

File No. 8(17)2025-TAMP  
Government of India  
Ministry of Ports, Shipping & Waterways  
(PORTS WING)

Transport Bhawan,  
1, Parliament Street, New Delhi – 110001  
Dated: 26<sup>th</sup> June, 2025

To,  
The Chairman/MD  
All Major Ports

**Subject: Implementation of Standardized Scale of Rates/Schedule of Rates templates at all Major Ports- reg.**

Madam/Sir,

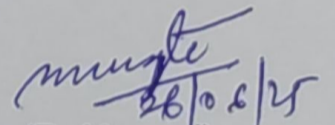
I am directed to refer to the subject cited above and to enclose herewith Standardised Templates for Scale of Rates (SOR) of Major Ports (**Annexure I**) along with a Guiding note to the SOR templates (**Annexure II**) for the implementation at all Major Ports on or before the next due date of revision of SOR of respective Major Ports to ensure uniformity, transparency, and ease of reference for port users and stakeholders.

2. As the dissimilarity prevails in the services provided by the Major Ports and some of the tariff items and conditionalities are port specific, therefore, these standardized SOR templates provides adequate flexibility to Major Ports to incorporate Port specific tariffs, and general terms and conditions in the SOR relevant to the concerned port based on the local port condition and market dynamics.

3. Further, the finalised SOR templates comply with the Tariff Policy, 2021, and the Working Guidelines, 2021. However, if any difficulties arise during implementation, the Ports may approach the Ministry for resolution of the same.

4. This issues with the approval of the competent authority.

Yours sincerely,

  
26/06/25

(P. Hauzel)

Under Secretary to Govt. of India  
Email: uspd4-psw@gov.in  
Tel: 011-23722252

**Encl. as above:**

**Copy to:**

1. PPS to Secretary (PSW)
2. Sr. PPS to JS (Ports & PPP)
3. PA to Director (Ports, PPP)
4. Director, NIC – with the request to publish the attached document on MoPSW website.

भारत सरकार | GOVERNMENT OF INDIA



सत्यमेव जयते

पत्तन, पोत परिवहन  
एवं जलमार्ग मंत्रालय  
MINISTRY OF  
**PORTS, SHIPPING  
AND WATERWAYS**

# STANDARDIZED TEMPLATE FOR SCALE OF RATES OF MAJOR PORTS





सत्यमेव जयते  
GOVERNMENT OF INDIA

**STANDARDISED TEMPLATE  
FOR  
SCALE OF RATES  
OF  
MAJOR PORTS**

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### Information about the Major Port

<b>Hours of Operations:</b>	
Regular Office Hours	_____ AM to _____ PM on Port Working days
Operational Hours	24 Hours per day, 7 days a week
<b>Contact Numbers:</b>	
<b>Fax Number:</b>	
<b>Email ID:</b>	
<b>Address:</b>	
<b>Website:</b>	
<b>SOR effective Date:</b>	
<b>Period of validity:</b>	_____ Years.

## MAJOR PORT SCALE OF RATES

### CHAPTER- I

#### 1.1. Definitions

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

- (i). **“Back to Town cargo/ container”** shall mean a cargo/ container entering the Port for export for a vessel voyage but unable to be exported for some reason and removed from the Port.
- (ii). **“Ballast”** shall mean solid or liquid material placed in the holds of a ship or more often in the ballast tanks, positioned in the compartments right at the bottom and in rare cases on the sides for stabilization and make ship seaworthy in all respects. This may consist of liquid material commonly water.
- (iii). **“Barge”** shall mean a flat bottomed vessel whether self-propelled or not and registered as Barge by the Competent Authority.
- (iv). **“Coastal vessel”** shall mean any vessel exclusively employed in trading between any ports or place in India to any other port or place in India having a valid coastal license issued by the Directorate General of Shipping/ Competent Authority.
- (v). **“Container”** means any freight container complying with all relevant prevailing ISO standards designed to facilitate the carriage and transport of cargo by one or more modes and capable of being handled as a unit with devices permitting ready handling and with unique identification numbers and markings.
- (vi). **“Crew”** shall mean personnel employed for operation or serving on a vessel other than passengers as a part of performing the functions of manning;
- (vii). **“Cruise Vessel”** shall mean any vessel other than pleasure yachts carrying passengers for an ocean trip taken for purpose of tourism or pleasure calling at ports.
- (viii). **“Cold Move”** shall mean the movement of vessel without the power of the engine of the vessel.
- (ix). **“Day”** shall mean the period of 24 hours starting from \_\_\_ hrs of a day and ending at \_\_\_ hrs on the following day.



- (x). **“Demurrage”** shall mean charges payable for storage of cargo/ container within the Port premises beyond the free period specified in the Scale of Rates and shall not include the cargo / container stored at the areas licensed to Port users for storage purposes.
- (xi). **“Foreign going vessel”** shall mean any vessel other than coastal vessel and Inland Vessel.
- (xii). **“Free period”** shall mean the period during which cargo or container shall be allowed storage free of Demurrage Charges or Storage Charges, as the case may be, and this period shall be exclusive of Customs notified holidays and port non-working days.
- (xiii). **“Full Container Load” (FCL)** shall mean a container containing cargo belonging to one consignee.
- (xiv). **“Goods”** includes livestock and every kind of movable property.
- (xv). **“GRT”** means Gross Registered Tonnage / Gross Tonnage of vessel as per the Ship’s Registry or the International Tonnage Certificate issued by the competent authorities or a declaration from defense Authorities in respect of war ships/ Naval ships.
- (xvi). **“Hazardous Container”** shall mean a container containing hazardous goods as classified in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO) including empty container with residual content of hazardous material.
- (xvii). **“Hazardous Cargo”** shall mean any cargo as is defined in the International Maritime Dangerous Goods (IMDG) Code by International Maritime Organisation (IMO).
- (xviii). **“Hazardous Chemicals”** shall mean and include the chemicals referred under Schedule-I, Schedule-II and Schedule-III of Manufacture, Storage and Import of Hazardous Chemicals Rules, 1989 framed under Environment (Protection) Act, 1986 and Rules, as applicable from time to time and shall also include cargo /chemicals declared as dangerous in the International Maritime Dangerous Goods (IMDG) Code.
- (xix). **“Inland Vessel”** shall mean any mechanically propelled inland vessel or non-mechanically propelled inland vessel which is registered and plying in inland waters, but does not include-
  - (a). a fishing vessel registered under the Merchant Shipping Act, 1958 (44 of 1958) or the Marine Products Export Development Authority Act, 1972 (13 of 1972); and
  - (b). any vessel that are specified as not to be inland vessels by notification by the Central Government.

- (xx). **“Less than a Container Load” (LCL)** shall mean a container containing cargo belonging to more than one consignee.
- (xxi). **“M.T.”** shall mean Metric Tonne.
- (xxii). **“Major Port or Major Port Authority”** shall mean the Major Port as defined in clause (8) of Section 3 of the Indian Ports Act, 1908.
- (xxiii). **“Master”**, in relation to any vessel or any aircraft making use of any Major Port, means any person having for the time being the charge or control of such vessel or such aircraft, as the case may be, except a pilot, harbour master, assistant harbour master, dock master or berthing master of the Major Port.
- (xxiv). **“Month”** shall mean 30 consecutive calendar days including holidays.
- (xxv). **“Over dimensional container”** shall mean a container beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also included damaged containers and other types which require special devices
- (xxvi). **“Ousting Priority”** – When a working vessel at berth is removed (ousted) from the berth and shifted to stream / another berth / mooring/ anchorage for accommodating another cargo / container / cruise vessel, such movement shall be treated as “ousting priority” berthing.
- (xxvii). **‘Pleasure Yacht’** shall means a ship howsoever propelled which is exclusively used for pleasure cruises and does not carry any passengers on a commercial basis.
- (xxviii). **“Port Limits”** in relation to a Major Port, means the limits of such Major Port as may be determined by the Central Government by way of notification from time to time as defined at clause No.2 (1) (y) of Major Port Authorities Act, 2021.
- (xxix). **“Priority berthing”** if a vessel having a priority for a given berth arrives, she will berthed ahead of other vessel waiting for that berth once the berth falls vacant.
- (xxx). **“Reefer Container”** shall mean a refrigerated container used for carriage of perishable goods or goods needing a desired temperature to be maintained with provision for electrical supply to maintain the desired temperature.
- (xxxi). **“Roll On/ Roll Off (RO/ RO) Vessel”** shall mean a method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes and also refers to any specialised vessels designed to carry Ro/ Ro cargo.

- (xxxii). **“Sailing vessel”** shall mean any primitive or traditionally built wooden vessel not primarily propelled provided with sufficient sail area for navigation under sails alone, whether or not fitted with mechanical means of propulsion but does not include a pleasure craft.
- (xxxiii). **“Segregated ballast”** shall mean the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast.
- (xxxiv). **“Shut out Cargo/ Container”** shall mean any cargo / container brought into the port for shipment for a particular vessel but not shipped by the designated vessel and is lying in the port premises for being re-shipped on another vessel.
- (xxxv). **“Shift”** shall mean the duration of 8 hours constituting 3 shifts in a day as given below:  
\_\_\_\_\_ hrs to \_\_\_\_\_ hrs;  
\_\_\_\_\_ hrs to \_\_\_\_\_ hrs;  
\_\_\_\_\_ hrs to \_\_\_\_\_ hrs
- (xxxvi). **“Shifting”** shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage / mooring or vice versa within the port limits.
- (xxxvii). **“Single Buoy Mooring” (SBM)** or **“Single Point Mooring” (SPM)** are loading buoys anchored offshore and serve as a mooring point for tanker vessel to off load gas and/or liquid products.
- (xxxviii). **“Stream Loading”** denotes loading of vessel exclusively at places other than at berths.
- (xxxix). **“TEU”** shall mean Twenty Feet Equivalent Unit of container and **FEU** shall mean Forty Feet Equivalent Unit.
- (xL). **“Transshipment Cargo / Container”** shall mean any container / cargo landed at the Port and subsequently shipped through another vessel to other destined Port.
- (xLi). **“Vessel”** includes anything made for the conveyance by water of human being or of goods.
- (xLii). **“Warping”** shall mean movement of vessel (other than shifting) by means of her mooring ropes to facilitate operations.

- (xLiii). **"Wharf"** includes any wall or stage and any part of the land or foreshore that may be used for loading or unloading goods, or for the embarkation or disembarkation of passengers and any wall enclosing or adjoining the same.
- (xLiv). **"Wharfage"** shall mean the basic due recoverable on all cargo/container landed or shipped or transhipped within the port limits and approaches or passing through the port, whether porteraged was provided by the port or not.
- (xLv). **"Week"** shall mean 7 days consecutively including holidays.

**Note:**

Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the Major Port Authorities Act, 2021, the Merchant Shipping Act, 1958 and the Indian Ports Act, 1908 as amended from time to time.

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***Port while fixing their SOR may consider to include any other existing port specific definitions***

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**1.2. General Terms & Conditions**

- (i). **Status of vessel:** The status of the vessel as borne out by its certification by the Customs or the Directorate General of Shipping, shall be the deciding factor for its classification as 'coastal' or 'foreign-going' for the purpose of levying vessel related charges. The nature of cargo or its origin will not be of any relevance for this purpose.
- (ii). **A. System of classification of vessel for levy of Vessel Related Charges (VRC):**
- (a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port will not require any, further custom conversion, so long as it moves on the Indian Coast.
- (b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a License for Specified period or voyage issued by the Director General of Shipping and a custom conversion order.
- B. Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate:**
- (a). In cases of such conversion coastal rates shall be chargeable by the load port from the time the 'converted vessel' starts loading coastal goods.
- (b). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
- (c). For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- C. Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate:**
- (a). Foreign going Indian Vessel having General Trading License issued for "worldwide and coastal" operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:

(i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.

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

\* The Central Board of Excise and Customs Circular no.15/2002- Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.

(b). In case of a Foreign flag vessel converted to coastal run on the basis of a License for Specified period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.

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

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

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

(iv). (a). Vessel related charges shall be levied on Shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms, the charges shall be recovered in Indian rupees after conversion of US currency to its equivalent Indian rupees as prescribed at clause No. (iii) (a).

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

- (v). All the charges prescribed in the Scale of Rates are exclusive of taxes. Applicable taxes, if any, shall be charged.
- (vi). User shall pay all port charges in advance.
- (vii). Users shall not be required to pay charges for delays beyond a reasonable level attributable to the port.
- (viii). Interest on delayed payments/ refunds:
  - (a). The user shall pay penal interest at the rate of 15% per annum (simple interest) on delayed payments. Likewise, Port shall pay penal interest on delayed refunds at the rate of 15% per annum (simple interest).
  - (b). The delay in payments by user will be counted beyond 10 days after the date of raising the bills. This provision will not apply to the case where payment is to be made before availing of the services/ use of port properties as prescribed in the SOR.
  - (c). The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all documents required from the user, whichever is later.
- (ix). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (x). No person shall be entitled to a refund of an overcharges made by a port unless his claim to the refund has been preferred in writing by him or on his behalf to the port within six months from the date of raising bill duly supported by all relevant documents and original invoice. Provided that a Port may of its own motion remit overcharges made in its bills at any time.
- (xi). (a). When Port Authority notices that any charge leviable has been short-levied or erroneously refunded, it may issue a notice to the person who is liable to pay such charge or to whom the refund has erroneously been made, allowing him to represent within 30 days from the date of receipt of the notice.
  - (b). The Port may, after considering the representation, if any, made by the person to whom notice is issued as at (a) above, determine the amount due from such person and thereupon such person shall pay the amount so determined.
- (xiii). No refund shall be made unless the amount refundable is `100/- or more. Similarly, short collection upto `100/- will not be demanded by the port.

