-enters	100%

Notes:

- (i). Port dues are to be levied only once for entry of a vessel, irrespective of any change of her Name/ Agent(s)/ Owner(s), during the stay in the port.
- (ii). Any vessel entering the Port from outside the port limits shall be treated as fresh entry.

- (iii). Port dues being an entry fee is to be realized as per the status of the vessel at the time of the entry.
- (iv). For oil tankers with segregated ballast including vessels berthed at SPM the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnage for collection of Port dues.

2.2. Pilotage Fees

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

2.2.1 Schedule of Pilotage Fee for vessels:

Schedule of Pilotage Fee for Vessels.				
Sl. No.	Description	Unit	Rate per GRT	
			Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
1.	All Vessels			
	1] Upto and inclusive of 30,000 GRT	GRT	US \$ 0.7573	20.24
	2] 30,001 to 60,000 GRT		US \$22720 + US \$ 0.6058 per GRT over 30,000 GRT	Rs.607200 + Rs.16.19 per GRT over 30,000 GRT
	3] 60,001and above GRT		US \$ 40894 + US \$ 0.5301 per GRT over 60,000 GRT	Rs.1092900 + Rs.14.17 per GRT over 60,000 GRT
	4] Minimum charges payable		US \$ 2160.53	57758.98
2.	Vessels carrying crude oil or petroleum products including LPG			
	1] Upto and inclusive of 30,000 GRT	GRT	US \$ 0.9171	24.51
	2] 30,001 to 60,000 GRT		US \$27513 + US \$ 0.7336 per GRT over 30,000 GRT	Rs.735300 + Rs.19.60 per GRT over 30,000 GRT
	3] 60,001and above GRT		US \$ 49521 + US \$ 0.6419 per GRT over 60,000 GRT	Rs.1323300 + Rs.17.16 per GRT over 60,000 GRT
	4] Minimum charges payable		US \$ 2616.67	69943.81
3.	In case of cold move 50% of pilotage charges shall be levied extra for each cold move.			
4.	In case of Restricted Power of vessel 25% of Pilotage charges shall be levied extra for each movement.			

2.2.2 Concession in Pilotage fees shall be extended to the following vessels

Sl. No.	Description	Concession
1.	For vessels shifted to roads due to exigencies of cyclone/ flood/ natural calamities, and brought back.	50%
2.	Movement without usage of Port tugs	55%
3.	Vessels availing one way pilotage services	50%

Note: The concessions in pilotage fee are applicable to the Minimum charges also.

2.2.3 Shifting Charges

Sl. No.	Description	Unit	Rate per GRT	
			Foreign-going vessel (US \$)	Coastal vessel (in Rs.)
1.	ALL VESSELS			
	(i). Up to and inclusive of 30,000 GRT	GRT	US \$ 0.2945	Rs.7.88
	(ii). 30,001 to 60,000 GRT		US \$ 8835 + US\$ 0.2357 per GRT over 30,000 GRT	Rs.2,36,400+ Rs.6.30 per GRT over 30,000 GRT
	(iii). 60,001 and above GRT		US \$ 15906 +US \$0.2061 per GRT over 60,000 GRT	Rs.4,25,400+ Rs.5.51 per GRT over 60,000 GRT
2.	In case of cold move during shifting, 50% of the shifting charges shall be levied extra.			

2.2.4 General Notes relating to Pilotage/Shifting:

- (1). Movement of a vessel within the same harbor or Inner harbor to Outer harbor or vice- versa is deemed as shifting.
- (2). No shifting charges shall be levied when shifting of a vessel is done for port convenience.
- (3). "Port convenience" is defined as below:
 "If a working cargo vessel at berth/ mooring/ Jetty is shifted/ un-berthed for undertaking dredging work, hydrographic survey work or for allotting a berth for dredger or for attending to repairs to berths, for maintenance and such other similar works whereby shifting/ Pilotage is necessitated, such shifting/Pilotage is deemed as SHIFTING/ PILOTAGE FOR PORT CONVENIENCE". The shifting/Pilotage made to reposition such shifted vessel is also deemed as "SHIFTING/ PILOTAGE FOR PORTCONVENIENCE".
 - (a). *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 etc., such shifting shall be considered as shifting for Port Convenience*
 - (b). *Whenever vessels are required to be shifted from deep draft berth to lesser draft berth in order to accommodate vessel of higher draft, such shifting shall be treated for port convenience and shifting charges shall not be levied on the vessel at berth proposed to be shifted and on the incoming vessel to be berthed. This shall apply only for port operated berths.*
 - (c). *If a vessel is shifted due to mal-functioning of Port equipment including HMC, clearance of berth etc. it shall be treated as shifting for port convenience.*
 - (d). *'Whenever vessels are required to be shifted from lesser draft berth to deep draft berth directly or through anchorage in order to facilitate continuation of loading, such shifting shall be treated for port convenience. No shifting charges shall be levied on the uptopping vessel seeking deep draft berth and also on the vessel at deep draft berth proposed to be shifted to another berth. All these shiftings are considered for "port convenience".*
- (4). For shifting/ pilotage of any vessel for the convenience of/ benefit of another vessel, the vessel benefited is liable to pay the shifting/ pilotage charges for shifting and repositioning of the vessel shifted subject to a condition that the vessel to be berthed by shifting another vessel is informed in advance prior to its berthing about the additional liability of shifting charges.
- (5). 50% exemption in the applicable charges shall be extended for first shifting whenever the vessel shifts after lightening or after achieving inner harbour draft or for up topping. 50% concession in case of first shifting of vessel to Roads after lighterage/ after achieving inner harbour draft/ for uptopping.
- (6). When Tugs are not used for shifting, 55% concession shall be given.
- (7). Where a movement of vessel aborted or had to be changed due to reasons like Tug failure, insufficiency of length, lack of proper fenders etc., for which the vessel is not at fault, no charge shall be levied for the unsuccessful operations involved till she occupies allotted berth/ mooring.
- (8). If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice versa, then the consolidated pilotage should be divided into two equal halves (i.e., one for inward and the other for outward pilotage) which should be charged according to the status of the vessel prevailing at the time of taking place of relevant movement.
- (9). In case the vessel, after discharging cargo(es) shifts to anchorage for want of a suitable berth for continuation of unloading or if a vessel after loading cargo(es), shifts to anchorage for want of a suitable berth for continuation of loading then these movements shall be treated as 'shifting' and shifting charges shall be levied.
- (10). In case a tanker after completion of discharge/ transshipment in the outer harbour is nominated as daughter tanker for receiving transshipment of crude oil, POL Products and if the operational requirement necessitates shifting of this tanker to the anchorage for re-berthing, the operation shall be treated as shifting only.

- (11). In case of a daughter tanker after receiving crude oil, POL products from mother tanker at outer harbour shifts to anchorage and re-enters the harbour for discharge or transshipment of crude oil, POL products such operation shall be treated as shifting only.
- (12). Similarly, in case a tanker after discharge/ transshipment of part cargo (crude oil, POL products), shifted to anchorage and brought back to inner/ outer harbour for transshipment/ discharge operations, the same shall be treated as shiftings. The proposed provision is not applicable in case of tankers shifted to roads for poor performance/ repairs.
- (13). During the course of any movement, if the vessel's engines/steering fails for a duration exceeding 1 minute, it shall be considered as a cold move.
- (14). Any craft license under the VPA Harbour Craft Rules, all movements within the Port Limits are considered as shifting and any such craft, issued with a "Pass Pilot" is exempted from Pilotage.

2.2.5 Detention charges shall be levied, as under if a vessel is not ready to move within half an hour from boarding of the pilot.

Sl. No.	Description	Foreign- going vessel (in US \$)	Coastal Vessel (in Rs.)
1.	First half-an-hour for Inward/ Outward movement	Free	Free
2.	For every subsequent half-an-hour or part thereof	782.54	20917.55
3.	Cancellation of movement of a vessel scheduled for Inward/ Outward Movement - Charges to be levied in addition to the detention charges	2347.64	62752.46
4.	Fees for carriage of Pilot: Compensation per day if an outward-bound vessel carries away a pilot to sea.	308.90	8256.90

Note: In addition to the compensation prescribed at Sl. No.(4) above, the Master of the vessel shall be liable to bear the expenses of the Pilot and the cost of sending him back to this Port.

