Registered No. HSE-49/2016

RIGHT TO INFORMATION

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THE ANDHRA PRADESH GAZETTE

PUBLISHED BY AUTHORITY

W.No.17 AMARAVATI, SATURDAY, APRIL 29, 2023 **G.72**

PART II - MISCELLANEOUS NOTIFICATIONS OF INTEREST TO THE PUBLIC

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NOTIFICATIONS BY HEADS OF DEPARTMENTS Etc.,

VISAKHAPATNAM PORT AUTHORITY

No.FA/Cost/SOR/2023 **Dt : 28.04.2023.**

SCALE OF RATES

(As per Tariff policy for determination of tariff under MPA Act 2021)

Visakhapatnam Port Authority is empowered to revise its Scale of Rates as per Tariff Policy for Major Port Authorities 2021(after the MPA Act 2021 comes into force). As such Visakhapatnam Port Authority has revised its Scale of Rates.

The revised Scale of Rates shall come into force after expiry of 30 days from the date of notification of this order and shall be in force for a period of 3 years from the effective date of implementation of this order.

Visakhapatnam Port Authority

Scale of Rates

SECTION 1

Definitions and General Terms & Conditions

1.1. Definitions – General

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

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

(ii). "Cold move" shall mean any movement of vessel carried out without power of engine/steering.

(iii). "Day" shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.

(iv). "Foreign-going vessel" shall mean any vessel other than Coastal vessel.

(v). "Week" shall mean a period of 7 days.

(vi). "Hirer" shall mean all users of the port using any of the appliances of the Port.

(vii). "Month" shall mean the calendar month.

(viii). "POL" shall mean Petroleum, Oil and Lubricants and for the purpose of levy of vessel related charges alone, it will include LPG vessels also.

(ix). For the purpose of levying vessel related charges (excluding fishing vessels), "Residual Category" shall mean vessels other than iron ore and pellets (Mechanical handling) and POL vessels.

(x). "STS" charges mean Ship-to-Ship transfer charges.

(xi). "Restricted Power" means vessel Engines unable to give RPM required as per manoeuvring table or vessel steering restricted or failure of windlass / winches.

1.2. General Terms & Conditions

(i). The status of the vessel, as borne out by its certification by the Customs or Director General of Shipping is the relevant factor to decide whether vessel is "coastal" or "foreign- going" for the purpose of levy of vessel-related charges, and the nature of cargo or its origin will not be of any relevance for this purpose.

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

(i). A foreign going vessel of Indian flag having a General Trading License can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.

(ii). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a License for specified period or voyage issued by the Director General of Shipping and a custom conversion order.

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

(i). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

(ii). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.

(iii). For dedicated Indian coastal vessels having a Coastal license from the Director General of Shipping, no other document will be required to be entitled to coastal rates.

(iii). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate

(i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:

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

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

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

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

(iii). A foreign going vessel of Indian Flag having a General Trading License can convert to Coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.

(iv). (i). Vessel related charges shall be levied on shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India or State Bank of India as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.

(ii). In respect of storage charges on containers, the day of entry of the vessel in case of Import containers; and the day of arrival of the containers into the port in case of export containers shall be reckoned as the day for such conversion of dollar denominated charges.

(iii). The day of entry of the vessel to be considered for conversion from dollar denominated tariff to rupee tariff in case of an import container de-stuffed and utilized immediately or after some period of time.

(v). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the Port for a longer period. In such cases the

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

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

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

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

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

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

(f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian rupee.

(vii). Vessels which call at Ports, for which IGMs and/ or EGMs are filed for the purposes of Customs Act, 1962, cannot be treated as 'cargo', and they are conveyance only, and, the Ports should not charge wharfage on such vessels. Such vessels are conveyance and not cargo.

(viii). (a). The SOR is subject to automatic annual indexation at 60% of the variation in the Whole Sale Price Index (WPI) as communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government. The next annual indexation will be from 1 May 2023. The VPA however, be entitled to 100% Indexation of WPI on achieving the performance standard notified along with the SOR.

(b). The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards at the level committed by the port within one month of end of the calendar year to the concerned users. If the PerformanceStandards as notified by the port are achieved, then the port will automatically index the SOR at 100% of WPI and apply the indexed SOR w.e.f. 1 May of the relevant year. The indexed SOR to be intimated by the port to the concerned users.

(ix). Interest on delayed payments/ refunds.

(a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 15% per annum.

(b). Likewise, the Port Authority shall pay penal interest on delayed refunds. The rate of interest will be 15% per annum.