- (xiv). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions above 0.5 shall be treated as one unit, except where otherwise specified.
- (xv). (a). The vessel related charges for all coastal vessel should not exceed 60% of the corresponding charges for foreign vessels.
- (b). The cargo/ container related charges for all coastal cargo/ containers, other than thermal coal and POL including crude oil iron ore and iron ore pellets should not exceed 60% of the corresponding charges for normal cargo/container related charges.
- (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from/ to quay to/ from storage yard including wharfage.
- (d). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer and transfer from/ to quay to/ from storage yard as well as wharfage on cargo and containers.
- (e). Cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify in so far as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.

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

- (xvi). Concessional coastal tariff for ships and cargo that move from one Indian Port to another Indian Port through the territorial waters of Sri Lanka or Bangladesh in terms of Notification No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs, Department of Revenue, Ministry of Finance.
- (a). Coastal goods transported between an Indian Port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri. Lanka, whether or not calling any port in Sri. Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (b). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing



through the Bangladeshi waters and without change of vessel in terms of Notification No. 38/2018-Customs (NT) dated 11.05.2018 issued by the Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

- (xvii). (a). As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.
- (b). Port and other charges:
- (i). Port dues to be levied by the Port on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.
- (ii). The Port shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services at par with those charged from the coastal vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.
- (xviii). The rates prescribed in this SOR are applicable only to the services provided by the Port. The services offered by any other authorized service provider are not governed by the rates and conditions prescribed in this SOR, unless tariff for such authorized service provider is specifically prescribed in this SOR.
- (xix). (a). The SOR is valid for 3 years from the effective date of implementation of the SOR, subject to automatic annual indexation in the tariff at 60% of the Wholesale Price Index (WPI) to be annually announced by the Indian Port Association (IPA) or any other Competent Authority decided by the Government.
- (b). The Port would, be entitled to indexation in tariff at 100% of variation in WPI communicated by the IPA or any other Competent Authority decided by the Government instead of 60% variation in WPI, from the second year of tariff fixation on achievement of performance standards committed by the Major Port.
- (c). The next annual indexation in SOR will be from 1<sup>st</sup> May \_\_\_\_\_.
- (d). Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1<sup>st</sup> May of the relevant year to 30<sup>th</sup> April of the following year.

- (e). The indexed SOR arrived by the Port shall be intimated by the port to the users by hosting it on the Port website
- (xx). (a). The rates prescribed in the Scale of Rates are ceiling levels subject to annual indexation. The Port may, if it so desires, charge lower rates than the notified rates and/or allow higher rebates and discounts or increase the prescribed free period.
- (b). The port may, if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

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***Port may consider to include any other port specific general terms and conditions in their SOR. Port charges governed by any agreement/ contract/ MOU entered between the port and the concerned parties may be included while framing the SOR.***

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## CHAPTER- II

### VESSEL RELATED CHARGES

*The SOR templates gives broad structure/ template for prescription of Vessel Related Charges (VRC). The Ports have the flexibility for prescription of VRC in the SOR based on the port specific conditions / the market dynamics.*

#### **2.1.1. Schedule of Port Dues**

Sl. No.	Description	Rate per GRT per each entry	
		Coastal vessel (in `)	Foreign-going vessel (in US \$)
1.	Port Dues		

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

Sl. No.	Description	Concession/ Exemption
1	(i). Vessels entering the port limit in ballast and not carrying passengers (ii). A vessel in distress with no cargo on board brought in to harbour in tow	25%
2	Vessels entering the port but does not discharge or take in any cargo or passengers therein but calling the port for ship provisions, crew change, bunkering, medical assistance and for similar services rendered to vessel excluding the vessels calling the port for purposes of repairs.	50%
3	(i). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage (ii). Vessel, which paid port dues and leaves the port limits without taking port clearance for hatch cleaning, tank washing before commencement of loading and re-enters.	100%

#### **Notes to Schedule 2.1.1 and 2.1.2 above:**

- (1). Port dues being an entry fee is to be realized as per the status of the vessel at the time of the entry.
- (2). Any vessel entering the Port limit from outside shall be treated as fresh entry.
- (3). Port dues shall levied only once for entry of a vessel, irrespective of any change of her Name/ Agent(s)/ Owner(s), during the stay in the port.
- (4). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.

#### **2.1.3. Port dues for other categories:**

Sl. No.	Particulars	Unit of levy	Rate (in `)	Frequency of payment
1.	Floating craft, dumb barge and other type of barges entering the port limits for cargo handling purposes in the port.	Per GRT		(To be decided by respective Port as per local port condition)
2.	Floating craft, dumb barge and other type of barges entering the port limits and not handling cargo in the port.	Per GRT		(To be decided by respective Port as per local port condition)
3.	Pleasure yacht	Per yacht		Once in a month or part thereof
4.	Inland vessels/ sailing vessel	Per GRT		(To be decided by respective Port as per local port condition)
5.	Drill ship, jack-up rigs	Per GRT		Per entry
6.	Dredgers	Per GRT		Per entry
7.	Tug boats, ferry boats and river boats whether propelled by steam or other mechanical means	Per GRT		(To be decided by respective Port as per local port condition)

### 2.2.1. Schedule of Pilotage fees

Sl. No.	Size of the vessel	Rate per GRT	
		Coastal (in `)	Foreign- going (in US \$)
1.	Upto 30000 GRT		
2.	30001 to 60000 GRT		
3.	60001 and above		
4.	Sr. No. (i) above is subject to a minimum pilotage fee of US\$_____ for foreign going vessel and `_____ for coastal vessel.		

*As per clause 10.10 of Tariff Guidelines 2021, a reduction of 20% on the unit rate of first slab for the 2<sup>nd</sup> slab and a reduction of 30% on the unit rate of first slab will be effected for the 3<sup>rd</sup> slab on incremental GRT basis as illustrated below:*

#### **Illustration:**

Let the pilotage charge for the first slab i.e. upto 30,000 GRT be US\$ 1 per GRT for a foreign going vessel and `36 per GRT for a coastal vessel. Then tariff for the three slabs shall be prescribed as follows:

Vessel size	Coastal vessel (in `)	Foreign-going vessel (in US \$)
Upto 30,000 GRT	`36.00 per GRT	1.00 per GRT
30,001 to 60,000 GRT	`10,80,000 + `28.80 for vessels above 30,000 GRT and upto 60,000 GRT	US\$ 30,000 + US\$ 0.80 for vessels above 30,000 GRT and upto 60,000 GRT

Above 60,001 GRT	`19,44,000 + `25.20 for vessels above 60,000 GRT	US\$ 54,000 + 0.70 US\$ for vessels above 60,000 GRT
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Pilotage fee for the fourth slab (if introduced by Port Authority) shall have a reduction of 40% on the unit rate of the first slab.

**2.2.2. Schedule of Miscellaneous Pilotage fee (other categories of vessels availing pilotage services):**

Sr. No.	Particulars	Unit	Coastal (in `)	Foreign-going (in US \$)
1.	Floating crane/ craft, barge, self propelled barge, dumb barge, lash barge and any other type of barges	Per GRT		
2.	Pleasure yacht	Per yacht		
3.	Inland vessels/ Sailing vessels.	Per GRT		
4.	Drill ship, jack-up rigs, rig vessel	Per GRT		
5.	Dredgers	Per GRT		
6.	Off Shore Supply Vessels, Survey vessels and specific support vessels	Per GRT		
7.	Tug boats, ferry boats and river boats, whether propelled by steam or other mechanical means	Per GRT		
8.	Fishing trawlers/ vessels availing pilotage service of the Port	Per trawler		

**Notes to Schedule 2.2.1. and 2.2.2.:**

- (1). Pilotage fee is a composite fee and shall include one inward and one outward movement with services of ports' pilot(s), with required number of tugs/ launches of adequate capacity, mooring crew and shifting(s) of vessels for 'port convenience'. Shifting at the request of vessel will attract separate shifting charges.
- (2). No charges shall be levied for shifting of a vessel for port convenience.
  - (i). "Port convenience" is defined to mean the following:
    - (a). If a working cargo vessel at berth or /mooring is shifted / unberthed for undertaking hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "shifting for Port convenience". The shifting made to reposition such shifted vessel is also considered as "shifting for Port convenience".
    - (b). If any vessel is shifted to accommodate any other vessel for the convenience of port operations shall be treated "shifting for Port convenience".

- (c). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions vessel is considered as “shifting for Port convenience”.
  - (d). Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as “shifting for Port convenience”.
  - (e). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent berth due to length restrictions such shifting is also considered as “shifting for Port convenience”.
  - (f). Whenever a Vessel is shifted to/from anchorage due to tidal restrictions, cyclone, flood or any other natural calamities, it will be considered as “shifting for Port convenience”.
  - (g). Whenever a vessel is shifted from berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority.
  - (h). The benefit of Port Convenience will not be applicable in the following cases:
    - (i). Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
    - (ii). Vessels using the berth exclusively for overside loading/ discharge.
    - (iii). Vessels which are idling at berth without doing any cargo handling operations.
- (3). Pilotage is leviable in all cases except the following:
- (i). For vessels upto and below 200 GRT, no Pilotage services will be provided and hence no Pilotage fees will be levied. Such vessels may, however, ask for pilot if they so desire on payment of fees as specified in the Schedule of Pilotage fees.
  - (ii). Separate consolidated charges are prescribed for a particular vessel category and note therein states that it includes pilotage fee.
- (4). Where a movement of vessel is aborted or had to be changed due to reasons like Tug failure, insufficiency of length, insufficiency of depth, lack of proper fenders etc., for which the vessel is not at fault, no charge shall be levied for the unsuccessful operations involved till she occupies allotted berth/ mooring.

- (5). If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice versa, then the consolidated pilotage should be divided into two equal halves (i.e., one for inward and 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.
- (6). In case the vessel, after discharging cargo(es) shifts to anchorage for want of a suitable berth for continuation of unloading or if a vessel after loading cargo(es), shifts to anchorage for want of a suitable berth for continuation of loading then these movements shall be treated as 'shifting' and shifting charges shall be levied except when shifting is done for Port Convenience.
- (7). For vessels on cold move during pilotage operations, cold move charges will be applicable as prescribed in **Schedule 2.2.4**.

**2.2.3. Schedule of shifting charges.**

Sl. No.	Size of the vessel	Rate per GRT per shifting	
		Coastal (in `)	Foreign- going (in US \$)
1.	Upto 30000 GRT		
2.	30001 to 60000 GRT		
3.	60001 and above		
4.	Sr. No. (i) above is subject to a minimum shifting charges of US\$ _____ for foreign going vessel and ` _____ for coastal vessel.		

**Notes:**

- (1). Shifting charges shall be levied for movement of a vessel within the port (i.e. from stream to berth, change of berth or anchorages, one harbour/ dock to another harbour/ dock and vice versa and turn around berthing, as *applicable, to the concerned port*), at the request of the user or for other than 'port convenience'.
- (2). Shifting of a vessel to anchorage and re-entry at the request of the user or for other than port convenience shall be considered as a pilotage operation and will attract additional pilotage charges at the rates prescribed in above Schedule.
- (3). 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.
- (4). Where a movement of a vessel is aborted or had to be changed due to reasons like tug failure, insufficiency of length, insufficiency of depth, lack of proper fenders, etc. for which the vessel is not at fault, no charge shall be levied for the unsuccessful operation involved till she occupies allotted berth.
- (5). For vessels on cold move during shifting operations, cold move charges will be applicable as prescribed in **schedule 2.2.4**.

**2.2.4. Cold move charges**

Sl. No.	Description	Rate
1.	In case the vessel has to be brought in and taken out as cold move.	----- times the applicable pilotage fee.
2.	In case the vessel has one way cold move with engines shut off and the other way normal move with engines running.	----- times the applicable pilotage fee.
3.	Any shifting with cold move.	---- times the applicable shifting charges.

**Notes:** During the course of movement, if a vessel fails to offer its full power for a duration exceeding \_\_\_\_\_ (*indicative 5-10 min*) minutes, it shall be considered as cold move.

*The port may while fixing the cold move charges in the above schedule capture the cost for additional tugs to be deployed for cold move.*

**2.2.5. Charges for hire of Tugs / Launches / Other Floating Crafts**

Sl. No.	Description	Unit	Rate	
			Coastal (in `)	Foreign-going (in US \$)
I.	<b>Hire charges for Tug</b>			
1.	Tug (of _____ Ton)	per tug per hour or part thereof		
2.	Tug (of _____ Ton)	per tug per hour or part thereof		
3.	Tug (of _____ Ton)	per tug per hour or part thereof		
II.	<b>Hire of launches</b>			
1.	Pilot launch	per launch per hour or part thereof		
2.	Service Launches (i). Passenger Launch (ii) (iii)	per launch per hour or part thereof		
3.	Mooring launch / boat	per launch per hour or part thereof		
III	<b>Other Floating Crafts.</b>			
1.	Pollution Control Vessel	per craft per hour or part thereof		
2.	Oil Reception Barge.	per craft per hour or part thereof		
3.	Dredger	per craft per hour or part thereof		
4.	Survey Launch	per launch per hour or part thereof		

**Notes:**

- (1). The hire charges for tug, launches and mooring boat prescribed above includes cost of service of crew.