2.3. Berth Hire:

2.3.1 Tariff			
Sl. No.	Description	Rate per GRT per hour part thereof	
		Foreign-going vessel [in US \$]	Coastal vessel (in Rs.)
1.	IRON ORE AND PELLETS (Mech.)		
	Upto 42000 GRT	0.01912	0.5112
	Above 42000 GRT	0.00907 (subject to a minimum of 803.22 US \$)	0.2423 (subject to a minimum of Rs.21469.96)
2.	Vessels carrying crude oil or petroleum products, including LPG		
	Upto 30000 GRT	0.00360	0.0962
	Above 30000 GRT	0.00479	0.1281
3.	RESIDUAL CATEGORY		
	- Upto 30000 GRT	0.00748	0.1999
	- Above 30000 GRT	0.01007	0.2689
4.	For vessels [including Work Boats] operating in port waters under Visakhapatnam Harbour Craft rules.	NA	0.2765
		Rate in Rs. per day per Vessel	
5.	For vessels under construction at HSL Jetty/ moorings	Upto 3 months - Rs.1658.98 4 th Month onwards - Rs.1383.24	

Notes:

- (1). The time for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.
- (2). (i). There shall be a time limit beyond which berth hire shall not apply, the berth hire shall stop 4 hrs after the time of vessel signaling its readiness to sail.
- (ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal condition or on account of inclement weather or due to absence of night navigation facilities.

- (iii). The Master/ Agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather condition.
- (iv). There shall be penal berth hire equal to one day's berth hire charge for a false signal.
 "False signal" would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions".

(3). Ousting Priority/ Priority Berth Hire:

- (i). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 100% of the berth hire calculated for the total period of actual stay at the berth, whichever is higher, shall be levied.
- (ii). For "priority berthing" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 75% of the berth hire, calculated for the total period of actual stay at the berth whichever is higher, shall be levied.
- (iii). If a vessel is shifted from the working berth to Anchorage/ idle berth/ mooring to accommodate ousting priority vessel and brought back to working berth subsequently, the shiftings/ pilotage of such vessel shall be levied on the vessel enjoying ousting priority. At the same time, berth hire charges of the ousted vessel if shifted to idle berth shall also be borne by vessel enjoying priority.
- (iv). Where a working berth is already vacant for want of a vessel and a vessel having priority/ ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (un-readiness of documents/ lack of cargo/ lack of ullage/ hatch cleaning/ receivers or shippers not willing to work), it is not treated as priority berthing and in such cases no priority berthing charges will be levied.
- (v). The fee for according priority/ ousting priority as indicated above shall be charged from all the vessels except the following categories:
 - (a). Vessels carrying cargo on account of Ministry of Defense.
 - (b). Defense vessels coming on goodwill visits.
 - (c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
 - (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.
 - (e). Coastal vessels which will be accorded priority berthing.
 - (f). For vessels berthed as per Port's berthing policy without availing any specific priority.
- (4). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.
- (5). No Berth hire shall be levied for the period the vessel is compelled to idle at berth for continuously for one hour or more due to non-availability/ break down of all shore cranes/ port equipment and any other reasons including power failure attributable to the port.
- (6). Board may consider exemption/ waiver of berth hire/ roadstead charges for the period during which the vessel waits/ remains idle at berth/ jetty/ mooring/ anchorage due to reasons like strike by DLB/ Port/ Any category of Port workers.
- (7). When a Tanker berthed at Oil Wharfs on priority, does not complete its cargo handling operation in time, penalty equivalent to 100% berth hire charges will be levied for extra hours of stay at berth and priority will not be considered for the same Shipper/ Receiver for their immediate next vessel.
- (8). In case, if a vessel is having priority, but by virtue if the same vessel is senior, no Priority charges will be collected.

- (9). Uniform procedure for levy of penal berth hire charges and grant of incentive under the berthing policy 2016, as per relevant tariff approved by VPA.

Sr. No	Category of Berth	Incentive to be granted and penal berth hire charges to be levied on the following agencies
1	Mechanised Bulk Berth	Shipping/ Vessel Agents
2	Conventional berth handling Dry Bulk/ Break Bulk Cargo	Stevedoring Agents
3	Liquid Berths	Shipping/ Vessel Agents

2.3.2. Concession in Berth Hire shall be extended in the following cases:

Particulars	Concession
(a). Vessels and work boats berthed at any Hindustan Shipyard Jetty, Dredger lay by Jetty, or at any jetty or moorings in the port waters [except fishing harbour] or vessels berthed alongside another vessel already at berth/ moorings/ jetty.	For Iron ore/ pellets (Mech.), POLvessels and Residual Category = 50% of applicable berth hire.

2.3.3. Penalty

(1) For underperformance

- (i). In case of mechanical loading of Iron ore/ pellets, where there is no loading on account of ship or shipper's failure due to reasons mentioned below, penalty will be levied on the concerned parties for idling periods.
- De-ballasting of water exceeding 6 hrs. (six hours)
 - Hatches not ready for loading/ lack of cleaning/ lack of cargo etc.
- (ii). Penalty shall be equivalent to applicable berth hire and shall be levied in addition to normal berth hire.
- (iii). If the overstay of the vessel exceeds more than 4 (four) hours beyond prescribed norms of productivity, 2 times penalty shall be levied.

(2) For Overstay of vessel

- (ii). Penal berth hire equivalent to normal applicable berth hire shall be levied in addition to the berth hire charge for the period of overstay of vessel for occupancy of the berth beyond the stipulated periods mentioned at (ii) below, provided there is a demand for the berth and a notice is served by the VPA or its authorized officials 10 hrs in advance of completion of discharge/ shipment operations.
- (iii). Vessel shall be permitted to occupy the berth after completion of cargo operation without attracting penalty for period mentioned below:-
- | | |
|---|--------|
| (a). Any vessel, which requires "SECURING" | 10 hrs |
| (b). Food Grain vessels requiring fumigation and inerting | 10 hrs |
| (c). Vessels taking bunkers through barges. | 08 hrs |
| (d). Vessels taking water through barges.
[From the time of placement of barges along side vessel] | 12 hrs |
| (e). Vessels taking Water/ Bunkers through source other than barges. | 08 hrs |
| (f). In all other cases | 04 hrs |
- (iv). If the overstay of the vessel exceeds beyond 15 days even after levying penal berth hire under 2.3.3.(2)(i) then penal berth hire equivalent to 5 times of the normal berth hire for such excess period shall be levied in addition to the normal berth hire charges.

(3) For Pollution

- (i). Charges for not landing of Garbage will be Rs. 10,000.
- (ii). Apart from clean up charges for polluting port waters (as per actuals incurred for clearing) a fine of Rs. 50,000/- per incident.
- (iii). Penalty for emitting excess smoke while vessel in port is Rs. 50,000/-.

2.3.4 Road Stead charges

Road stead charges as mentioned below are leviable for the vessels stayal at roads with an exemption up to first 48 hrs. before berthing on her first arrival at the roads.

Sl. No.	Description	Rate per GRT per hour or part thereof	
		Foreign going vessels (in US \$)	Coastal vessel (in Rs.)
1.	First 48 hrs	Free	Free
2.	After 48 hrs to 144 hrs	0.000123	0.0033
3.	145 hrs onwards	0.002112	0.0564

Notes:

- 1) No Road Stead Charges will be levied for the vessels stay at roads with an exemption upto first 48 hrs. before berthing on 1st arrival irrespective of readiness of vessel.
- 2) For vessels which arrive Port limits for other than Cargo handling purposes, for water repairs etc. road stead charges are leviable from the time of actual stayal of the vessel at Roads without any free time and the rate applicable is 2nd slab up to 144 hrs and thereafter, 3rd slab rates to be levied. In order to encourage the vessels calling exclusively for bunkers i.e. "Bunker Call" No Road Stead charges will be applicable for bunker vessels upto first 48 hours. Thereafter charges as per the slab rates as above will be applicable.
- 3) No road stead charges shall be levied on Mother/ Daughter tanker meant for transshipment of POL at anchorage/ berths.
- 4) In case of an importing vessel after completion of discharge re-anchoring/ shifts to roads for carrying out loading operation, road stead charges as per the 2nd slab rate up to 144 hrs. is applicable from the time of re-anchoring/ shifting and thereafter, 3rd slab rates to be levied.
- 5) Vessels shifted to roads for continuing loading/ unloading for want of cargo/ non-availability of space to discharge cargo, shifting due to poor performance or shifting due to the concerned Steamer Agent's request, the rates at slab-3 of the above scheduled rates shall be levied from the time of re-anchoring/ shifting till readiness.
- 6) Vessels is shifted/ ousted to accommodate ousting priority vessels to roads as per Port berthing policy, shall attract road stead charges as per slab-2 of the above schedule from time of their shifting/ ousting to roads upto 144 hrs, and thereafter rates at slab-3 shall be applied. Road Stead charges are to be collected from the vessel which is shifted to Roads but not from the Vessel which was berthed on ousting priority.
- 7) Vessels shifted due to emergency/ cyclonic condition shall attract road stead charges as per the slab rates.
- 8) Whenever vessel shifts to roads and goes to another berth for up-topping or lightening, the vessel stayal at roads shall be charged the rates at 2nd slab from the time of its shifting to roads till 144 hours and thereafter, rates at slab 3 shall be applied.
- 9) Once vessel sailed from Port and drop at anchorage, for any reason, whatever rates at 2nd slab shall be levied upto 144 hours and thereafter rates at slab 3 shall be levied.
- 10) The rate mentioned in the slab above shall be made applicable irrespective of the availability/ non-availability of berth(s).