- (2). Minimum hours for hire of Tug / launches at Sr. No. I and II above shall be \_\_\_\_\_ hrs (to be decided by the port)
- (3). In case Tugs / Launches / floating crafts have left the station, then the rate prescribed above shall be levied.
- (4). No cancellation charges shall be levied if the booking for tugs/ Launches/ floating crafts is cancelled for the reasons attributable to port.
- (5). Hire charges of tug prescribed above shall be applicable for tug services availed for double banking of vessel.

**2.2.6. Charges for Warping of vessel**

Sl. No.	Description	Unit	Coastal ( )	Foreign (US\$)
1.	Charges for Warping of vessel for their convenience	Per occasion		

**Notes:**

- (1). If the warping is required for convenience of another vessel, the warping charges shall be payable by the vessel for whose convenience the warping is done.
- (2). No charges will be levied if warping is done for Port convenience.
- (3). If tug is requisitioned for warping of vessel for their convenience, tug hire charges shall be levied in addition to warping charges prescribed above.

**2.2.7. Schedule of Miscellaneous charges**

**2.2.7.1. Charges for detention of Master Pilot / Pilots:**

If the vessel is not able to move within 30 minutes of Master Pilot / Pilot boarding, then the detention charges shall apply from the time the Pilot boards the vessel.

Sr. No.	Particulars	Unit	Coastal (in `)	Foreign- going (in US \$)
1.	Pilot Detention charges	Per hour or part thereof		

**Notes:**

- (1). If an outward bound vessel carries away a Pilot outside the port limits due to the bad weather, compensation at US\$ \_\_\_\_\_ per day in case of foreign-going vessels and ` \_\_\_\_\_ per day in case of coastal vessel shall be payable by the vessel till the Pilot reports back for duty at the Port. In addition, the boarding and lodging expenses of the Pilot on board the ship and the cost of sending him back to the Port shall be payable by the Vessel.

- (2). The time period attributable to the Port shall not be reckoned with for the calculation of Pilot Detention Charges.

**2.2.7.2. Pilot Attendance Charges:**

Sr. No.	Description	Unit	Coastal (in `)	Foreign-going (in US \$)
1.	Attendance of Pilot at the request of the Master / the Agent / by the Ports Authorized Official for work other than piloting / shifting operations	Per hour or part thereof		

**2.2.7.3. Pilot Cancellation charges**

In case of Pilots, whose services have been requisitioned for any movement but not utilized, fees as given below shall be levied.

Sr. No.	Description	Unit	Coastal (in `)	Foreign-going (in US \$)
1	Cancellation received ____ hrs. before Pilot booked time	Per cancellation		
2	Cancellation received less than 2 hrs. before Pilot booked time	Per cancellation		
3	Cancellation received after Pilot boarding (In addition to the detention charges as applicable)	Per cancellation		

**Note:**

The cancellation charges shall not be levied if a booking for attendance of pilot is cancelled for reasons attributable to the Port.

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

Sl. No.	Description	Rate per GRT per hour or part thereof.	
		Coastal vessel (in `)	Foreign going Vessel (in US\$)
1.	POL including Crude oil vessels/ tankers		
2.	Other liquid vessels/ tankers		
3.	LNG/ LPG vessels/ tankers		
4.	Dry Bulk vessels		
5.	Container vessels		
6.	RoRo/ RoPax vessels		
7.	General cargo vessels (including break bulk, ODC, Project cargo, multi cargo etc)		
8.	Passengers Vessels.		
9.	Vessels carrying hazardous cargo/ chemicals		
10.	Other cargo vessels		
11.	Boats, barges and craft		
12.	Double banking In respect of a vessel which is double banked with another vessel occupying a berth, it will be charged ____% (indicative 50%) of the applicable berth hire charges.		

13.	The minimum berth hire shall be US\$_____ for foreign vessels and ` _____ for coastal vessels irrespective of type of vessel.
-----	---

*The port where berth hire charges are linked to berth numbers may recast their berth hire schedule as per the above templates.*

**Notes:**

**General Notes relating to Berth hire:**

- (1). The time for the purpose of levy of berth hire shall be reckoned with from the time the vessel occupies the berth from all fast till all lines cast off.
- (2).
  - (i). Berth hire shall start after the time vessel occupies the berth.
  - (ii). Berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail. The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of 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). The pilot requisition submitted by the agents will be treated as the signal for the above clauses. The time, draft, etc. mentioned in the pilot requisition shall be considered for the applicability of false signal charges
  - (v). There shall be penal berth hire equal to 24 hrs. berth hire charge for a false signal.

“False signal” would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions”.
- (3). Berthing seniority will generally be as per the Berthing policy of the Port.
- (4). Priority/ Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or any other competent authority, will be applicable:
  - (a). For providing “**Priority Berthing**” to any vessel, a fee equivalent to 75% of the Berth Hire charges calculated for the total period of actual stay at the berth(s) subject to a minimum of Berth Hire charges for 24 hours shall be levied.

- (b). For providing “**Ousting Priority**” to any vessel, a fee equivalent to 100% of the Berth Hire charges calculated for the total period of actual stay at the berth subject to a minimum of Berth Hire charges for 24 hours shall be levied. In addition, pilotage/ shifting charges for ‘shifting out’ and ‘shifting in’ of the vessel shifted from berth shall be levied on the vessel enjoying ousting priority.
- (c). The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:
- (i). Vessels carrying cargo on account of Ministry of Defense.
  - (ii). Defense vessels coming on goodwill visits.
  - (iii). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
  - (iv). Any other vessel for which special exemption has been granted by the Ministry of Ports, Shipping and Waterways.
  - (v). Coastal vessels which will be accorded priority berthing.
  - (vi). For vessels berthed as per Port’s berthing policy without availing any specific priority.
- (d). In case, if a vessel is having priority, but by virtue if the same vessel is senior, no Priority charges will be collected.
- (5). No Berth Hire will be charged for the period when the vessels idle at the Port’s berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to Port. This provision will, however, not apply in the case of vessels idling at berths operated by the private operators licensed by the Port due to reasons not attributable to Port.

**2.3.2. Schedule of Berth Hire Charges for non cargo vessels/ operations**

For all vessels berthing at berths for other than cargo operations, the berth hire charges shall be recovered as under:

Sr. No.	Particulars	Rate
1.	Upto --- ( <i>indicative 1- 3 days</i> ) days of occupation of berth	_____ % of berth hire charges of Non-cargo vessels
2.	From 4 <sup>th</sup> day to 5 <sup>th</sup> day of occupation of berth	_____ % of berth hire charges of Non-cargo vessels
3.	After 5 <sup>th</sup> day of occupation of berth	_____ % of berth hire charges of Non-cargo vessels

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*Ports may prescribe % of berth hire charge in Sr. No.(2) and (3) above after considering opportunity loss of stayal of non cargo handling vessel at berth beyond the first slab.*

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### **2.3.3. Penal berth hire charges for Overstayal of vessel**

- (1). Vessel should be ready for sailing in all respects within \_\_\_\_\_ hrs of completion of cargo operations. Penal berth hire equivalent as given below shall be levied **in addition** to the berth hire charge for the period of overstayal of vessel for occupancy of the berth after \_\_\_\_\_ hrs of completion of cargo operations.

<b>Sr. No.</b>	<b>Particulars</b>	<b>% of Berth Hire</b>
1.	Upto --- hrs of Overstayal at Berth	_____ % of applicable berth hire charges
2.	From _____ hrs to _____ hrs of Overstayal at Berth	_____ % of applicable berth hire charges
3.	After _____ hrs of Overstayal at Berth	_____ % of applicable berth hire charges

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*Ports may prescribe hours in the above schedule as per port local conditions. It may be prescribed with reference to type of vessels*

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### **2.3.4. Guidelines on priority berthing of coastal vessels**

The following are the Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014:

- (a). "Coastal vessels" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Directorate General of Shipping/ Competent Authority.
- (b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.
- (c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.

- (d). In respect of POL/ Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
- (e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
- (f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
- (g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
- (h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
- (i). Major Port shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.

**2.3.5. Norms for cargo handling and penalty for non-achievement of performance norms/ incentive for achievement of performance norms.**

**2.3.5.1. Performance Norms**

Sl. No	Cargo	Performance norms per ship day in MT (For containers in moves per hrs.)
1.	<b>Dry Bulk Cargo:</b>	
2.	<b>Liquid:</b>	
3.	<b>Break Bulk Cargo:</b>	
4.	<b>Container</b>	
5.	<b>Other cargo not specified above.</b>	

**2.3.5.2. Penalty for non-achievement/ incentive for achievement of the prescribed performance norms**

Sr. No.	Particulars	Unit	Penalty / Incentive
1	If the ship stays upto 5% (higher or lower) of the stipulated time for that commodity as specified in productivity norms.		Nil
2	Berth stay is more than 5% beyond the stipulated time for that commodity as specified in productivity norms.	per hour or part thereof for every additional hour beyond 5%.	Penalty at ` ____/-
3	Berth stay is 5% lower than the stipulated time for that commodity as specified in productivity norms.	per hour or part thereof for every hour of saving in berth time beyond 5%	Incentive at ` ____/-

**Notes:**

(1). The penalty provisions will be levied on Stevedores/ Shore handling agents as applicable, with the provision that the amount can be claimed by the Stevedores/Shore handling agents from the cargo interests (Importer/ Exporter) or vessel owners through their agents, depending on the reasons thereof. Same way, incentive will be paid to Stevedores/ Shore handling agents as applicable. In the case of liquid cargo, the penal berth hire charges / incentive will be levied on the importer/ exporter/vessel agent.

(2). Calculation of stipulated time of vessel w.r.t. performance norms of commodity:

The stipulated time of stay of vessel shall be calculated based on the total cargo discharged/ loaded from the vessel during the stay at berth and the performance norm prescribed for the commodity.

[For example, a vessel carrying 59,830 tonnes of coking coal, the stipulated time of stay of vessel will be 103 hours i.e.  $59830 \text{ tonnes} \div 14000 \text{ tonnes per day} \times 24 \text{ hours} = 102.56 \text{ hrs} = 103 \text{ hours.}$ ]

For vessel handling multiple cargo, the said stipulated time of stay of vessel needs to be calculated w.r.t. performance norms prescribed for each of the cargo and aggregated for comparison with actual stay of vessel.

(3). The period for which the vessel operation is affected due to the following limited port-related or weather- related issues will be deducted from the actual time of stay of vessel at berth for arriving the incentive/ penalty for handling Dry and Break Bulk cargo at conventional berths:

- (a). Break down/ non-availability of cranes to be provided by Port at berth.
- (b). Rain and inclement weather as indicated in the Statement of Facts (SOF)
- (c). Shifting of ships between berths on account of port. Port is required to maintain a record of a historical data of the frequency of such cases.

- (d). Any delays in sailing post vessel readiness to sail on account of Port. i.e. Pilot/ tug unavailability, and tidal conditions.
  - (e). Draft surveys within the prescribed norms for ships. As a guideline, maximum 30 mins per party for interim draft survey should be allowed.
  - (f). The time lost due to stoppage of work for any reasons other than the above (a). to (e). to be excluded for calculation of performance norms, only with the approval of the Board.
- (4). Where the vessel is not achieving the prescribed productivity norms, port reserve the right to shift the vessel to anchorage at the risk and cost of the ship in addition to levy of penalty charges, if any, at the above prescribed rate.
  - (5). Port may review the productivity norms on quarterly basis and revise the same, if required, based on local conditions and past performance etc. as stipulated in the Berthing Policy for Dry Bulk Cargo for Major Ports, 2016, issued by Ministry.
  - (6). While calculating the performance of the vessel, factors beyond the control of the cargo handler like cyclone, heavy rain, labour unrest, etc. will be treated as “dies-non”.

**2.4. Schedule of charges for Stayal at Mooring Points:**

Sr. No.	Particulars	Rate per GRT per 1 hour or part thereof	
		Coastal vessel (in `)	Foreign-going vessel (in US \$)
1.			
2.			

**2.5.1. Anchorage Charges for vessels calling port for cargo operations:**

Sl. No.	Description	Rate per GRT per hour or part thereof	
		Coastal vessel (in `)	Foreign vessel (in US\$)
1	Up to ____ hours at anchorage	Free (Not exceeding 48 hrs, to be decided by Port)	Free (Not exceeding 48 hrs, to be decided by Port)
2	____ hours – 95 hours		
3	96 hours – 144 hours		
4	Beyond 144 hours		

**Note:**

Whenever vessel shifts to roads/ anchorage and goes to another berth for up-topping or lightening, the vessel stayal at roads/ anchorage shall be charged the rates from 2<sup>nd</sup> slab onwards. In other words, the free anchorage in the first slab will not be applicable.

**2.5.2. Anchorage Charges for vessels not calling for cargo operation at Port**

Sl. No.	Description	Rate per GRT per hour	
		Coastal vessel (in `)	Foreign vessel (in US\$)
1	Up to ____ hours at anchorage	Free	Free



		(Not exceeding 48 hrs, to be decided by Port)	(Not exceeding 48 hrs, to be decided by Port)
2	_____ hours – 95 hours		
3	96 hours – 144 hours		
4	Beyond 144 hours		

**Notes to schedule no. 2.5.1 and 2.5.2:**

- (1). The anchorage fees shall be levied from the time a vessel drops the anchor till the time it anchors away.
- (2). In the event of a vessel which had stayed at an anchorage, takes berth or enters a dock and returns thereafter either to the same anchorage or to another anchorage, then the number of hours the vessel was away from the anchorage will be excluded, but the period of occupation except for such exclusion will be treated as a continuous period for computing the Anchorage Fees.
- (3). Port can exempt vessels from paying anchorage charges in exceptional circumstances including but not limited to lapses on part of the Port. Any waiver of anchorage charges will require approval from Chairman of the Port or an equivalent authority.
- (4). No anchorage fees will be charged to the vessel classified as Indian Naval Vessels and Coast Guard Vessels.
- (5). No Anchorage Fees will be charged to the vessel/ship anchored outside the port limits notified by the Central Government.

**2.5.3. Consolidated charges for transshipment/ lighterage/ Ship to Ship (STS) at anchorage (crude oil, POL and dry bulk).**

Sl. No.	Description	Unit	Coastal Rate [in `]	Foreign Rate (US\$)
1.	Consolidated Charges for Transshipment /lighterage/STS Operation of <b>Crude Oil</b> from mother vessel.	Per GRT per each call of mother vessel		
2.	Consolidated Charges for Transshipment /lighterage/STS Operations of <b>POL Product</b> from mother vessel.	Per GRT per each call of mother vessel		
3.	Consolidated Charges for Transshipment /lighterage/STS Operations of <b>Dry bulk</b> from mother vessel.	Per GRT per each call of mother vessel		
4.	Wharfage charges on Cargo transhipped/ lighterage/STS to daughter tanker / vessel and carried to other ports without discharging at this Port.	Per MT		
5.	Daughter tanker / vessel shall pay charges as per notified rates for discharging / loading cargo at port berth, mooring etc.			

6.	For any other specific services such as supply of water, launches, etc., charges shall be levied as applicable.
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*Ports may instead of consolidated charges for transshipment/ lighterage/ STS operations prescribe separate charges for transshipment/ lighterage/ STS operations and levy applicable ports charges viz. port dues, pilotage, anchorage etc., with explicit conditionalities about levy of tariff on the mother vessel and the daughter vessel.*

**Notes:**

- (1). Consolidated Charges shall include Port dues, pilotage fee, anchorage charges and Transshipment/ lighterage/ STS charges.
- (2). (a). In case, a Mother vessel transships/ lighten part cargo to daughter tanker / vessel to carry to other ports and the mother vessel thereafter discharges part cargo in the Port, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the Scale of Rates instead of consolidated charges.
- (b). In such case, the element of Transshipment/ lighterage/ STS charges of `\_\_\_\_/- per \_\_\_\_ (unit of levy) is also payable by mother vessel for the quantity transhipped/ lightened/ STS to daughter vessel.

**2.6. Tariff at Single Point Mooring (SPM)/ Single Buoy Mooring (SBM):**

Sl. No.	Particulars	Unit	Coastal in `	Foreign in US \$	Frequency of levy
1.	Port dues	Per GRT			One time on each entry of the vessel
2.	Pilotage Pilotage per entry subject to a minimum of ____ US\$ ---- for foreign going and ` ____ lakhs for coastal	Per GRT			One time payment for one inward and one outward movement
3.	Pilot Attendance	Per hour or part thereof			Per stay at SPM
4.	Mooring charges	For each Operation			One time for each operation
5.	Unmooring charges	For each Operation			One time for each operation
6.	Tug charges subject to minimum of 2 hours	Per hour or part thereof			Per occasion
7.	SBM/SPM charges	Per GRT per hour or part thereof			For stay at anchorage/ SBM

**Note**

- (1). Shifting charges will be collected for vessels shifted from/ to SPM.
- (2). For calculation of Tug hire charges, the time is to be reckoned from mooring to unmooring at SBM/SPM.

### 2.7.1. Charges for Cruise vessel

Sl. No.	Particulars	Unit	Domestic Cruise vessel (In `)	Foreign Cruise vessel (In US\$)
1.	Cruise tariff			
	(a). For first 12 hours	Per GRT or part thereof		
	(b). For each additional hour or part thereof exceeding 12 hours	Per GRT or part thereof		
2.	For Passenger	Per passenger		

**Note:**

The cruise tariff prescribed above is consolidated charge which includes port dues, pilotage and berth hire.

### 2.7.2. Volume discount to Cruise vessel

Sl. No.	Number of calls per year	Rebate in Cruise tariff
1.	Upto 10 calls	Nil
2.	From 11 to 35 calls	10%
3.	From 36 to 70 calls	15%
4.	Above 70 calls	20%

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***Ports may prescribe discount for maiden voyage call by Cruise vessel. Ports shall be governed by policy/ instructions of the MOPSW as regards tariff for Cruise vessel issued from time to time.***

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***Port may consider to include any other port specific tariff/ general terms and conditions in their SOR. Port charges governed by any agreement/ contract/ MOU entered between the port and the concerned parties may be included while framing the SOR.***

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## CHAPTER- III

### CARGO RELATED CHARGES

*The SOR templates gives broad structure/ template for prescription of Cargo Related Charges (CRC). The Ports have the flexibility for prescription of CRC in the SOR based on the port specific conditions/ the market dynamics.*

#### 3.1. Wharfage

##### 3.1.1. Wharfage on cargo:

Sr. No.	Particulars of commodities	Unit	Coastal Rates (In `)	Foreign rates (In `)
(A)	<b>Liquid (in bulk)</b>			
1.	<b>Liquid through pipeline</b>			
(a).	Crude oil	M.T.		
(b).	<b>POL Products</b>			
(i).	Diesel oil	M.T.		
(ii).	Furnace oil	M.T.		
(iii).	Kerosene oil	M.T.		
(iv).	Aviation Turbine Fuel (ATF)	M.T.		
(v).	Petrol	M.T.		
(vi).	Lubricating Oil	M.T.		
(vii).	Base oil	M.T.		
(viii).	Slop/ Sludge Oil/ Waste Oil	M.T.		
(ix).	Naphtha	M.T.		
(x).	Ship Bunkering Oil	M.T.		
(xi).	Other POL products	M.T.		
(c).	<b>Chemical &amp; Acids</b>			
(i).	Liquid Ammonia	M.T.		
(ii).	Para xylene	M.T.		
(iii).	Slack Wax	M.T.		
(iv).	Bitumen	M.T.		
(v).	Butadiene	M.T.		
(vi).	Benzene	M.T.		
(vii).	Butane	M.T.		
(viii).	Propane	M.T.		
(ix).	Hexane/ N-Hexane	M.T.		
(x).	Reformate	M.T.		
(xi).	Phosphoric acid	M.T.		
(xii).	Sulphuric acid	M.T.		
(xiii).	Styrene Monomer	M.T.		
(xiv).	Other acids of all kinds including Acids; Fatty Acids, etc.	M.T.		
(xv).	Other chemicals of all kinds including Ethylene Glycol; MEG (Mono-ethylene Glycol); Di-ethylene Glycol ; Ethyl Hexanol; Methyl Alcohol; Palm Stearin; Mineral Oil; Tallow; Alcohol; Ether, Methalene chloride, ISC Propylene Alcohol, Toluene, Carbon black, linear Alkaline, orthoxylene, other petro	M.T.		

	chemicals, vinyl chloride, Ethylene-di-chloride etc.			
	<b>(d). Edible Oil and other liquids</b>			
	(i). Palm Oil, vegetable oil etc.	M.T.		
	(ii). Oil seeds	M.T.		
	(iii). Molasses	M.T.		
	(iv). Bio-diesel and Bio-fuels	M.T.		
	(v). All other types of edible oil and seed extractions	M.T.		
<b>2.</b>	<b>Liquid other than through pipeline</b>			
	<b>(a). POL Products</b>			
	(i). Diesel oil	M.T.		
	(ii). Furnace oil	M.T.		
	(iii). Kerosene oil	M.T.		
	(iv). Aviation Turbine Fuel (ATF)	M.T.		
	(v). Petrol	M.T.		
	(vi). Lubricating Oil	M.T.		
	(vii). Base oil	M.T.		
	(viii). Slop/ Sludge Oil/ Waste Oil	M.T.		
	(ix). Naphtha	M.T.		
	(x). Ship Bunkering Oil	M.T.		
	(xi). Other POL products	M.T.		
	<b>(b). Chemical &amp; Acids</b>			
	(i). Liquid Ammonia	M.T.		
	(ii). Para xylene	M.T.		
	(iii). Slack Wax	M.T.		
	(iv). Bitumen	M.T.		
	(v). Butadiene	M.T.		
	(vi). Benzene	M.T.		
	(vii). Butane	M.T.		
	(viii). Propane	M.T.		
	(ix). Hexane/ N-Hexane	M.T.		
	(x). Reformate	M.T.		
	(xi). Phosphoric acid	M.T.		
	(xii). Sulphuric acid	M.T.		
	(xiii). Styrene Monomer	M.T.		
	(xiv). Other acids of all kinds including Acids; Fatty Acids, etc.	M.T.		
	(xv). Other chemicals of all kinds including Ethylene Glycol; MEG (Mono-ethylene Glycol); Di-ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Palm Stearin; Mineral Oil; Tallow; Alcohol; Ether, Methalene chloride, ISC Propylene Alcohol, Toluene, Carbon black, linear Alkaline, orthoxylene, other petro chemicals, vinyl chloride, Ethylene-di-chloride, etc.	M.T.		
	<b>(c). Edible Oil and other liquids</b>			
	(i). Palm Oil, vegetable oil etc.	M.T.		
	(ii). Molasses	M.T.		
	(iii). Bio-diesel and Bio-fuels	M.T.		
	(iv). All types of oil extractions like soya, rape seed etc.	M.T.		
	<b>(B) Dry Cargoes (Bulk)</b>			
<b>1.</b>	<b>Cargo handled through Mechanical means</b>			

(i).	Finished Fertilizer i.e. Urea, Ammonium Sulphate, Potash, Di-Ammonium Phosphate (DAP), Murate of Potash (MoP), etc.	M.T.		
(ii).	Fertilizer raw material i.e. Sulphur, Rock Phosphate, etc.	M.T.		
(iii).	Cement clinker	M.T.		
(iv).	Bulk Construction materials i.e. Blue metal sand, cement, Sand, Silica Sand, Slag, etc.	M.T.		
(v).	Dolomite	M.T.		
(vi).	Iron Ore and iron ore pallets	M.T.		
(vii).	Bauxite	M.T.		
(viii).	Limestone	M.T.		
(ix).	Alumina	M.T.		
(x).	Asphalt, Barytes, Feldspar, Chrome Ore, Charge chrome, Ferro Manganese, Ferro Silicon, Silicon Manganese, High carbon Ferrochrome and other ores	M.T.		
(xi).	Manganese Ore/ Ferro Manganese Slag	M.T.		
(xii).	Blast furnace slag, Bentonite, Dolomite chips, River sand and fly ash	M.T.		
(xiii).	Calcined petroleum coke	M.T.		
(xiv).	Thermal coal	M.T.		
(xv).	Coal and coke (including firewood) (other than thermal coal)	M.T.		
(xvi).	Metal scrap	M.T.		
(xvii).	Non Metal scrap	M.T.		
(xviii).	Minerals (in all forms)	M.T.		
<b>2. Cargo handled through non-Mechanized</b>				
(i).	Finished Fertilizer i.e. Urea, Ammonium Sulphate, Potash, Di-Ammonium Phosphate (DAP), Murate of Potash (MoP), etc.	M.T.		
(ii).	Fertilizer raw material i.e. Sulphur, Rock Phosphate, etc.	M.T.		
(iii).	Cement clinker	M.T.		
(iv).	Bulk Construction materials i.e. Blue metal sand, cement, Sand, Silica Sand, Slag, etc.	M.T.		
(v).	Dolomite	M.T.		
(vi).	Iron Ore and iron ore pallets	M.T.		
(vii).	Bauxite	M.T.		
(viii).	Limestone	M.T.		
(ix).	Alumina	M.T.		
(x).	Asphalt, Barytes, Feldspar, Chrome Ore, Charge chrome, Ferro Manganese, Ferro Silicon, Silicon Manganese, High carbon Ferrochrome and other ores	M.T.		
(xi).	Manganese Ore/ Ferro Manganese Slag	M.T.		
(xii).	Blast furnace slag, Bentonite, Dolomite chips, River sand and fly ash, Rocksand, Metal Sand, Granule, Jelly, Manufactured Sand (M.Sand)	M.T.		