2.3.5 Tariff at SPM

Sl. No.	Vessel related charges	Foreign in US \$	Coastal in Rs.	Remarks
1)	Port dues vessels entering outer harbour (Rate per GRT)	0.5772	15.45	One time payment based on GRT of the vessel for each entry
2)	Pilotage			
	a) Vessel of GRT 30001 and above (Rate per GRT)	0.91	24.22	One time payment based on GRT of the vessel for one inward and one outward movement
	b) For on Board stay 1st pilot	16.39	1099.28	Per hour or part thereof stay at SPM
3)	Mooring/ Berthing charges	213.62	9517.72	One time for each operation
4)	Unmooring/ unberthing charges	213.62	9517.72	One time for each operation
5)	Tug charges	809.76	21644.68	Per hour or part thereof subject to minimum of 2 hours
6)	Anchorage charges per GRT	0.0025	0.063	Charges per GRT of the vessel per hour of stay at SPM
7)	For usage of VPA tug (Allowances & refreshments for crew)	272.52	12140.65	Per shift of 8 hours

Note: Shifting charges will be collected for vessels shifted from/ to SPM, OSTT and also at Anchorage & other Operational are as other than berths.

SECTION – 3**CONSOLIDATED CHARGES FOR TRANSHIPMENT/ LIGHTERAGE OF CRUDE OIL / POL PRODUCTS/ DRY BULK CARGOES****3.1. Consolidated charges for transshipment/ lighterage of Crude Oil and POL products in Outer Harbour.**

Sl. No.	Description	Unit	Rate [in Rs.]
1.	Consolidated Charges for Transshipment/ lighterage Operation of Crude Oil from mother vessel.	Per each call of mother vessel	7.64 lakhs
2.	Consolidated Charges for Transshipment/ lighterage Operations of POL Product from mother vessel.	Per each call of mother vessel	6.29 lakhs
3.	Wharfage charges on Cargo transhipped/ lighterage to daughter tanker and carried to other ports without discharging at this Port.	Per KL	15.26
4.	The Daughter tankers shall pay charges as per notified rates.		
5.	For any other specific services such as supply of water, launches, etc., charges shall be levied as applicable.		

Notes:

- (1). Crude Oil/ POL products transhipped/ lightened originally to daughter tanker and subsequently re-transhipped/ lightened to another tanker in the same call, wharfage charges shall be levied at Rs.3.45 per KL for second and subsequent transshipment/ lighterage operations.
- (2). Consolidated Charges shall include Port dues, pilotage fee, Berth hire charges, Fire Float and wharfage charges @ Rs. 3.45 per KL.
- (3). In case, a Mother vessel tranships/ lighten part cargo of Crude Oil/ POL products to daughter tanker to carry to other ports and discharges part cargo in the Port or vice versa, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the VPA Scale of Rates instead of consolidated charges.

The element of wharfage of Rs.3.45/- per KL built in consolidated charges is also payable by mother vessel for the quantity transhipped/ lightened to daughter vessel.

- (4). In case Mother vessel subsequently becomes daughter tanker, Port dues, pilotage fees, wharfage and berth hire charges shall be levied at the notified rates as applicable duly adjusting the consolidated charges originally collected.
- (5). A consolidated charge of Rs.54,000 shall be levied on Mother Tanker per each call towards preparation of fenders, shifting of fenders [Belonging to port/ oil industry/ ship

owners] from anywhere in the port to alongside mother/ daughter tanker and vice-versa, disconnection of fenders, fender hire charges and overtime towards staff. This charge is payable by mother vessel calling at the port for transshipment/ lighterage operations within outer harbour.

- (6). The above consolidated charges shall be levied for transshipment/ lighterage operation of crude oil/ POL products carried out anywhere in the outer harbour.

3.2. Tariff for transshipment/ lighterage of CRUDE/ POL Products at anchorage:

Charges on mother tanker	5.39 cents per GRT	
Charges on daughter tanker	Foreign vessel	5.39 cent per GRT
	Coastal vessel	Rs.2.69 per GRT
STS charges	Rs.29.64 per tonne on cargo transshipped/ lightened from mother tanker.	

Notes:

- (1). No further discount which is applicable to coastal vessel, shall be extended.
- (2). Mother tanker and daughter tankers are completely exempted from payment of roadstead charges.
- (3). If STS operations are carried out by the importer/ ship owner directly no STS charges shall be levied. However, importer/ ship owner shall make their own arrangements for loading master, shifting of fenders supply and arrangement of flexibles and standby tugs etc.
- (4). If the daughter tanker after receiving cargo from the mother vessel at anchorage shifts to outer harbour for discharge and/ or transshipment/ lighterage operations, then the tanker shall pay Port charges as per the notified rates applicable for discharge and/ or transshipment/ lighterage operations. In such case the amount already collected for the operations at anchorage from the daughter tanker towards port charges as indicated above shall be adjusted against the notified rates.
- (5). For the tankers with segregated ballast, the reduced gross tonnage indicated in the 'remarks' column of its International Tonnage Certificate will be taken to be the gross tonnage for collection of port dues.
- (6). The above rates are inclusive of charges for services like provision of one tug as stand-by by VPA, provision of 2nd tug to undertake towage of fender string to lighterage site from Port, inter ship and back to Port after completion of mother vessel, routine on-site fender maintenance between STS operation as per loading master's instructions and handling of flexible hoses for the STS operation. All other services other than mentioned above shall be charged as per rates prescribed in this Scale of Rates. Port fenders, subject to availability and suitability, shall be supplied at the rates prescribed in this Scale of Rates.
- (7). In case a daughter tanker after completion of transshipment/ lighterage at anchorage shifts to outer harbour for transshipment/ lighterage and/ or discharge and again shifts to anchorage for receiving the cargo from the mother tanker, all such movements shall be treated as shifting only.

3.3. Tariff for transshipment/ lighterage of Dry cargo at Inner Harbour/ Outer Harbour:

- ❖ A rebate of 25% in Port dues, pilotage and berth hire shall be extended to both mother/ daughter vessels/ barges engaged in transshipment/ lighterage of dry bulk cargo and carried to other ports.
- ❖ A wharfage of Rs.6.81 per tonne shall be levied on such transshipment/ lighterage and carried to other ports. The said wharfage rate is not applicable on dry bulk cargo transshipped/ lightened and carried to terminals of the BOT operators operating in the VPA.
- ❖ Lighterage/ uptopping charges @ Rs.3.40 per tonne shall be levied in addition to wharfage for discharge/ loading at other berths (excluding BOT berths).