(xiii).	Calcined petroleum coke	M.T.		
(xiv).	Thermal coal	M.T.		
(xv).	Coal and coke (including firewood) (other than thermal coal and calcined petroleum coke)	M.T.		
(xvi).	Metal scrap	M.T.		
(xvii).	Non Metal scrap	M.T.		
(xviii).	Minerals (in all forms)	M.T.		
(xix).	Food grains, cereals, pulses and oilseeds of all kinds	M.T.		
(xx).	Dry chemicals including soda ash, HDPE, PVC, LDPE, etc.	M.T.		
(xxi).	Fruits, nuts, tapioca, coconut, Copra, tamarind seeds, etc.	M.T.		
(xxii).	Wood chips and wood pulp	M.T.		
(xxiii).	Mill Scale	M.T.		
(xxiv).	Clay and chalk in bulk	M.T.		
(xxv).	Salt	M.T.		
(xxvi).	Sugar and flours	M.T.		
(xxvii).	Gypsum	M.T.		
(xxviii).	Copper Concentrations	M.T.		
(xxix).	Copper slag	M.T.		
(xxx).	Ammonium Nitrate	M.T.		
(xxxi).	All other dry bulk cargo	M.T.		
	<b>(C) Break bulk and General cargo other than Containers</b>			
(i).	Log, Timber, Veneer	M.T.		
(ii).	Granite Blocks, marbles and slabs	M.T.		
(iii).	Aluminum, Alumina Sow ingots, Alumina Billets and Alumina products	M.T.		
(iv).	Cement and Cement clinker bags	M.T.		
(v).	Food grains, cereals, pulses and oilseeds of all kinds in bags	M.T.		
(vi).	Machineries and Equipments, if fitted with wheels and handled as assembled units, like Excavator, Motor Grader, Dumper Truck, Wheel Loader, Bull Dozer, Paver, Power Transformer, Concrete Mixer, etc. along with its own accessories	Ad valorem		
(vii).	Machineries & Equipment other than mentioned in Sr. No.C (vi). above, including Electrical and Electronic goods, Wires, Cables, Parts, Tools & Accessories	Ad valorem		
(viii).	Metal & Metal Products (Alloy / Non-alloy): Ingots & Billets, Sheets & Plates, Bars, Rods, Angles, Pipes, Rails, etc. and not covered under Sl. No.C (vii). above	M.T.		
(ix).	Tetra Pod	M.T.		
(x).	Tapioca chips, flour starch, waste & tamarind Seed powder in bags	M.T.		
(xi).	Aircraft	Ad valorem		
(xii).	Boats and launches	Ad valorem		
(xiii).	Onion in bags	M.T.		
(xiv).	Coir, Coir products and Jute & Jute products	M.T.		

(xv).	Drilling Materials & Chemicals in bags	M.T.		
(xvi).	Animals Products, bone meal, hides and skins	M.T.		
(xvii).	Waste Paper & news prints	M.T.		
(xviii).	Cotton including cotton waste	M.T.		
(xix).	Aggregates and chips	M.T.		
(xx).	Synthetic resin and wood pulp	M.T.		
(xxi).	Paper rolls	M.T.		
(xxii).	Asbestos	M.T.		
(xxiii).	Direct Reduced Iron/Hot Briquette iron	M.T.		
(xxiv).	Caustic Soda	M.T.		
(xxv).	Animals, Birds, Reptiles etc.	Each		
(xxvi).	Fertiliser and raw material including Sulphur in bags	M.T.		
(xxvii).	Metal scrap in break bulk	M.T.		
(xxviii).	Spices (cardamom, ginger, turmeric, coriander seed, pepper, chillies, etc.)	M.T.		
(xxix).	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen	M.T.		
(xxx).	Yarn, cotton and wool raw, waste or manufactured staple fibre	M.T.		
(xxxi).	Arecanuts, beedi leaves and beedies, coffee instant coffee essence or powder, magnasite illuminates monazite bauxite rutile sand, sandal wood logs, and product, Tea, Coffee/ Coffee husk, tobacco	M.T.		
(xxxii).	Metals (Ferrous/ non- ferrous) (including plates, pig iron, steel pipes, Wire Rod Coils, other steel coils)	M.T.		
(xxxiii).	Defense stores and Classified Defense cargo	M.T.		
(xxxiv).	Arms, Ammunition, Explosives consigned by private party	M.T.		
(xxxv).	Railway Wagon & Coaches	M.T.		
(xxxvi).	Locomotives	M.T.		
(xxxvii).	Wind Mill blades and accessories	M.T.		
(xxxviii).	Project Cargo, Project Equipment	Ad valorem		
(xxxix).	Machinery and spares	Ad valorem		
(xL).	Other unspecified break cargo	M.T.		
	<b>(D) Motor Vehicles for carrying Passengers/ Cargo:</b>			
(i).	Two wheelers	Ad valorem		
(ii).	Three wheelers	Ad valorem		
(iii).	Four wheelers of upto 1600 cc			
	(i). Import	Ad valorem		
	(ii). Export	Ad valorem		
(iv).	Four wheelers of above 1600 cc			
	(i). Import	Ad valorem		
	(ii). Export	Ad valorem		
(v).	Electric Four wheelers.	Ad valorem		
(vi).	Six wheelers and above			
	(i). Vehicle weighing upto 7.5 M.T.	Ad valorem		
	(ii). Vehicle weighing above 7.5 M.T.	Ad valorem		
	<b>(E) RO-RO:</b>			
(i).	Four wheelers of upto 1600 cc			
	(i). Import	Ad valorem		



	(ii). Export	Ad valorem		
(ii).	Four wheelers of above 1600 cc			
	(i). Import	Ad valorem		
	(ii). Export	Ad valorem		
(iii).	<b>Electric Four wheelers.</b>	Ad valorem		
(iv).	<b>Six wheelers and above</b>			
	(i). Vehicle weighing upto 7.5 M.T.	Ad valorem		
	(ii). Vehicle weighing above 7.5 M.T.	Ad valorem		
	<b>(F) Others:</b>			
(i).	Unaccompanied personal baggage	Each		
(ii).	Raw Cashew Nut	M.T.		
(iii).	Oil cakes & fodder	M.T.		
(iv).	Ship stores, provisions	M.T.		
(v).	Chilies, Ginger, Country Drugs, Senna Leaves, Palmyrah fiber, Vegetables and Provisions.	M.T.		

### 3.1.2. Charges for shut out / back to town cargo

Sr. No.	Description	Rate
1.	Charges on Shut out cargo	_____ % of Wharfage charges in addition to applicable wharfage charge.
2.	Charges on Back to town cargo	_____ % of Wharfage charges in addition to applicable wharfage charge.

#### Notes:

- (1). Shut out charges shall not to be levied on the following instances:
  - (i). When a vessel is required to sail with shut outs for accommodating another vessel on port request.
  - (ii). When cargo could not be loaded on board by port due to break down of cranes.
  - (iii). When cargo could not be loaded on board due to bad weather conditions.

### 3.1.3. Goods free of wharfage:

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

(g).	Bonafide ship's fittings of the same vessel.
(h).	Cargo sweepings collected on shore.

**Notes for Schedule 3.1.1, 3.1.2 and 3.1.3 above:**

- (1). "Wharfage" shall mean the basic dues recoverable on all cargo landed or shipped or transhipped within the port limits and approaches or passing through the port, whether portage was provided by the port or not.
- (2). Assessment of cargo shall be done on the basis of the description of the cargo as given in the bill of entry/ coastal bill of lading in case of import cargo and shipping bill in the case of export cargo that best fits the item description covered under the schedule.
- (3).
  - (a). For the purpose of calculating the dues the unit by weight shall be one metric tonne (MT) or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre.
  - (b). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (4). Minimum Wharfage shall be payable for one Metric tonne.
- (5). Before classifying any cargo under unspecified category in the wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the wharfage schedule.
- (6). Goods imported by DRDO will also be classified as "Defence stores" for purpose of wharfage collection.
- (7). "Defence stores" would include 'Bombs, grenades, torpedoes, mines, defence vehicles, missiles, missile tanks and similar munitions of war and parts thereof, cartridges and other ammunition and projectiles and parts thereof, including shot and cartridges wads coming under Arms, Ammunition, parts and accessories thereof but the reference to "parts thereof does not include radio or radar apparatus as per note no.2 of Chapter no. 93 of Customs Tariff of India.
- (8). 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.
- (9). Wharfage dues shall be collected at the rates specified in the schedule on the basis of:

- (a). Vessel's draft survey certificate/ Vessel's Manifested Quantity in case of dry bulk cargo;
  - (b). Vessel's ullage certificate quantity/ Vessel's Manifested Quantity in case of liquid bulk;
  - (c). Bill of Entry/ Bill of Lading/ shipping bill/ invoice/ packing list quantity in all other cases.
  - (d). In case of coastal cargo, if Bill of Entry or Shipping Bill/ Mate's receipt is not available, Port Authority shall decide the documents to be relied upon.
- (10). The cargo should be evacuated from the wharf within \_\_\_\_\_(hours to be specified by the Port) hours from the completion of cargo handling operations of the vessel. Penal charges shall be levied on cargoes not removed from any wharf in the port after completion of cargo discharge from a vessel/ shipment to a vessel.

Sl. No.	Description	Unit	Rate (in `)
1.	First ___ hours (indicative 5 hrs)	--	Free
2.	___ to ___ hour	per hour or part thereof	
3.	___ to ___ hour	per hour or part thereof	
4.	___ to ___ hour	per hour or part thereof	
5.	_____ hour onwards	per hour or part thereof	

- (a). Port reserves the right to shift the cargo at the cost of the receiver/shipper/shore handling agent/stevedoring agent, as applicable.
  - (b). Penal charges shall not accrue for the period during which the port is not in a position to effect delivery of import cargo or shipment of export cargo when requested by the user.
- (11). Dangerous, explosive and inflammable goods landed at the Docks/ berths contrary to the IMDG and/ or the circulars issued by the Port or Competent Authority must be immediately removed by the Receivers/ Masters/ Owners/ Agents of the vessel to the space earmarked for such goods, failing which they shall be removed by the Port at their risk and cost of Receivers/ Masters/ Owners/ Agents and, in addition, a charge of ` \_\_\_\_/- per package for foreign cargo and ` \_\_\_\_/- per package for coastal cargo will be levied.
- (12). Transshipment cargo, if discharged and re-loaded on to the same vessel/ another vessel, wharfage shall be leviable for each movement and demurrage on expiration of the free period as admissible to import cargo will be levied as per the demurrage schedule prescribed below.
- (13). (a). Vessels calling the Port, which are declared as cargo in the Sea

Arrival Manifest (IGM) or Sea Departure Manifest (EGM) 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.

**3.1.4. Volume/ quantum discount on wharfage charge.**

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*Port may explore and consider to include a suitable volume / quantum discount on wharfage in their SOR based on market dynamics and local port conditions*

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**3.2. Demurrage Charges**

**3.2.1. Free period**

Sl. No.	Description	Free period in days	
		Import	Export
1.	Dry bulk Cargo		
2.	Other than Dry bulk (except Timber log & Project Cargo)		
3.	Timber log		
4.	Project Cargo		
5.	Hazardous Cargo / Chemicals		
6.	Transshipment Cargo		
7.	Shutout Cargo subsequently shipped in another vessels		
8.	Salvaged goods		

**Notes:**

- (1). For the purpose of calculation of free period, Customs notified holidays and the port's non-working days shall be excluded.
- (2). **Free period for imports:**
- (a). Free period for imports shall be reckoned with from the day following the day of complete discharge of vessel's cargo.
- (b). Free period in respect of cargo discharged in lighters in stream shall commence from the day of complete landing of the cargo on the wharf from the lighters.

- (c). In case of removal of the vessel from the berth for any reason whatsoever before complete discharge of the manifested quantity, the free period shall start for the cargo so discharged from the time of the complete discharge of cargo from the vessel.
- (d). When import cargo is stored in demurrage terms and then converted into re-export, free period will be considered from the date of filing of export documents like shipping bill.
- (3). **Free period for Export:**
- (a). Free period for exports shall commence from the date on which the cargo is brought in the port area on demurrage basis. The demurrage will cease from the day following the date of berthing of vessel.
- (b). In case of stream loading, the demurrage will cease from the day of loading of first barge. Demurrage will cease for the total cargo actually loaded through barges to the vessel in the same voyage.
- (c). Free period for export cargo taken back for any reason shall commence from the time the export cargo is again brought into the port area.
- (4). No free period shall be allowed on goods brought into the port premises and removed from there without shipment.
- (5). Any period during which goods are detained by the Port Health Officer before being destroyed shall be excluded from the calculation of free storage period.

**3.2.2. Schedule of Demurrage charges**

On expiry of free days as prescribed in Schedule 3.2.1, demurrage will be charged for period of storage of all cargo at the rates prescribed below:

Sl. No.	Description	Rate per MT per day or part thereof (in `)	
		Open space	Covered space
1.	<b>Import</b>		
	(i). For the first ___ days		
	(ii). For the next ___ days		
	(iii). For the next ___ days		
	(iv). For the next ___ days		
2.	<b>Export</b>		
	(i) For the first ___ days		
	(ii) For the next ___ days		
	(iii) For the next ___ days		
	(iv) For the next ___ days		
3.	<b>Transshipment</b>		
	(i) For the first ___ days		
	(ii) For the next ___ days		
	(iii) For the next ___ days		
	(iv) For the next ___ days		

**Notes:**

- (1). Demurrage charge on both import and export cargo shall not accrue for the period when the port is not in a position to deliver/ ship cargo when requested by the user.
- (2). If operational area is licensed on rental terms to the users, demurrage charges on cargo stored thereat shall not be levied again.
- (3). The demurrage charges on hazardous goods shall be levied at 50% above the normal rates specified in above schedule.
- (4). Demurrage on export goods brought in for shipment by a particular vessel and shut out but subsequently shipped by another vessel shall be charged at the rates applicable for export cargo as per the schedule in the scale of rates for the entire period till the goods are shipped or removed from the port wharf. In the event the shutout cargo is removed without being shipped, the demurrage charges as applicable for export cargo shall be levied till the goods are removed from the date of entry.
- (5). **Demurrage on goods detained by Customs:**

- (a). 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 5(i) and 5(ii), the demurrage charges shall be recovered as under:

First 30 days of detention : Free

31 days to 60 days : 50% of applicable demurrage charges

Beyond 60 days : 100% of applicable demurrage charges

The first 30 days shall be reckoned with as follows:

- (i). First 30 days after expiry of free days if cargo is detained by the Customs before expiry of free days and,
- (ii). First 30 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 detention of goods.

(6). **Unclaimed Goods**

Unclaimed goods when sold by the Port Administration under the rules in force, a free period of 30 days shall be allowed from the date of acceptance of the bid by the port.

**3.3.1. Storage charges (License fee) for transit cargo for storage**

Item No.	Particulars of the Area	Period of occupation	Open space		Covered space Rate per sq. mtr(s) or part thereof /per month/ week or part thereof. ( ` )
			Rate per sq. mtr(s) or part thereof /per month/ week or part thereof. ( ` )		
			Paved	Unpaved	
1.					
2.					

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*Port may prescribe storage fee per month/ per week as per local port conditions/ market dynamics. The existing SOR for most of the Major Ports prescribes License Fee (Storage charge) for Storage of cargo in the general SOR. There are a few Major Ports who fix Storage charges (License fee) for cargo storage under Land Policy Guidelines. Since, cargo storage is ancillary service to the cargo handling activity, the template for License Fee (Storage charge) for storage of cargo is included in the port general SOR. The ports who determine Storage charges (License fee) under Land Policy Guidelines may include the tariff in the General SOR as well as per the broad template given in the Model SOR.*

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**Note:**

- (1). Application for storage spaces shall be made before storage of goods to the Port or its authorised official.
- (2). Storage charges (Licence fees) shall be paid in advance. Penal interest, as prescribed in General Terms and Conditions in Chapter I shall be levied on the amount due but not paid from the date on which the amount becomes due till the date of actual payment which shall in no case exceed 7 days. If, for any reason, payment is delayed beyond 7 days from the date of the amount becoming due occupation will be treated as unauthorised.
- (3). The space allotted shall be vacated on notice from the Port or its authorised official failing which it will be treated as unauthorised occupation; and, the Port Authorities shall take other action, as deemed fit.
- (4). Any unauthorised occupation of storage spaces shall be liable for payment of double the Storage charges (Licence fees), as a penalty.
- (5). The Port shall have the right to take over the storage space, allotted on Storage charges (Licence fees) basis, which are unoccupied/empty without any prior notice in the interest of the Port operation. In such cases, proportionate reduction in Storage charges (Licence fees) shall be allowed.

- (6). Cargo stored under the Storage charges (Licence fees) basis shall remain at the licensee's risk and the Port or any of its officers shall not in any manner be liable for any pilferage, theft, damage or any loss whatsoever thereof.
- (7). The licensee shall not be permitted to sub-let the land or shed covered by the licence or any portion thereof. For any contravention of this condition, the licence is liable to be cancelled.
- (8). If operational area is licensed on to users Storage (Licence fees) basis, demurrage charges on cargo stored therein shall not be levied again.

**3.3.2. Fee for space allotted for Management of Cargo Operation (Other than for cargo storage)**

Item No.	Particulars of the Area.	Period of occupation	Open space	Covered space
			Rate per sq. mtr(s) or part thereof /per month/ week or part thereof. ( ` )	Rate per sq. mtr(s) or part thereof /per month/ week or part thereof. ( ` )
1.				
2.				

**Notes:**

- (1). The Application for allotment of space under schedule 3.3.2 is applicable for the land inside the custom notified area for carrying cargo activities viz. placing chowkey, porta cabin, etc.
- (2). The notes 2 to 7 given under the schedule 3.3.1 shall *mutatis mutandis* apply for this schedule.

**3.4. Charges for handling cargo (labour charges):**

**3.4.1. Charges for supply of labour / staff**

Sl. No.	Commodity/ Activity	Unit	Supply of On Board Labour		Supply of Shore Labour	
			Coastal Rates (In `)	Foreign rates (In \$)	Coastal Rates (In `)	Foreign rates (In \$)
1.	Dry Bulk (Non Mechanised) (i), (ii). (iii).	Per MT				
2.	Break Bulk (i) (ii) (iii)					
3.	Containers					
4.						
5.						



**Notes:**

- (1). The above charges shall be paid by the Stevedoring/ Shore Handling agent prior to the engagement of labour.
- (2). The charges prescribed above shall be levied in addition to levy of wharfage for supply of labour by the Port
- (3). The charges prescribed above are inclusive of gear. In case of supply of gear by the Stevedoring/ Shore Handling/ vessel agent, a rebate of \_\_\_\_\_ % shall be given in the rates prescribed above (wherever applicable in ports).
- (4). The piece-rate incentive shall be payable by the Stevedores at actuals separately in addition to the above charges.

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*Port may prescribe above schedule 3.4.1, if relevant for their concerned port. There are no separate charges for supply of labour in the existing SOR of VOCPA, COPA, DPA and JNPA. The SOR of CHPA, PPA & SMPA, the charges for supply of labour is prescribed on per shift basis. In MOPA, NMPA, MBPA&VPA, the charges are prescribed on cargo wise on per MT basis. Hence, to have a uniformity, it is recommended to prescribe the charges for supply of labour on per MT basis, wherever separate tariff is prevailing in the SOR for this head.*

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**3.5. Schedule of Charges for use of Port Owned Harbour Mobile Crane (HMC):**

Sl. No.	Type of Cargo	Rate Per Tonne (In `)	
		Coastal (in `)	Foreign-going (in \$)
<b>(I).</b>	<b>For Dry Bulk Cargo</b>		
(i).	Iron Ore		
(ii).	Coal		
(iii).	Fertilizers		
(iv).			
<b>(II)</b>	<b>For Break Bulk Cargo</b>		
(i).	Bagged Cargo		
(ii).	Steel		
(iii).	Plant & Machinery		
(iv).	Yarn, cotton and wool raw, waste or manufactured staple fibre		
<b>(III)</b>	<b>Other Break Bulk Cargo</b>		
(i).	Project Cargo		
(ii).	Timber Logs		
(iii).	Other General Cargo		

**Notes:**

- (1). The Hire charges will commence from the time of dispatch of the equipment, subject to maximum transit time of \_\_\_ minutes, provided the equipment so dispatched is made available for operation at work site.

- (2). The period of detention on each occasion for \_\_\_ minutes & above on account of breakdown of equipment & withdrawal of the equipment by the port for its own work during the period of requisition will be excluded for computation of the period of hire.
- (3). For booking of HMCs the requisition along with proof of payment of Booking Charge must be deposited \_\_\_ hours prior to the commencement of shift. The equipment will be provided subject to availability of staff and equipment(s).
- (4). The users will be solely responsible for damages to equipment and Port property that may occur or result during the working of equipment as per requisition on account of any reason such as overloading of crane under coaming improper slinging of cargo etc. The parties shall make good of the damages (fair wear & tear except) and pay the Port all cost for repairing of damage and replacement actually incurred.
- (5). The parties are allowed to cancel the equipment before or after it is supplied to them as per requisition by giving \_\_\_ hour notice.
- (6). Booking charges of \_\_\_\_\_ per crane is required to be paid. In case of cancellation of booking by the user for the reason not attributable to port, only 50% of the booking charges will be refunded. In case of non- utilization of crane, no refund will be given. In case cancellation of booking by Port due to reasons attributable to port full amount of refund of booking charges will be made. Booking charges will be adjusted against the actual billing. Booking charges will not carry any interest.

**3.6. Mandatory User Charges:**

Description	Rate
Mandatory User Charges	\. _____ per container

**Note:**

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

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***Port may consider to include any other port specific tariff/ general terms and conditions in their SOR. Port charges governed by any agreement/ contract/ MOU entered between the port and the concerned parties may be included while framing the SOR.***

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## CHAPTER- IV

### CONTAINER HANDLING CHARGES

*The SOR templates gives broad structure / template for prescription of Containers Handling Charges. Any other Port specific charges, along with conditionalities governing application of the charges may be included by the Ports.*

#### CHARGES ON CONTAINER AND CONTAINERISED CARGO

##### **4.1. Composite box rate for container:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	Laden Container other than Over Dimensional Container						
2.	Empty Container						
3.	Over Dimensional Laden Container						

**Note:** Composite box-rate for container prescribed above covers wharfage and basic container handling services of ship to shore transfer, movement between berth and yard and lift off at yard or vice versa.

##### **4.2. Composite Charges for Transshipment Container:**

Sr. No.	Description	Rate (In `)					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	Transshipment rates if both legs are foreign						
	Laden						
	Empty						
2.	Transshipment rates if both legs are coastal						
	Laden						
	Empty						
3.	Transshipment rates if one leg is						

	foreign and one leg is coastal						
	Laden						
	Empty						

**Notes:**

- (1). The above rates include wharfage, ship to shore transfer, transportation from quay to container yard including lift-off at the yard and subsequent transportation from container yard to quay including lift on at yard and shore to ship transfer.
- (2). In case of Over Dimensional transshipment Container, the rate will be \_\_\_\_\_ times the rate for normal transshipment container.

**4.3. Rebate:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	For ship to shore transfer or vice-versa by ship's crane/party hired crane						
	Laden						
	Empty						
2.	For movement between berth and yard by trailer hired by the party.						
	Laden						
	Empty						
3.	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.						
	Laden						
	Empty						

**Note:**

In case any of the basic container handling services covered under the Composite charges prescribed in 4.1 and 4.2 above is not provided by the port, rebate(s) at the above rates shall be allowed on the composite rate for use of ship's crane/party hired crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard or vice versa.

**4.4. Charges for lift on/lift off at yard during delivery/ receiving:**

Charges for lift on for delivery or lift off at Yard during delivery/receiving shall be levied at the following rates on all containers:

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	Laden/Empty Container other than Over Dimensional Container						
2.	Over Dimensional Container						

**4.5. Shutout Containers / Back to Town Containers:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	Shutout charges						
2.	Transportation of shutout container from any place in the port to quay and back to the designated area irrespective of location inside the terminal.						
3.	Back to town charges on container brought into the port for export and is not shipped for whatsoever reason						

**Notes:**

- (1). Shut out charges are not to be levied on the following instances
  - (a). When a vessel is required to sail with shut outs for accommodating another vessel on port request.
  - (b). When containers could not be loaded on board by port due to break down of cranes.
  - (c). When containers could not be loaded on board due to bad weather conditions.

**4.6. Reefer Monitoring and Connection:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	Additional charges per 4 hours of part thereof for electricity consumption and monitoring of reefer containers						
(i).	Laden						
(ii).	Empty						

**Note:**

Additional electricity charges at the prescribed rates will be applicable in case of Reefer/ Restow containers also.

**4.7. Hatch Cover Charges for services rendered to the container vessels:**

**A. Opening of Hatch cover and replacing it:**

Sr. No.	Description	Rate per Hatch cover					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	When placing it on the quay						
2.	Without placing it on the quay						

**Note:** If only one operation is carried out, half of the hatch cover handling charges as above shall be levied.

**B. One Hatch to another Hatch or within the same Hatch:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.	Hatch to hatch shifting (involving 1 move only)						
2.	Other than (a) mentioned above						

**4.8. Stuffing / De-stuffing Charges:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)	Coastal (In `)	Foreign (In \$)
1.							
2.							
3.							

**4.9. Demurrage Charges on Container:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal Rates (In `)	Foreign rates (In \$)	Coastal Rates (In `)	Foreign rates (In \$)	Coastal Rates (In `)	Foreign rates (\$)
1.	Import Laden						
	First __ days	Free	Free	Free	Free	Free	Free
	__to __ days						
	__to __ days						
	Thereafter						
2.	Laden empty						
	First __ days	Free	Free	Free	Free	Free	Free
	__to __ days						
	__to __ days						
	Thereafter						
3.	Transshipment Containers						
	First __ days	Free	Free	Free	Free	Free	Free
	__to __ days						
	__to __ days						
	Thereafter						
4.	ICD Import & Export –Loaded moved by Road						
	First __ days	Free	Free	Free	Free	Free	Free
	__to __ days						
	__to __ days						
	Thereafter						
5.	ICD Import & Export – Empty moved by Road						
	First __ days	Free	Free	Free	Free	Free	Free
	__to __ days						
	__to __ days						
	Thereafter						

6.	ICD Import & Export – Loaded or Empty moved by Rail						
	First __ days	Free	Free	Free	Free	Free	Free
	__to __ days						
	__to __ days						
	Thereafter						

**Note:**

- (1). Free dwell-time (storage) allowed shall be exclusive of Customs notified holidays and port non-working days.
- (2). Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the container and for export containers the free period shall commence from the time the container enters the terminal.
- (3). The total storage period for a shutout container shall be calculated from the day following the day when the container has become shutout till the day of shipment/delivery.
- (4). Over high and over dimensional containers shall attract \_\_\_\_\_times the normal demurrage charges.
- (5). Hazardous containers shall attract premium \_\_\_% of the normal applicable demurrage charges. The premium of \_\_\_% shall be applicable for all types of charges like handling, dwell time, shut-out, etc. for hazardous containers.
- (6). 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 conditions:
  - (a). The consignee can issue a letter of abandonment at any time.
  - (b). 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,
    - (i). the Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and
    - (ii). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (c). The container Agent/ MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.