SECTION - 4
CARGO RELATED CHARGES

4.1. Wharfage:

Item No.	Nomenclature	Unit	Foreign Rate (in Rs.)	Coastal Rate (in Rs.)
1.	Alcohol	Per Tonne	431.20	258.72
2.	Acetone	Per Tonne	355.17	213.33
3.	All types of Coal, Coke and Coal tar pitch	Per Tonne	48.79	29.50
4.	Alumina (Bulk)	Per Tonne	63.83	38.30
5.	Alumina (Mechanised Handling)	Per Tonne	70.21	42.13
6.	Aluminum, Alumina Sow Ingots, Alumina Billetts and Alumina products	Per Tonne	41.99	24.96
7.	Asphalt/ bitumen, Barytes, Feldspar, Chrome Ore	Per Tonne	35.18	21.56
8.	Cement clinker (including cement)	Per Tonne	31.77	19.29
9.	Manganese Ore/ Ferro Manganese Slag	Per Tonne	21.56	12.48
10.	Ammonium Nitrate	Per Tonne	297.87	178.72
11.	Blast furnace slag, Bentonite, Dolomite chips, River sand and fly ash	Per Tonne	24.96	14.75
12.	Calcined petroleum coke	Per Tonne	64.68	38.58
13.	Caustic Soda	Per Tonne	53.33	31.77
14.	Cereals, food grains, Pulses & Sugar	Per Tonne	41.99	24.96
15.	Charge chrome, Ferro Manganese, Ferro Silicon, Silicon Manganese, High carbon Ferrochrome, and other ores.	Per Tonne	71.49	43.12
16.	Other Chemicals	Per Tonne		
	Methalene Chloride		469.78	281.87
	ISC Propylene Alcohol		606.80	364.08
	Toluene		463.25	277.95
	Cyclo Hexane		332.76	199.66
	Hexane in Bulk		621.15	373.21
	Acrylonitrile (ACN)		212.00	127.20
	Other Chemicals (other than listed at 15 above)	Advalorem	1.03%	0.63%
17.	Petroleum Products (Except LPG)	KL	115.10	115.10
18.	Crude oil			
	(a). Crude oil at VPA berths	Per Tonne	96.57	96.57
	(b). Crude oil at SPM	Per Tonne	17.00	17.00
19.	Edible Oils	K.L.	30.64	18.16
20.	Electrical goods	Advalorem	0.52%	0.31%
21.	Fertilizers (including MOP)	Per Tonne	56.74	34.04
22.	Granite Blocks & Marbles	Per Tonne	69.22	41.99
23.	Ilmenite sand	Per Tonne	24.96	14.75
24.	Iron Ore [Conv]	Per Tonne	29.50	29.50
25.	Iron Ore Pellets [Conv]	Per Tonne	32.91	32.91
26.	Limestone	Per Tonne	52.20	30.64
27.	Liquid Ammonia, Molten Sulphur, Rock phosphate and Sulphur	Per Tonne	59.57	35.74
28.	LPG	Per Tonne	319.45	191.67
29.	Machinery	Advalorem	0.27%	0.16%
30.	Molasses	Per Tonne	47.66	28.37
31.	All types of Oil Extractions like Soya, Rapeseed etc.	Per Tonne	19.29	11.35
32.	Phosphoric/ Sulphuric acid	Per Tonne	83.40	50.04
33.	Pig iron	Per Tonne	53.33	31.77
34.	Gypsum	Per Tonne	45.39	27.23
35.	Methonal	Per Tonne	79.43	47.66
36.	Waste oil	Per Tonne	21.56	12.48
37.	Bio-diesel	Per Tonne	81.70	48.79
38.	R.R. materials of all grades including	Per Tonne		
	(a). Dead Burnt Magnesite [DBM]			
	(b). Fused Magnesite/ Magnesia [FM]			
	(c). Bauxite/ Round kiln super grade/ Round kiln Mid Iron			
	(d). Al/ Mg/ Alloyed powder			
	(e). Brick/ Brick Grog			
	(f). Graphite	Per Tonne	56.74	34.04
	(g). Silicon Carbide			
	(h). Reframul			
	(i). Fused alumina			
	(j). Mullite			
	(k). Sea water magnesite			

39.	Steel Products - all varieties	Per ton	65.81	39.72
40.	Styrene Monomar	Per ton	118.01	71.49
41.	Thermal Coal	Per ton	28.37	28.37
42.	Timber Logs & Wood items	1 Cu.M.	43.12	26.10
43.	Marine products	Advalorem	0.027%	0.017%
44.	Bauxite (ore)	Per Tonne	43.12	26.10
45.	Unremunerated goods having FOB/ CIF value upto and inclusive of Rs.1000/- per tonne	Per Tonne	21.56	12.48
46.	Unenumerated goods having value of more than Rs.1000/- per tonne.	Per Tonne	86.24	52.20
47.	Transshipment of break bulk cargo where wharfage is levied on advalorem basis:			
	a) Vessel to vessel directly	Per Tonne	323.40	194.04
	b) Landed from one vessel and subsequently shipped to another vessel	Per ton	403.96	242.83
48.	Wharfage charges of Rs.3500/- on materials for oil exploration purposes carried per trip of the OSVs of the ONGC			
49.	Defense Stores equipment	MT	183.83	110.07

Notes:

- (1). Wharfage on container is payable separately once at the time of landing and again at the time of shipment.
- (2). Wharfage charges are leviable on goods entering the docks even if they are not shipped. However, for the excess cargo brought into docks for shipment but not shipped, no wharfage will be levied if the cargo is removed within 24 hours of shipment.
- (3). Ad valorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the bill of coastal goods. Customs bills of entry/ shipping bill/bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of Lading/ invoice etc.
- (4). If the crafts landed/ meant for shipment are piloted by port tugs, Pilotage as laid down in the scale of rates shall be levied in addition to the wharfage charges.
- (5). Charges on packages containing articles of a miscellaneous character shall be levied based on the rate applicable for individual cargo items.
- (6). Before classifying any cargo as 'un enumerated goods' the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the Schedule given above.
- (7). A rebate of 20% shall be extended on the cargoes imported by Voluntary organizations like CARE, ALIMCO, CRS, WFP, etc. against certification by the appropriate Government Authority of Central/ State Government.
- (8). A rebate of 25% shall be extended on the project consignment.
- (9). If any document issued by Government of India specifies that the equipment/ material is utilized for project purpose, then it is treated as project consignment.
- (10). "Defense 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.

4.2. Wharfage on container and Containerised cargo Handled at docks other than VCTPL

Sl. No.	Description	Rate per container (in Rs.)		
		Upto 20' in length	Above 20' and upto 40' in length	Above 40' in length
1.	Wharfage on container	26.94	41.30	53.88
2.	Wharfage on containerized cargo (irrespective of nature of cargo) when no stuffing/ destuffing is done inside the Port premises	763.31	1145.87	1526.63
3.	Wharfage on containerised cargo when cargo is stuffed/ de-stuffed for shipment/ delivery inside the Port premises.	Wharfage as per classification under section 4.1 of the Scale of rates		

Note:

No Wharfage shall be levied on container and containerized cargo Handled at VCTPL but Stuffed/ De-stuffed in the Docks of VPA.

4.3 Wharfage charges for specified cases

In the following specified cases wharfage charges shall be levied as specified in Section 4.1.:

- (i). On crafts carried on board the vessel.
- (ii). On goods abandoned.
- (iii). On the manifested description of package whether they are landed empty or partly empty.
- (iv). Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purpose of Customs Act, 1962, shall not be treated as Cargo and no wharfage shall be levied on such vessels, if the vessels come into Port on their own steam and sail out of the Port limits on their own steam. However, when loading or un-loading of vessels takes place within the Port limits, wharfage shall be payable on such vessels basing on the customs documents.

4.3.1. Wharfage charges on goods from vessels in distress

Item No.	Description	Charges Payable
1.	Cargo of other Ports landed from vessels in distress.	As specified in Section 4.1.
2.	Cargo that already paid export wharfage at Visakhapatnam but has not been carried to destination.	No Wharfage
3.	Cargo of other Ports reshipped without having left the Port's premises.	No wharfage at the time of shipment.

4.4 Goods free of wharfage

The following goods shall be free of wharfage.

- (1). Fodder accompanying live stock and not manifested as cargo.
- (2). Postal articles.
- (3). Bonafide ship's dunnage fittings, ships' stores, ship's provisions, ship spares and unmanifested dunnage for the use of ships.
- (4). Ship's sweepings provided that the entire cargo is landed at the Port and satisfactory proof is produced to the effect that the sweepings formed part of the consignment for which wharfage charges have been paid.
- (5). Sweepings collected from the wharf, sheds, warehouses, rented plots, etc.
- (6). Cargo not manifested for transshipment but merely transferred from one hatch to another of the same vessel or landed and reshipped to the same vessel. Handling charges if incurred and demurrage charges as applicable, however, shall be levied.
- (7). Bonafide passengers' luggage, Seamen's baggage and Personal effects accompanying them.
- (8). Diplomatic mail.
- (9). Ice used for packing material.
- (10). Personal baggage, horses and carriage and other military equipment accompanying Military Personnel moving on duty embarking in or disembarking from vessels and the animals meant for providing food to such personnel.
- (11). Sand ballast.
- (12). Survey rejections
- (13). Passengers embarked and dis embarked.

4.5 Demurrage Charges/ Storage Charges

4.5.1 Free storage period in the transit accommodation and the Demurrage Charge

Description	Import Cargo	Project Cargo	Export Cargo	Goods landed for Transshipment
Free Period in Days	5 days	20 days	30 days	10 days
Thereafter	Rs. 25.00 per Tonne / Cubic Metre or part thereof for every Day or part thereof			

Notes:

- (1). Free period prescribed above excludes Customs notified holidays and Port's non-working days.
- (2). **Imports:**
 - (i). Free period for import cargo shall be reckoned from the days following the day of completion of final discharge from the vessel.
 - (ii). Free period for containerized cargo shall commence from the day following the day of de-stuffing.
 - (iii). In case of salvaged goods, free period shall commence from the day following the day of salvage.
 - (iv). Where goods are landed by the vessel into lighters, barges or other floating crafts, free days shall be calculated from the day of complete discharge of the goods from the lighters, barges or other floating craft, on the wharf or jetty.
 - (v). In cases where de-stuffing of loaded container being not effected within 7 days from the last day of landing of the containers, demurrage charges shall be levied on the cargo inside the containers and recovered from the Steamer Agents, at the usual rates leviable on import cargo upto and inclusive of the day of de-stuffing after expiry of 7 days free period besides the storage charges, leviable on containers.
- (3). **Export:**

Free period for export cargo shall commence from the actual date of the receipt of the goods in the Port premises.
- (4). No free days shall be allowed on goods brought into Port premises and removed from there without shipment. No demurrage shall be levied for the goods brought in during the course of shipment and removed within 24 hours of shipment.
- (5). In case of goods landed for transshipment the free storage period of 10 days in transit shall be counted from the last day of discharge of cargo excluding customs notified holidays and port's non-working days.
- (6). In case of goods for which wharfage charges are collected on 'ad valorem' basis, demurrage shall be levied on 'per tonne' basis. In all other cases demurrage shall be levied on 'per tonne' basis or 'per cubic meter' basis as the case may be based on the wharfage charges collected.
- (7). For goods lying in Open space/ Area 50% of charges mentioned above shall be levied.
- (8). If operational area is leased on rental to users, demurrages on cargo stored therein shall not be levied again.
- (9). **Demurrage on goods detained:**

The following periods shall be excluded from the calculation of any period for which free storage is allowed under this Rule viz.:

 - (i). Any period during which goods are detained by the Port Health Officer before being destroyed.
 - (ii). 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 appraisalment and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers/ Exporters;

- (iii). Where goods are detained by the Commissioner of Customs on account of Import/ Export Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/ Exporter, for such period of detention under 4 (i) and (ii), the demurrage charges shall be recovered as under:

First 45 days	:	Free.
46 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rate shall be worked out as per Scale of Rates at the appropriate slab as applicable after 45 days and the concessional rate mentioned above shall be applied thereon on the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows:

- First 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days and,
- First 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

The detention certificate for availing the above concession shall be submitted within a period of six months from the date of clearance of goods.

- (10). Demurrage on the containerized cargo while lying in the transit area after release from the container (imports), shall be charged on the cargo released from the Container as per usual demurrage charges leviable on Import Cargo after expiry of the free period.

(11). Demurrage on cargoes not removed from the wharf

Demurrage shall be levied on cargoes not removed from any berth in the port after completion of discharge from a vessel/ shipment to a vessel/ Barge.

Sl. No.	Description	Amount
i..	First 5 hours	Free
ii.	6 th to 10 th hour	Free – subject to limiting the free time from 6 th hour to 10 th hour or berthing of subsequent vessels, whichever is earlier. Thereafter, Rs. 6585.47 per hour or part thereof will be charged in this slab.
iii.	11 th to 15 th hour	Rs. 6585.47 per hour or part thereof
iv.	16 th to 20 th hour	Rs.13170.93 per hour or part thereof
v	21 st hour onwards	Rs. 32927.34 per hour or part thereof

- Port reserves the right shift the cargo at the cost of the receiver/ shipper.
- Demurrage shall not accrue for the period during which the port is not in a position to effect delivery of import cargo of shipment of export cargo when requested by the user.
- “Wharf demurrage shall be levied berth wise as per the slab rates, irrespective of shifting of vessel done either by Port or at the agent's request.

4.5.2. Storage charges on containers:

Particulars	Rate per container per day or part thereof			
	Foreign-going (in US \$)		Coastal (in Rs.)	
	20'	40'	20'	40'
Storage charges on laden and empty container	0.17	0.34	7.48	14.97

General Notes

- Free period of 1 day shall be allowed on import/ export containers whether empty or laden. For the purpose of calculation of free period Custom's notified holidays and port's non-working days shall be excluded.
- Free storage period for import containers shall commence from the day after the day of landing of the container. For export container, the free period shall commence from the time the container enters the terminal.
- The storage charges on abandoned FCL containers/ shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following condition:

- (i). The consignee can issue a letter of abandonment at anytime.
- (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/ MLO can also issue abandonment letter subject to the condition that, - the Line shall resume custody of container alongwith cargo and either take back it or remove it from the port premises; and the line shall pay all port charges accrued on the cargo and container before assuming custody of the container.
- (iii). The container Agent/ MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for de-stuffing the cargo.
- (iv). Where the container is seized/ confiscated by the Custom Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized/ confiscated containers should be removed by the line/ consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.
- (4). If operational area is allotted on licensed terms or leased on rental to users, storage charges on container shall not be levied.
- (5). Storage charge shall not accrue for the period during which the VPA cannot effect delivery of import container or shipment of export container when requested by the user.

4.6.1 Charges for handling cargo (labour charges):

The handling charges prescribed herein below shall be levied for the following cargo items in addition to levy of wharfage:

- (i). Machinery (import)
- (ii). Timber logs & wood items (import)
- (iii). All varieties of refractory raw materials in bags/ cases (import) and General cargo and bagged cargo (imports)

The rates for the above mentioned cargo items are as follows:

Item No.	Description	Unit	Rate (in Rs.)
1.	Packages/ Bags weighing upto and including 1 tonne.	1000 Kgs.	64.66
2.	Packages weighing over 1 tonne and upto and inclusive of 3 tonnes.	1000 Kgs.	71.84
3.	Packages weighing over 3 tonnes.	1000 Kgs.	80.83
4.	Cranes used for conveying import cargo from Barge to the Quay when Port provides a Crane.	1000 Kgs.	6.29
5.	Labour handling charges in barges/ lighters supplied for import Cargo.	1000 Kgs.	17.96
6.	For shifting of Container from one place to another within the Dock Area.	Per Container per each shifting (Load or Empty)	289.16

- (iv) For Cargo temporarily landed and reshipped by the same vessel the tariff is as follows

Description	Unit	Rate (in Rs.)
When handled by Port Labour	Per 1000 Kgs.	Rs.28.91 ps

Notes:

- (1). The handling charges specified for Item Nos.1, 2 and 3 are inclusive of equipment hire charges.
- (2). (i). In case the trailers are supplied by the steamer agents/ receivers or his agents(wherever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at item nos.1, 2 & 3 of Schedule of Labour Charges.

- (ii). In case the operation necessitates the deployment of only shore handling equipment and in the event of supply of this equipment by the steamer agents/receivers or his agents (wherever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at items nos.1, 2 & 3 of Schedule of Labour Charges.
- (iii). In case both trailers as well as handling equipment for handling and transportation of import General Cargo including timber logs but excluding containers are supplied by the steamer agents/ receivers or his agents (wherever required), a rebate of 50% shall be given on the rates specified on item nos.1, 2 & 3 of Schedule of Labour Charges.
- (3). No charges shall be levied for incidental movements in handling of containers.
- (4). Extra charges shall be levied for the equipment supplied as applicable.
- (5). In case of handling coastal cargo eligible for concessional tariff and for coastal containers involving ship-shore transfer from/ quay to/ from storage yard, 60% of the rates prescribed in the above Schedules will be levied.
- (6). The Port does not assume custody of the Export Cargo.
- (7). The Port lands import cargo, assumes custody of it, conveys to transit space and sorts for delivery all import cargo including cargo discharged into lighters, except cargo in bulk, live animals not in crates and other cargo for which overside delivery direct from ship is permitted in special cases by the Port and the Customs Authorities.
- (8). In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces.
- (9). In case of Cargo temporarily landed on the quay or into lighters either from a vessel berthed at Quay berth or from a vessel berthed in the moorings, Cargo shall lie at the expenses, risk and responsibility of the ship.
- (10). The charges specified at item No.4 in Section 4.6.1 will not apply for lifts each weighing 5 tonnes and above.
- (11). The charges for shifting of containers either empty or laden shall be payable by ship owner/ steamer agent. The tractor-cum-trailer for transporting container shall be supplied by the Ship Owner/ Steamer Agent concerned.

4.6.2. Levy of Charges for obtaining services of cargo handling workers from Cargo Handling Division (CHD)

4.6.2.1. Labour Levy:

Description	Rate Per Tonne (In Rs.)
For all Cargo services where labour is supplied.	75

Notes:

- 1. The usage of Port Labour is mandatory as per the merger settlement between Dock Labour Board (DLB) and Visakhapatnam Port Authority (VPA).