- (d). 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.

**4.10. Charges for Miscellaneous Services rendered to container/container vessel:**

Sr. No.	Description	Rate					
		Not Exceeding 20' in length		Exceeding 20' and up-to 40' in length		Over 40" in length	
		Coastal (In `)	Foreign (In `)	Coastal (In `)	Foreign (In `)	Coastal (In `)	Foreign (In `)
1.	Shifting / transportation of containers from one yard to another yard within the terminal for custom inspection or any other purpose and subsequent loading of containers for delivery						
(i)	Laden						
(ii)	Empty						
2.	Additional service charge for stacking containers in designated yard for custom examination or any other purpose by prior arrangement						
(i)	Laden						
(ii)	Empty						
3.	Shifting of containers on board via quay head						
4	Shifting of containers on board without via quay head						
5.	Transportation / shifting of container by port						

	for operation not included in Composite charge						
(a).	Within same Berth / Yard						
(b).	Between two berths / Yards						
6.	Additional Lift on/Lift off to/from trailer/wagon or restacking						

**Note:**

**For Sr. No.3 & 4 above:**

In case additional port equipment is required additional charges will be levied as per the rate specified in this SOR.

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***Port may consider to include any other port specific tariff/ general terms and conditions in their SOR. Port charges governed by any agreement/ contract/ MOU entered between the port and the concerned parties may be included while framing the SOR.***

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## CHAPTER- V

### MISCELLANEOUS CHARGES

The SOR templates gives broad structure/ template for prescription of Miscellaneous Charges relevant to the Port and any other Port specific charges, along with conditionalities governing application of the charges.

#### 5.1. Supply of water to vessels by Port:

Sl. No.	Description	Per 1000 ltrs	Coastal vessel (in `)		Foreign vessel (in \$)	
			Rate	Minimum charge	Rate	Minimum charge
1	Water supply by Barges					
2	Water supply at Berths					

**Note:**

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

#### 5.2. Beaching charges:

Sl. No.	Description	Unit	Coastal vessel (in `)	Foreign vessel (in \$)
1	Vessels lying idle in the beach	Rate per GRT per month or part thereof		

#### 5.3. Hire charges for cargo handling equipment along with conditionalities.

Sr. No.	Type of Equipment	Unit	Rate (in `)
1.	Forklift Truck _____ MT	Per hour or part thereof	
2.	Top lift Truck _____ MT	Per hour or part thereof	
3.	Dozer _____ MT	Per hour or part thereof	
4.	Pay loader _____ MT	Per hour or part thereof	
5.	Reach stacker _____ MT	Per hour or part thereof	
6.	Cranes _____ MT	Per hour or part thereof	
7.	Trucks _____ MT	Per hour or part thereof	
8.	Trailers _____ MT	Per hour or part thereof	
9.	Tractors	Per hour or part thereof	
10.	Transhipper	Per shift or part thereof	
11.	Floating crane	Per shift or part thereof	
12.	Excavator	Per shift or part thereof	
13.	Mobile crane	Per shift or part thereof	
14.	Locomotives _____ HP	Per shift or part thereof	

Port to specify the capacity of the Cranes/ equipment and to add any other cargo handling equipment deployed by the port.

**5.4. Weighment charges for use of weighbridges / weigh scales**

Sl. No.	Description	Unit	Rate (in `)
1	For use of Weigh Bridge by trucks, trailers and other vehicles	Per MT	
2	For hiring weights only	For set per day or part thereof	
3.	For issuing weighment certificates	Per consignment	
4.	For use of In-motion weighbridge for cargo loaded in Railway wagons (i) Loaded wagon (ii) Empty wagon	Per wagon	

**Notes**

- (1). The attendant labour shall be supplied by the parties concerned.
- (2). No weighment charges are leviable if weighment is done in the interest of the port for the purpose of assessing Port charges.
- (3). Whenever User does not utilise Weighbridge, on account of rail borne cargo, no weighment charges are leviable.
- (4). The weighment charges shall be levied on the total weight of the cargo weighed by the port on the weighbridges or weighing scales under each application for weighment, duly rounded off to the next higher MT.

**5.5. Charges for fire float vessels salvage vessels etc.**

Sl. no.	Description	Unit	Rate (in `)	Minimum Charges
1.	For salvage and other purposes.	Per hour or part thereof		
2.	For stand by duties	Per hour or part thereof		

**5.6. Charges for carrying out bollard pull test.**

Sl. no.	Description	Unit	Coastal ( ` )	Foreign (US\$)
1.	Charges for carrying Bollard Pull test	Per hour or part thereof		

**Note:**

Bollard pull test charges are applicable to the tugs which are not hired by the port and are availing the facility.

**5.7. Charges for hire of Fender.**

Sl. no.	Description	Unit	Coastal (₹)	Foreign (US\$)
1.	Charges for hire of fender	Per fender per day or part thereof		

**5.8. Charges for supply of skilled personnel for marine operations:**

Sl. No.	Description	Unit	Coastal (₹)	Foreign (US\$)
1.	Supply of skilled personnel for person for any type of mooring and unmooring or any marine operation	Per person per hour day or part thereof		

**5.9. Supply of certificates/ certified copies of documents/ statistics, issue of permanent entry permit and token etc.**

Sl.No	Description	Unit	Rate (in ₹)
1.	Supply of certificate/ certified copies of documents/duplicate certificates/ ledger a/c copies/ statistics	Per document	
2.	Gazette and Advertisement cost of sale	Per document	
3.	Charges for issue of certificates/ documents from Port records	Per document	
4.	Document amendment charges	Per document	
5.	Wharf Entry permit to Authorized visitors.	Per person	
6.	Daily Wharf Entry Permit (any one time customer)	Per person per day	
7.	Weekly Wharf entry permit (All category of port users) (for 2 to 7 days)	Per person	
8.	Wharf Entry Permit for wharf entry alone. (Biometric card) (For CHA, SA, Stevedores, EXIM, Surveyors, Ship Chandlers, truck/ equipment operators, Govt Agencies, C&F agents, Ship repairers, fumigators, palletizing agents, workers from KHWWB etc.) (More than three months upto one year)	Per year	
9.	School/College students group upto 50 members (plain paper pass)	Per day per group	
10.	Crew working on launches / Barge / Boat (Smart Card / Laminated Photo Card)	(Port may decide)	
11.	Duplicate biometric card in the event of loss / damage	Per Card	
12.	Issue of RFID Card	Per card	
13.	Issue of RFID Tag	Per tag	
14.	Duplicate Card in the event of loss	Per card	
15.	Duplicate Tag in the event of loss	Per tag	

**Notes:**

- (1). No charges shall be levied from non-commercial Department of Government of India, State Governments, Committees appointed by Governments, Press Agencies or their representatives requiring statistics for publication in press.

- (2). No fee shall be charged for issue of passes / token to employees of the Port.

**5.10. Fumigation of cargo.**

Sl. no.	Description	Unit	Rate (in `)
1.		Per MT	
2.			

**5.11. Charges for Fire fighting equipment/ apparatus:**

Sl. No.	Description	Unit	Rate (in `)
1.	Fire Tender [All types of fire tenders]	Per Tender Per Hour or part thereof	
2.	Shore pumps	Per pump per hour or part thereof	
3.	Other firefighting equipment and apparatus excluding fire floats.	Per apparatus per hour plus consumable at cost	

**Note:** In case the deployment of any equipment to combat fire hazard caused due to any leakage of Liquid / Gas Pipelines or Oil spillage from any vessel, the charges for the same shall be levied on the owner of the pipelines / agent of the vessel irrespective of whether any requisition for the same is given or not. Further, in such case the cost of Foam (along with supervision cost of \_\_\_\_ %) used to contain the Fire hazard shall also be recoverable.

**5.12. Diver's fees.**

Sl. no.	Description	Unit	Rate (in `)
1.			
2.			

**5.13. Salvage fees.**

Sl. no.	Description	Rate (in `)
1.	Salvage charges will be levied @ 20% ad-valorem on the value of the salvaged goods subject to a minimum of Rs._____	

**5.14. Granting permits for Motor Lorries, Mobile Crane etc. to ply in the Docks.**

Sl. No.	Description	Unit	Rate (in `)
1.	<u>Motor Lorries and Local Chassis</u> (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue	Each	
2.	<u>Mobile Cranes and Forklifts</u> (i) Fresh permits and renewals for every quarter (ii) Duplicate	Each	

	(iii) Fresh permits and renewals valid for the day of issue		
3.	<u>Container handling equipments</u> (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue	Each	
4.	<u>LMV</u> (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue	Each	
5.	<u>Buses, Mini Buses, Passenger Van</u> (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue	Each	
6.	<u>Two Wheelers</u> (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue	Each	
7.	<u>Taxi</u> Fresh permits and renewals valid for the day of issue	Each	

**5.15. Passenger fees (other than Cruise vessel)**

Sl. No.	Description	Unit	Coastal (₹)	Foreign (US\$)
1.	For embarkation	Per person		
2.	For disembarkation	Per person		

**5.16. Charges payable by visitors at Passenger Berths**

Sl. No.	Description	Unit	Rate (in ₹)
1.	For a bonafide visitor to the passenger berth in the Docks on the day of embarkation and disembarkation of the passengers.	Per head	

**5.17. Use of deballast tank, transfer/inter-transfer of POL products.**

Sl. no.	Description	Unit	Rate (in ₹)
1.			
2.			

**5.18. Charges for removal of goods by the port in case importer/exporter fails to remove the goods.**

Sl. no.	Description	Unit	Rate (in ₹)
1.	Removal of cargo	Per M.T. or part thereof	
2.	Removal of Hazardous waste / Sludge	Per MT or part thereof	

**Note:**

The removal charges shall be in addition to the storage charges wherever applicable.

**5.19. Issue of licenses.**

Sl. no.	Description	Duration	Rate per license (In `)	
			Fresh	Renewal
1.	Stevedoring and Shore handling license			
2.	Steamer Agents			
3.	Ship Chandelling			
4.	Ship Repairing			
5.	Other trader licenses			
6.	Fresh Water Issue license			

**5.20. Labour license fees for employing labour for handling certain cargoes.**

Sl. no.	Description	Unit	Rate (in `)
1.			
2.			

**5.21. Charges for use of the slipway.**

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

**5.22. Taking photographs or shooting films in the port premises.**

Sl. No.	Description	Unit	Rate (in `)
1.	Making Feature films / Documentary films	Per Day or Part thereof	
2.	Videography		
3.	Photography		

**Note:** No charges shall be refunded in case of cancellation.

**5.23. Landing Charges for Helicopters**

Sl. no.	Description	Unit	Rate (in `)
1.	Use of helipad for landing of helicopters belonging to State Government, Public Sector Undertakings and private users.	Per Landing/ per takeoff	

**Note:**

Helicopters carrying passengers declared as Port guests may be exempted from such charges.



**5.24. Vehicle parking fee inside Port premises**

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

(Rate in `)

Sl. No.	Description	Up to eight (8) hours	For every hour thereafter
1.	Mobile Cranes		
2.	Forklift		
3.	TLT/Reach Stacker		
4.	JCB / Excavator		

**5.25. Toll Charges (if applicable)**

(Rate in `)

Sl. No.	Type of Vehicle	Daily	Monthly	Quarterly	Half yearly	Yearly
1.						
2.						

**5.26. Schedule of charge for Operation of Mobile X-Ray Container Scanning System:**

Sl. No.	Description	Unit	Rate in `
1.	Charges for Operation of Mobile X-Ray Container Scanning System	TEU	

**5.27. Marshalling yard usage charges**

Sl. No.	Description	Unit	Rate (in `)
1.		Per sq. mtr.	
2.		Per sq. mtr.	

**5.28. Charges for Issue of RFID Tags:**

Sl. No.	Description	Unit	Rate in `
1.	All types of vehicles like cargo vehicles, cargo handling equipment, contractors' vehicles (material), passenger vehicles (car, etc.)	Per Vehicle	
2.	In case of loss or damage of RFID tags, the same shall be issued on recovery of RFID Tags charges	Per Vehicle	

**5.29. Cleaning charges:**

**5.29.1. Dust Suppression Levy**

Sl. No.	Description	Unit	Rate in `
1.	Iron Ore	Tonne	
2.	Coal and Coke	Tonne	
3.	Cement and cement clinker	Tonne	
4.	Break bulk	Tonne	

**5.29.2. Pollution Cess:**

Sl. No.	Description	Unit	Rate in `

**5.30. Improper/ unsafe Pilot ladder, improper Boarding/ disembarking arrangements, inability to provide Combination Ladder:**

Sl. No.	Description	Unit	Coastal (in `)	Foreign-going (in US \$)
1.	When Free Board of vessel is greater than 9 mtrs	Per vessel		

**5.31. Fishing harbour:**

**5.31.1. Consolidated charges for mechanized fishing boats/ Trawlers (Mini & Big)**

Sl. No.	Particulars	Unit of levy	Frequency of Payment	Rater per month
1.	Mechanised Fishing Boat	Per Boat	Per Calendar month	
2.	Fishing Trawler [Mini] Upto 14 NRT	Per Trawler	Per Calendar month	
3.	Fishing Trawlers [Big] Above 14 NRT	Per Trawler	Per Calendar month	

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*Consolidated charges for fishing vessels are for convenience of fishing vessels and for ports. If, however, based on local port conditions, ports have prescribed charges for fishing vessel for individual services in their SOR, then they then this schedule may not be considered.*

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**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.