4.7. Penalty charges for not covering the cargo with tarpaulin or for not handling the cargo dust free:

- 4.7.1. If Stevedores/ Handling Agents and BOT operators authorized by the Port do not cover all the dusty import and export cargo within the vicinity of the port with Tarpaulins, then the Stevedores/Handling Agents and BOT operators will be liable to pay penalty for failure to cover the stack with Tarpaulin as below, from the day following the date of inspection by the concerned Plot holders / BOT / PPP operators, under acknowledgement at the inspection spot only.

SI No.	Description	Rate of Penalty (In Rs.) Per day per stack
1.	1 st day to 3 rd day	Rs. 10,000 Per day
2.	4 th day to 7 th day	Rs. 20,000 Per day
3.	Thereafter	Rs. 25,000 per day

If VPA arranges to cover the stacks, necessary cost incurred shall be levied on the concerned along with the penalty.

Other penal charges:

- Bulk Cargo carrying load trucks identified within and outside the Dock Area without Tarpaulin coverage – Rs. 1,000/- per truck shall be levied on the Importer / Exporter / Stevedore / Handling Agent / PPP / BOT operator.
- Un-authorized Parking of Trucks on Port Roads – Rs. 1,000/- per truck shall be levied on the Importer / Exporter / Stevedore / Handling Agent / PPP / BOT operator.

SECTION – 5 **CHARGES FOR HIRE OF CRAFT/ EQUIPMENT**

5.1. Floating Crane charges:

5.1.1. 140 ton Floating Crane:

Item No.	Weight of package or nature of charge	Unit	Rate (in Rs.)	Rate in Rs. for second operation
1.	Upto 50 tonnes	Per hr. or part thereof	Rs.3593.86 per hour or part thereof subject to a minimum Rs.7188.46	Rs.1796.94 per hour or part thereof subject to a minimum of Rs.3405.56/-
2.	Over 50 tonnes but not exceeding 60 tonnes	Per tonne or part thereof	1549.09	774.54
3.	Over 60 tonnes	-do-	2065.45	1032.72
4.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the port's ordinary working hours	Per requisition	7167.08	--
5.	For detention if the crane is kept idle owing to the lift or lifts not being ready for slinging	Per hr. or part thereof.	3583.54	--
6.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading	Per violation.	2561.15	--
7.	Additional charges for use of crane deck as a barge	Per loaded trip.	5370.14	--
8.	For use of the crane for purpose other than routine landing shipment, and delivery of cargo	Per hr. or part thereof.	23236.23	--
9.	Placing/ removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	- do -	2065.45	--
10.	For use of the crane for purpose of lifting sunken trawlers of FH	Per hour or part thereof	6286.13	--

5.1.2. 60 ton floating crane:

Item No.	Weight of each package or nature of charge	Unit	Rate (in Rs.)	Rate in Rs. for second operation
1.	Upto 50 tonnes	Per hour or part thereof	Rs.3593.86 per hour or part thereof subject to a minimum of Rs.7187.73	Rs.1796.94 per hour or part thereof subject to a minimum of Rs.3593.86
2.	Over 50 tonnes but not exceeding 60 tonnes.	Per tonne or part thereof	1549.09	774.54
3.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the Port's ordinary working hours.	Per requisition	7167.08	--
4.	For detention, if the crane is kept idle owing to the lift or lifts not being ready for slinging.	Per hour or part thereof	3583.54	--
5.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation	1032.72	--
6.	Additional charges for use of crane deck as a barge.	Per loaded trip	5370.14	--
7.	Per use of the crane for purposes other than routine landing/ shipments and delivery of cargo.	Per hour or part thereof	10223.94	--

Notes:

- (1). The charge prescribed above includes the charges for haulage and mooring of the crane.
- (2). When requisitioned, full charges shall have to be paid whether the crane is utilized or not, unless 2 hours clear notice is given cancelling the requisition.
- (3). Only one lift at a time shall be slung for discharge or loading. But when two or more lifts made up into one slung are discharged or loaded by the crane, then the cramage charges are recoverable at the rate applicable to the total weight of such a lift. In addition, a penalty shall be levied at the above rates.
- (4). Separate requisitions shall be given for usage of Crane deck as a Barge. The crane deck charges shall be levied from the time of requisition till the time of cancellation of the same. The crane deck however will not be supplied exclusively for use as a barge.
- (5). The hire charges will commence from the time the floating crane is made available to the hirer till it is delivered back to the port authorities. The Floating crane is said to be made available as soon as she commences moving for the purpose of hire till she returns to the base. The waiting period if any for getting the Tugs shall be excluded from the hire period.
- (6). Transshipment or same bottom cargo or ship's gear removed to a workshop for repairs when discharged by a heavy lift crane for subsequent relifting, charges therefor will be levied separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of relifting from the wharf and putting it on board the ship.
- (7). For the purpose of working out the detention period, 15 minutes grace period will be allowed in order to cover trivial delays in making the lifts ready, irrespective of whether two or more lifts are handled consecutively. Such detention will count till the lift is handled.

5.1.3. Hire Charges for Launch/Dredger :

Sr. No	Launch/ Dredger	Rates in Rs.		
		Unit of levy	Dept. Works	Deposit Works
1	M.V. Nirmal Launch	Per Shift of 8 hrs or part thereof	1,35,490	1,62,588
2	Masula Boat	Per Shift of 8 hrs or part thereof	86,852	1,04,222
3	GHD Sagar	Per Cubic Meter	2,294	
	Durga Dredger	Per Hour or part thereof	1,00,373	

5.2. Towage Charges:**5.2.2. Towage Charges (within port limits):**

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
1.	Tug upto 50 Tonne BP	Per hour or part thereof [Subject to minimum of two hours]	982.17	26,253.10
2.	Tug above 50 Tonne BP		1217.89	32,553.80

Notes:

- (1). The tug hire charges will be calculated from the time the tug leaves the port jetties to the time it returns to jetties.
- (2). Tugs for stand-by arrangements at the requisition of the party shall be charged @ 70% of rates prescribed in the above schedule.
- (3). The towage charges prescribed in this schedule are for hire of tugs other than for pilotage and shifting operation.

5.3 Mooring boat with gang/ pilot launch hire/ pilot fee:

Item No.	Description	Unit	Rate (in Rs.)
1.	Mooring Boat	For first 4 hours or part thereof	3860/-
		For every additional hour or part thereof	965/-
2.	Mooring charges per Gang	For first 4 hours or part thereof	976/-
		For every additional hour or part thereof	244/-
3.	Pilot launch	Per hour and part thereof	5055/-

Notes:

- (1). Charges will be calculated from the time launch leaves jetty to the time of reached to jetty.

5.4 Electrical crane charges (for other usage viz. cargo handling from/ to barges, non-cargo operations) when not recovered under berth hire

Item No.	Description	Unit	Rate (in Rs.)	Minimum Charges (in Rs.)
1.	20 tonnes Electrical quay crane	Per hour or part thereof	4714.81	9429.62

Notes:

- (1). These charges cover only the charges for working of the cranes. Slings and unslings and moving the loads within the reach of the crane shall be the responsibility of the hirer.
- (2). For the purpose of calculation of these charges, intermittent break down of the equipments on account of the port are excluded.

5.5 Mobile crane charges:

Item No.	Description	Unit	Rate (in Rs.)	Minimum Charges (in Rs.)
1	Mobile crane (capacity upto 45 tonnes)	Per hour or part thereof	731.90	1463.80
2	Mobile crane (capacity 75 tonnes)	Per hour or part thereof	1807.63	3614.12

5.6 Fork lift truck/ top lift carrier charges:

Item No.	Description	Unit	Rate (in Rs.)
1.	Forklift trucks upto and inclusive of 5000 kgs.	Per shift of Eight hours or part thereof	3251.01
2.	10 Ton and 12 Ton diesel forklift truck	Per shift of Eight hours or part thereof	7483.55

5.7 In motion wagon weigh bridge (100 tonne)

Charge for use of 100 tonne capacity pit less in motion weigh bridge at Rs.200/- per wagon of 8 wheels.

5.8 Pass Pilot License Fee and Penalties:

Category of Vessel	Rate per License (Rate in Rs.)		
	Duration	Fresh	Renewal
I.V. Registered VPA Licensed Bunker Barge	12 Months	2000	1000

Notes:

- (1). Crafts Licensed under VPA Harbour Craft Rules and having a Master issued with a VPA Pass Pilot License shall be permitted to ply without VPA Pilot within VPA port limits.
- (2). Pass Pilot License shall be issued in the name of the Master possessing a certificate of Competency of a Master (issued under I.V Act) and is familiar with VPA waters in maneuvering the Craft, on payment of Rs. 2000/- as Pass Pilot License fee. The validity of the Pass Pilot License shall be for 12 months and the firm appointing the License holder has to renew the License further as required. The license will be issued after a formal application by the Craft Owner/ Operator with the details of Sea Service of the person in Visakhapatnam Port on the Crafts and a Viva-voce by an Officer appointed by the Deputy Conservator.
- (3). The Barges shall call Port Control and obtain channel clearance prior to commencement of each movement. During the course of movement, the Barge shall comply with all Port Regulations and duly take all safety precautions of good seamanship.
- (4). The Crafts shall have operational AIS, GPS & VHF's.
- (5). If a Craft is found operating without Pass Pilot Licensed Master & Without Pilot, a penalty at twice the rate of Pilotage fee shall be imposed on the Barge.

SECTION – 6 CHARGES FOR LICENCE (STORAGE) FEE

Item No.	Description	Unit	Rate (in Rs.)	Penal Rate (in Rs.)
1.	License fee for sheds: Transit sheds and storage sheds, warehouses and all covered spaces including warehouse behind G.C.B.	Per 100 Sq. Mtrs.	5345/- per week or part thereof	10689/-
2.	License fee for Open Space	License fee for this item will be as per the Schedule of Rent approved by this Authority separately with effect from the date of implementation of Order No.TAMP/48/2014-VPT dated 15 January 2016.		

Notes:

- (1). Applications for allotment/ renewal of storage spaces shall be made in advance and charges shall be paid in advance. However, if there is delay in receipt of the application or payment of port charges for renewals, the same shall be condemned for maximum period of one week without interest for the belated payment. Occupation without valid license is treated as unauthorized occupations and charges at double the rates are levied.
- (2). Occupations shall be treated as unauthorized occupation when the cargo is stacked without allotment or when the areas are not vacated even after serving 15 days advance notice. In such event license fee shall be collected at two times the prescribed rate.

SECTION – 7 CHARGES FOR OTHER SERVICES

7.1. Charges for supply of water to vessels:

Item No.	Description	Unit	Foreign-going vessel (in Rs.)	Coastal vessel (in Rs.)
1.	Supply of water to vessels at Shore.	Per 1000 Ltrs. or part thereof	4.269 [Subject to minimum of 21.34 US \$]	114.131 [Subject to a minimum of Rs. 570.63]
2.	Supply of water to vessels by Barge.	Per 1000 Ltrs. or part thereof	5.508 [Subject to minimum of 27.543 US \$]	147.254 [Subject to a minimum of Rs. 736.26]

3.	Supply of water to vessels by pipeline.	Per 1000 Ltrs. or part thereof	6.008/- [Subject to minimum of 30.043 US \$]	285.000 [Subject to a minimum of Rs. 1424.98]
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Note:

1. Service charges equivalent to 50% of the charges prescribed for supply of water will be levied on the water requisitioned and not taken by the vessel provided the quantity not taken is more than 10% of the quantity requisitioned by the vessel. The charges for supply of water at mooring will include the services of water barges and hoses.

7.2. Fire float charges:

Item No.	Description	Unit	Rate	Minimum Charges
			[in Rs.]	[in Rs.]
1.	For salvage and other purposes.	Per hour or part thereof	3000/-	10,000/-
2	For stand by duties.	Per hour or part thereof	1500/-	5000/-

Notes:

- (1). Charges at actuals will be levied for fighting fires in ships lying in the port limit and other agencies in port's jurisdiction.
- (2). Overtime charges of crew will be charged extra as per actuals.

Above charges are exclusive of overtime charges.

7.3 Fire tender charges:

Item No.	Description	Unit	Rate (in Rs.)
1.	Fire Tender [All types of fire tenders]	Per hour or part thereof	2000

Notes:

- (1). Charges at actuals will be levied for fighting fires in ships lying in the port limit and other agencies in port's jurisdiction.
- (2). Overtime charges of crew will be charged extra as per actuals.

Above charges are exclusive of overtime charges.

7.3.1 Fire Tenders deployed for any other purpose/ place, other than for fire fighting in ships lying in the port limits:

No.	Description	Rate
1.	If deployed during day time	Double the charges of existing rates as at 7.3
2.	If deployed during night time	2.5 times on existing rates as at 7.3

Notes: The Double Over Time (DOT) charges of staff to be per actuals.

7.4 Trail or Pump

Item No.	Description	Unit	Rate (in Rs.)
1.	For all types of Pumps	Per hour or part thereof	2000

Notes:

- (1). Charges at actuals will be levied for fighting fires in ships lying in the port limit and other agencies in port's jurisdiction.
- (2). Overtime charges of crew will be charged extra as per actuals.

7.5 Miscellaneous charges:

Item No.	Description	Unit	Rate (in Rs.)
1.	Yokohama fenders	Unit per fender per day or part thereof	3368
2.	Pollution control charges including sprinkling and sweeping [Except cargoes handled by mechanical system i.e. Iron Ore, Pellets, Aluminium & cargoes at Fertiliser berth]		
	For Dry bulk	Per Tonne or part thereof	5.00
	For Break Bulk	Per Tonne or part thereof	1.50
3.	60 Ton Road Weighbridge		
	Per Truck [Loaded or Empty]		17.21
	Per Trailor [Empty]		17.21
	Per Trailor [Loaded]		34.43
4.	Shifting of fenders	For one placement and removal	31,656
5.	Levy on Bunkers supplied through bunker Barges/ Vessels	Per K.L	8.98
6.	Levy on Water supplied through bunker Barges/ Tanker	Per K.L	8.98
7.	Duplicate copy of bills	Each copy	74.84
8.	Certificate of payment / weighment	Each certificate	74.84
9.	Amendment copy	Each amendment	500.00
10.	Charges for Landing of Garbage	Charges for landing of garbage is as per notification issued by Marine Department in the VPA Website	

7.6. Dry docking charges:**7.6.1.1 For use of Dry dock at Visakhapatnam Port Trust Inner Harbour:**

Item No.	Description	Unit	Foreign going vessels (in US \$)	Coastal vessels (in Rs.)
1.	On the 1 st day to 14 th day	Per day	3574.57	1,00,459.49
2.	From 15 th to 30 th day	-do-	5360.13	1,50,640.74
3.	From 31 st day onwards	-do-	7149.13	2,00,918.98

Notes:

- (1). The above charges include shipwright and pumping charges but do not include charges for supply of fresh water, cranes, electric lights and other facilities.
- (2). Time is reckoned from the moment any part of the vessel passes the gate line when entering to the moment the whole vessel is clear of the gate line or leaving the deck.
- (3). Day means a period of 24 hours or part thereof calculated from the time fixed in Note.2.
- (4). The VPA may at its discretion permit the use of the Dry Dock for more than one vessel at the same time. On such occasions, the Dock charges of a vessel, which has completed her repairs earlier than the other vessel or vessels, and whose undocking is delayed, due to the non-completion of the repair to the latter, will be levied upto the end of the day on which the work on that vessel is completed. The time between the completion of work on a particular vessel and the final undocking of all the vessels will be treated as 'Dies-non'.
- (5). When the Dock is used simultaneously by two or more crafts belonging to Private parties or to the other Departments of Government or belonging to the Port the total charges may be charged proportionately, the proportion being decided by the VPA on the basis of floor area occupied subject to a limit of not less than half the charges prescribed for each vessel. The decision of the VPA in the apportionment of charges shall be final.

7.6.1.2. Dock Block Preparation Charges:**(in Rs. per vessel)**

Sl. No.	Description	Unit rate	Length of vessel upto 50 Mtrs.	Length of vessel above 50 Mtrs. upto 100 Mtrs.	Length of vessel above 100 Mtrs.
(i).	Flat Bottom vessels	Composite rate	251445.18	314305.90	377167.76
(ii).	Shaped vessels		431048.22	574731.34	718414.46

Note:

The dock block preparation charges include all cost involved including materials for preparation of Keel Blocks. The above charges do not include preparation of Bilge Blocks for which the materials are required to be supplied by the vessel owner.

7.6.1.3. Composite Docking and Undocking charges:

SI No.	Description	Foreign Going Vessel (Per Vessel) (US\$)	Coastal Going vessel (Per Vessel) (Rs.)
1	For First Docking	7607.83	213810.67
2	For Second Docking	2755.91	77452.24

7.6.1.4. Block Shifting Charges:

Block Shifting Charges will be levied on actuals.