**5.31.2. Charges for Government scientific survey of marine resources and training operations**

Sl. No.	Particulars	Unit	Rate (in `)
1.	Fishing Trawler [Mini] Upto 14 NRT	Per Day or part thereof per Trawler	
2.	Fishing Trawlers [Big] Above 14 NRT	Per Day or part thereof per Trawler	

**Note:**

- (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 above is applicable.
- (2). No Port dues and Wharfage charges are charged on the Government Survey/ Training vessels.

**5.32. Hiring charge of Oil Spill Response equipment:**

Sr. No.	Particulars	Unit	Rate (in `)
1.	Multi skimmer	Per equipment per day or part thereof	
2.	Oil spill dispersant applicator + Shore Cleanup Equipment		
3.	Permanent boom 25 mtr section with accessories		
4.	U Boom 200 mtrs + power pack with accessories		
5.	Air blower with accessories		
6.	RO Boom with accessories		
7.	Weir Skimmer with accessories		
8.	Flex barge (10 MT) with accessories		
9.	Boom Reel with accessories		

**Note:**

Rate specified for above equipment is exclusive of cost of consumables and fuel which would be chargeable extra at cost plus 19.25% supervision cost basis. In case of any tug/launch and/or labours are provided by Port for handling the equipment, the charges for the same shall be levied extra as per SOR.

**5.33. Other Miscellaneous Charges:**

Sl. No.	Description	Unit	Rate (in `)
1.	Supply of tally staff for tallying loading/unloading of wagon at siding.	Per axle	
2.	Supply of staff for escorting lorry.	Per shift per head	
3.	Deployment of extra labours (on requisition by port users).	Per shift per labour	

4.	Hire of Locomotive	Per hour or part thereof subject to a minimum of	
5.	Infringement, Local Haulage, Terminal Charge and Wagon Hire /Demurrage charge.	Rate as notified by the Rly. Board from time to time shall be levied.	
6.	Cleaning charge for handling of Coking coal, all types Coke & Ore, Limestone, Sulphur, Rock Phosphate, Cement, Pyroxenite, Dolomite, Clinker, Soda Ash, Finished fertilizers and Pulses.	Per MT	

**Note:** The rate specified under sr. no.6 above shall be levied on the total quantity landed/ shipped by a vessel.

#### 5.34. Dry Docking Charges

Few Ports are having dry docking facilities. Facilities provided by the port are not uniform and differ from port to port. Hence a uniform template for dry docking charges is not found to be feasible. Port may prescribe the charges as per the facilities available at their port.

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***Port may consider to include any other port specific tariff/ general terms and conditions in their SOR. Port charges governed by any agreement/ contract/ MOU entered between the port and the concerned parties may be included while framing the SOR.***

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## CHAPTER- VI

### AUTHORIZED SERVICE PROVIDERS CHARGES (other than BOT Operators)

The Port may incorporate rates for Authorized Service Providers Charges relevant to the Port and any other Port specific charges, along with conditionalities governing application of the charges.

#### 6.1. Schedule for charges for Harbour Mobile Crane (HMC)

Sl. No.	Type of Cargo	Average Daily Crane Performance (In Metric Tonnes)	Rate Per Tonne (in `)	
			Coastal (in `)	Foreign-going (in US \$)
<b>(I).</b>	<b>For Dry Bulk Cargo</b>			
(i)	Iron Ore			
(ii)	Coal			
(iii)	Steel			
<b>(II)</b>	<b>For Break Bulk Cargo</b>			
(i)	Bagged Cargo			
(ii)	Plant & Machinery			
(iii)	Yarn, cotton and wool raw, waste or manufactured staple fibre			
<b>(III)</b>	<b>Other Break Bulk Cargo</b>			
(i)	Project Cargo			
(ii)	Timber Logs			
(iii)	Other General Cargo			

Note:

The above rates prescribed for average daily crane performance (Bench mark performance) is the base rate which will be enhanced to 105% for first thousand tonnes and for 2<sup>nd</sup> thousand tonne is the rate will be enhanced to 110% of the base rate. In case of under performance by thousand tonnes the rate will be reduced by 95%.

#### **Illustration:**

Suppose average daily crane performance (bench mark performance) of cargo for handing the HMC is 8000 Metric Tonne, the tariff is fixed for benchmark performance is given in the below schedule.

Sl. No.	Rate Per Tonne (In `)	
	Coastal (in `)	Foreign- going (in US \$)
Up to 14999	68.40	114.00
<b>15000</b>	72.00	120.00
15001-16000	79.20	132.00
16001-17000	86.40	144.00
17001-18000	86.40	144.00

Note:

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

$$\frac{\text{Total Quantity loaded / unloaded by HMC} \times 24 \text{ hrs.}}{\text{Total time taken from commencement to completion of loading/discharging of cargo}}$$

- (i) According to the average berth-day output for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from Port users for the full quantity of cargo loaded / discharged.
- (ii) If one HMC works with another HMC or ELL crane/s, the Berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the HMC's load meter.
- (iii) In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by HMC will be determined taking into account cargo loaded/ discharged prior to break-down divided by crane working hours and multiplied by 24.
- (iv) In case of stoppages of operation of HMC for reasons not attributable to the HMC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading/ unloading operations during working of HMC are required to be certified by the port officers in the daily vessel performance report.
- (v) No shifting charges shall be levied by the Port in case shifting of a vessel from berth to another berth/ anchorage becomes necessary due to break down/ nonperformance of HMC.
- (vi) In case of dispute on the average output, the decision of the Port Authority will be final and binding.
- (vii) Crane should be booked with advance notice of \_\_\_ hour.
- (viii) Booking charges of `\_\_\_\_\_ per crane is required to be paid. In case of cancellation of booking by the user for the reason not attributable to port, only 50% of the booking charges will be refunded. In case of non-utilization of crane, no refund will be given. In case cancellation of booking by port, due to reasons attributable to port, full amount of refund of booking charges will be made.
- (ix) Crane hire charges are required to be paid in advance on base rate at the time of booking on Quantity mentioned in Shipping bill in case of export or quantity mentioned in bill of entry in case of import. Advance payment and Booking charges will be adjusted against the

actual billing. Booking charges and advance payment will not carry any interest.

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*Port to include the charges for other services provided by authorized service providers other than BOT concession agreement in accordance with Clause 8.2 of the Tariff Policy Guidelines 2021.*

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***Port may consider to include any other port specific general terms and conditions in their SOR. Port charges governed by any agreement/ contract/ MOU entered between the port and the concerned parties may be included while framing the SOR.***

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## CHAPTER- VII

### RAILWAY SERVICES CHARGES

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*The Port may incorporate applicable rates for Railway Services like Haulage charges, Terminal handling charges, storage charges, Demurrage on wagons, etc., as notified by Railway Board, along with conditionalities governing application of the rates for ease of trade.*

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



## CHAPTER- VIII

### PERFORMANCE STANDARDS

Sl. No.	Performance Parameters	Performance Standards
(1)	<b>Cargo Related Services</b>	
(a)	Average Ship Berth day Output (in MT) in respect of Major Cargo groups	
(b)	Average moves per hour (in TEUs) in respect of Containers	
(2)	<b>Vessel Related Services</b>	
(a)	Average Turnaround Time of Vessels (in days)	
(b)	Average Pre-Berthing Time of Vessels (in hours)	
(3)	Any other parameters found relevant by the Port	

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पत्तन, पोत परिवहन  
एवं जलमार्ग मंत्रालय  
MINISTRY OF  
**PORTS, SHIPPING  
AND WATERWAYS**



**Guiding Note to the Final Draft Scale of Rates (SOR) Template  
for Major Ports**

## **Guiding Note to the Scale of Rates (SOR) Template for Major Ports**

The objective of this guiding note is to provide guidance framework to Major Ports while framing the Scale of Rates for the Major Ports based on the SOR Template (to be ) issued by the Ministry of Ports, Shipping and Waterways. The following key points may be considered by the Major Ports points while framing their Scale of Rates as per the SOR Template.

- (i). Dissimilarity prevails in the services provided by the ports and some of the tariff items and conditionalities are port specific as per the existing Scale of Rates. Hence, ports during the work shop held in JNPA have requested that flexibility should be available to Major Ports to prescribe tariff and conditions for Port specific services, based on the local port condition and market dynamics

That being so, a guiding note is given at the end of each Chapter in the SOR Template giving flexibility to port to include any other port specific general terms and conditions in their SOR which are not covered in the Template.

- (ii). Port charges, if any, governed by any agreement/ contract/ MOU entered between the port and the concerned parties may be included while framing the SOR. A guiding note to this effect is also included in the SOR template in the end of each Chapter.
- (iii). This SOR template is for Major Ports and service provider authorised by the ports other than PPP concessionaires. PPP Concessionaires will continue to be governed by the applicable Tariff Guidelines.
- (iv). The Template prescribed for pilotage fee (3 slabs) is as per clause 10 of the Tariff Guidelines, 2021 flowing from Tariff Guidelines, 2005. The SOR of all the Major Ports [except CHPA and VOCPA] is in line with the said Template. Hence, the port may consider to align with the Template. The port may, if required, do it in a phased manner after taking into consideration the port local conditions and protecting the port revenue.
- (v). There was general consensus during the Workshop for the berth hire template based on vessel type. The suggestion made during the Workshop by 2 ports to include berth numbers as well in the template for berth hire Schedule. This was examined. Including Berth Number along with type of vessel could lead to difficulty in implementation of Berth Hire Charges by the port. Hence, the final SOR template gives Berth Hire based on Vessel type. The ports where berth hire is linked to berth number may consider to recast the berth hire schedule as per the Model SOR Template for uniformity across all ports.
- (vi). As regards Cruise Vessel, the template given in the Model SOR is based on the MOPSW directions of July 2024. The Ports shall be governed by the Government instructions/ directions in this regard while framing their SOR.

The template may have to be suitably refined by the port to fall in line with the directions of the MOPSW on Cruise vessel tariff.

- (vii). The Tariff Guidelines, 2021 stipulates prescription of wharfage rate on per unit basis instead of *ad valorem*. The unit of levy for all cargo items except Project cargo, machinery, wind mill blades is prescribed on metric tonne basis. As regards the vehicle, in the SOR of most of the Major Ports except MBPA and CHPA, the unit of levy is on per vehicle basis. However, during the deliberations in the Workshop, it was stressed upon by MBPA and CHPA (who handle considerable quantity of vehicles) that prescription of unit based wharfage rate on vehicles deprives the port of substantial income from the handling of high end valued cars and that prescription of advalorem based wharfage charge on vehicles is ideal. Even, the SOR of non-Major Port like Krishnapatnam which handles significant quantum of vehicles, also prescribes advalorem based wharfage rate on vehicles. Hence, the revised SOR Template has been modified so as to prescribe advalorem based wharfage rates on Vehicles.

Further, the ports have been given flexibility to prescribe separate wharfage rate for import and export as well as for different categories of vehicle for which Template is given.

- (viii). During the work shop, a point was raised about non-availability of specific classification in the custom code for "Thermal coal", leading to concern for the port in application of coastal concession for non-coking coal/ steaming coal being used for thermal power generation. The port had sought for better nomenclature for deciding which Coal is eligible for coastal concession. This coastal concession policy was issued by the MOPSW. Hence, TAMP has referred the matter to the MOPSW.
- (ix). As regards License Fee for Storage of cargo, the existing SOR for most of the major ports prescribes License Fee (Storage charge) for Storage of cargo in the general SOR. There are a few major ports who fix Storage charges (License fee) for cargo storage under Land Policy Guidelines. Since, cargo storage is ancillary service to the cargo handling activity, the template for License Fee (Storage charge) for storage of cargo is included in the port general SOR. The ports who determine Storage charges (License fee) under Land Policy Guidelines may include the tariff in the General SOR as well as per the broad template given in the Model SOR.
- (x). The SOR templates gives broad structure/ template for prescription of Miscellaneous Charges commonly provided by the port. There are a few ports having dry docking facilities, fishing harbor facility, etc. Miscellaneous facilities provided by the port are not uniform and differ from port to port. Hence, a uniform template for all miscellaneous services could not be drawn. The Port have the flexibility to prescribe any other Port specific charges, along with conditionalities governing application of the charges.

- (xi). Only one port is providing CFS facility. The Model SOR template provides the port the flexibility to include the port specific tariff and conditions in the SOR.
- (xii). Chapter VI relates to charges by authorized service providers (other than BOT) Template is given for HMC charges which is mainly authorised by ports. The other services authorised by the port may vary from port to port and hence, cannot be standardized. Flexibility is given to the Port to incorporate rates for authorized service providers which are relating to the port along with conditions.
- (xiii). A separate chapter is included in the Model SOR Template for Port Railway charges allowing the port present the Railway charges approved by the Railway Board in its SOR.

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