7.6.2. Visakhapatnam fishing harbour:**7.6.2.1. Consolidated charges for mechanized fishing boats/ Trawlers (Mini & Big)**

SI. No.	Particulars	Unit	Frequency of Payment	Rate per month (in Rs.)
1.	Mechanised Fishing Boat	Per Boat	Per Calendar month	453.89
2.	Fishing Trawler [Mini] Upto 14 NRT	Per Trawler	Per Calendar month	3404.19
3.	Fishing Trawlers [Big] Above 14 NRT	Per Trawler	Per Calendar month	6808.39

Notes:

- (1). The above consolidated charges are inclusive of port dues, berth hire and wharfage.
- (2). The consolidated charges are collected irrespective of stayal of days at Fishing harbour during the Calendar Month.
- (3). For Government Survey/ Training Vessels i.e. CIFNET, FSI & CIFT involved/ deployed for scientific survey of marine resources and training operations the Berth hire as specified below is applicable and no Port dues and Wharfage charges are charged on the three Government Survey/ Training vessels.

SI. No.	Particulars	Unit	Berth Hire per day (in Rs.)
1.	Fishing Trawler [Mini] Upto 14 NRT	Per Day or part thereof per Trawler	153.51
2.	Fishing Trawlers [Big] Above 14 NRT	Per Day or part thereof per Trawler	230.51

- (4). If fishing boats and trawlers are engaged for activities other than fishing, penal charges @5 times the applicable monthly tariff shall be levied.

7.6.2.2. Schedule of pilotage fees:

"If mechanized fishing boats/ fishing trawlers (Mini or Big) require the services of port's pilot for towing, then a consolidated pilotage fees of US\$ 697.01 for foreign-going vessel and **Rs.18631.04** for coastal vessels shall be levied".

7.6.2.3 Schedule of shifting charges for fishing trawlers [mini or big] with the usage of tug:

SI. No.	Particulars	Unit	Foreign going vessels (in US \$)	Coastal vessels (in Rs.)
1.	Fishing Trawler [Mini] Upto 14 NRT	For each operation	10.78	288.15
2.	Fishing Trawlers [Big] Above 14 NRT	For each operation	30.18	806.82

General Notes relating to shifting charges:

- (1). "Shifting" shall mean movement of Fishing trawlers [Min or Big] within the same harbour or from inner harbour to outer harbour or vice versa.
- (2). Shifting charges includes charges for mooring and unmooring operations with use of tugs.

7.6.2.4 Slipping in and slipping out charges of the mechanized fishing boats/ fishing trawlers [mini and big]

Sl. No.	Particulars	Rate [in Rs.] For both operations
1.	Mechanised fishing boat	9531.75
2.	Fishing Trawler [Mini] Upto 14 NRT	37,446.14
3.	Fishing Trawlers [Big] Above 14 NRT	95,317.45

7.6.2.5 Slipway repair berth hire charges for slipway complex including approach jetties to slipway complex and fishing harbour dry dock

Sl. No.	Particulars	Rate per day [in Rs.]
1.	Mechanized fishing boat	[i] For 1 st Day Rs.1021.26 [ii] From 2 nd Day onwards Rs.510.63
2.	Fishing Trawler [Mini] Upto 14 NRT	1872.31
3.	Fishing Trawlers [Big] Above 14 NRT	4085.03

Note: The charges for all types of services at slipway complex shall be deposited in advance.

7.6.2.6. Docking and undocking charges for dry dock at fisheries harbour

Docking and undocking charges for both operations Rs.1,49,784.57/- per day.

7.6.2.7. Dry docking charges for dry dock at fishing harbour.

(i).	For first day	Rs.54467.12/- per day
(ii).	From 2 nd day to 10 th day	Rs.44254.53/- per day
(iii).	From 11 th day to 20 th day	Rs.54467.12/- per day
(iv).	From 21 st day to 30 th day	Rs.88509.06/- per day
(v).	From 31 st day to 37 th day	Rs.156592.96/- per day
(vi).	From 38 th day to 44 th day	Rs.190634.91/- per day
(vii).	From 45 th day to 51 st day	Rs.224676.86/- per day
(viii).	From 52 nd day to 58 th day	Rs.258718.80/- per day
(ix).	From 59 th day onwards	Rs.292760.75/- per day

Notes:

- (1). The above rates as at 7.6.2.6 and 7.6.2.7 are applicable for trawlers of 125 tonnes and more capacity.
- (2). Trawlers of less than 125 tons Capacity are to be charge data consolidated amount of Rs.50,000/- plus actual charges of slipway as at item 7.6.2.4 & 7.6.2.5 for the trawlers less than 125 ton capacity using dry dock.
- (3). The rates are applicable to each trawler irrespective of the number of trawlers in the dry dock.
- (4). The above rates at 7.6.2.4 to 7.6.2.7 will become double in respect of vessels other than fishing vessels i.e. Mechanised fishing boats and Fishing Trawlers.

7.6.2.8 Levy on bunkers:

Nomenclature	Unit	Rate [in Rs.]
Levy on bunkers to fishing trawlers/ mechanized fishing boats	Per litre	0.06

7.6.2.9 Charges for disposal of oil bilge:

Sl. No.	Description	Unit	Rate (in Rs.)
1.	Disposal of Oil bilge residues from ships		
	a) One time placement and removal of Rigid Oil Boom	Per ship per shift of 8 hours or part thereof	5010.97
	b) One time placement and removal of Inflatable Oil Boom		12918.92
2.	Charges for disposal of oil bilge	An amount of Rs. 790/- per ton is to be paid by the vender to the Port on the quantity mentioned/ specified by the customs bill of entry. It is free of cost to the vessel.	

Note: The above charges are exclusive of over time charges.

7.7. Schedule of charge for Operation of Mobile X-Ray Container Scanning System at VPA:

Description	UNIT	Rate (in Rs.)
Charges for Operation of Mobile X-Ray Container Scanning System	TEU	164.18

Notes:

- (1). The tariff prescribed for X-Ray container scanning system is applicable to all import overseas containers other than transshipment containers irrespective of whether an import container is scanned or not.
- (2). In respect of the Container Terminal operated in the VPA by Visakha Container Terminal Limited (VCTPL), the said charge shall be collected by VCTPL and paid to VPA since the investment on container scanner and its operation is being done by the port.
- (3). The tariff prescribed will be valid for period of 15 years from the date it came into effect as approved in Order No.TAMP/77/2018-VPT dated 29 March 2019 subject to automatic annual indexation.
- (4). The tariff prescribed above will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1st January 2019 and 1st January of the relevant year. Such automatic adjustment of tariff cap will be made every year and the adjusted tariff cap will come into force from 1st May of the relevant year to 30th April of the following year.

7.8. Schedule of charge for usage of Silpauline or equivalent Tarpaulin(Save all nets) :

Rental Charge of Rs. 21,550/- for 1 (one) save all net (Silpauline or equivalent Tarpaulin) shall be levied for 1 (One) time issual.

Notes:

- (1). Caution Deposit of Rs. 21,550/- is to be collected as caution deposit without GST.
- (2). If the party fails to return the save all net in good condition for subsequent use, then caution deposit is adjusted duly collecting GST.
- (3). Cost of manpower is not taken into consideration since no new staff are appointed. No other expenditure is also considered.
- (4). Cost of cleaning and cost of to & fro transportation of the save all nets till handing over to TM department personnel is borne by user.

SECTION – 8
CHARGES FOR ISSUAL OF LICENCE

(Rate in Rs.)

Sl. No.	Particulars	Rate per license		
		Duration	Fresh	Renewal
1.	Stevedoring	3 years	2,27,000	3,00,000
2.	Ship repairing	1 year	8,700	10,000
3.	Chipping and painting	1 year	4,500	10,000
4.	Ship Chandelling	1 year	2,000	5,000
5.	Other trader licenses	1 year	1,250	3,000
6.	Co-opering license	1 year	400	1000
7.	Fresh water issue license	1 year	18,000	50,000
8.	Garbage License Fee	1 year	10,000	20,000
9.	Fresh Water License fee for Barge	1 year	25,000	50,000
10.	License Fees for removal of waste oil	1 year	50,000	1,00,000

*Charges payable by Licensed waste/Sludge oil venders for removal of waste/sludge oil from vessels as per circular issued in VPA Website.

Note: Late fee of Rs. 500/- shall be levied if the application for renewal is not received before onemonth of the expiry of the license.

Annex -II

Performance Standards	
Cargo	Average of Last three years 2020-2022
I. Cargo Related Services	
a) Output per ship berth day in tonnes	9040
II. Vessel Related Services	
a) Average Turn Round Time of Vessel (in Days)	3.23
b) Average Pre-Berthing Time of Vessel (in Hours)	1.08

Annex – III

- (a). “Coastal vessels” is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ competent authority.
- (b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.
- (c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
- (d). In respect of POL/ Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
- (e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
- (f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
- (g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
- (h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
- (i). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.
- (j). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate format for coastal and foreign vessels.