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

(d). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port Authority. This provision shall, however, not apply to the cases where payment is to be made before availing the services/ use of Port properties as stipulated in the Major Port Authorities, 2021 and/ or where payment of charges inadvance is prescribed as a condition in the Scale of Rates.

(x). For the purpose of calculating the dues, the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1000 liters.

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

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

(xiii). No refund shall be made if the amount refundable is less than Rs.100. This limit of Rs.100 shallalso be applied for supplementary claims for undercharges.

(xiv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of thePort whichever is higher.

(xv). (a). The rates prescribed in the Scale of Rates are ceiling levels: likewise, rebates and discounts are floor levels. The Port Authority may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.

(b). The Port Authority may also, if it so desires rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.

(c). The Port Authority should, however, notify the public such lower rates and/ or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/ or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates already notified.

(xvi). The rates in the SOR are applicable only to the services provided by the Port. The services offered by any other authorized service provider are not governed by these rates and conditions.

(xvii). All goods landed within the limits of the Port shall be assessed on import application and the fees shall be paid before the goods are removed.

(xviii). All goods intended for shipment shall be assessed on export application and the fees shall be paid before the goods are shipped.

(xix). Transshipment shall be mean transfer of cargo directly from one vessel to another vessel or landed from a vessel and subsequently shipped to another vessel for further discharge at other ports.

(xx). Lighterage shall mean transfer of cargo directly from one vessel to another vessel/ craft/ barge for further discharge at the same Port.

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

(xxii). Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014 (Annexure attached)

(xxiii). (a). As per Clause of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement, the vessels entering in to India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not be treated as a Foreign Going (FG) Vessels.

(b). Port and other charges

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

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

(xxiv). Inland vessels registered under the Inland Vessels Act, 1917 and classified as Inland Vessels shall be levied concessional tariff in Berth Hire and other components of Vessel Related Charges at the tariff level prescribed for coastal vessel in the Scale of Rates of the VPA.

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

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

(xxvi). Ministry vide O.M. of even no. dated 22.07.2022 directed Major ports for granting exemption to the port and vessel related charges for RPAX ferry operations for a period of six months, the said exemption shall be further extended for a period of one-year w.e.f. 22.01.2023.

SECTION - 2
VESSEL RELATED CHARGES

2.1. Port Dues

Sl. No.	Description	Unit	RATE PER GRT		Frequency of payment in respect of the same Vessel
			Foreign-going vessel [in US $]	Coastal vessel [in Rs.]	
1.	All category of vessels	GRT	0.5277	14.10	The due is payable for each entry into the Port.
2.	Vessels carrying crude oil or petroleum products, including LPG	GRT	0.6275	16.76	The due is payable for each entry into the Port.

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

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

Notes:

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

(ii). Any vessel entering the Port from outside the port limits shall be treated as fresh entry.

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

(iv). For oil tankers with segregated ballast including vessels berthed at SPM the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnagefor collection of Port dues.

2.2. <u>Pilotage Fees</u>

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

2.2.1 Schedule of Pilotage Fee for vessels:

Sl. No.	Description	Unit	Rate per GRT	
			Foreign-going vessel (in US $)	Coastal vessel (in Rs.)
1.	**All Vessels**			
	1] Upto and inclusive of 30,000 GRT	GRT	US $ 1.0189	27.23
	2] 30,001 to 60,000 GRT		US $30567 + US $ 0.8151 per GRT over 30,000 GRT	Rs.8,16,900 + Rs.21.78 per GRT over 30,000 GRT
	3] 60,001and above GRT		US $ 55020 + US $ 0.7133 per GRT over 60,000 GRT	Rs.14,70,300 + Rs.19.07 per GRT over 60,000 GRT
	4] Minimum charges payable		US $ 2906.86	77,711.24
2.	**Vessels carrying crude oil or petroleum products including LPG**			
	1] Upto and inclusive of 30,000 GRT	GRT	US $ 1.0730	28.67
	2] 30,001 to 60,000 GRT		US $32190 + US $ 0.8583 per GRT over 30,000 GRT	Rs.8,60,100 + Rs.22.93 per GRT over 30,000 GRT
	3] 60,001and above GRT		US $ 57939 + US $ 0.7510 per GRT over 60,000 GRT	Rs.15,48,000 + Rs.20.08 per GRT over 60,000 GRT
	4] Minimum charges payable		US $ 3061.37	81,830.61
3.	In case of cold move 50% of pilotage charges shall be levied extra for each cold move.			
4.	In case of Restricted Power of vessel 25% of Pilotage charges shall be levied extra for each movement.			

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

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

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

2.2.3 Shifting Charges

Sl. No.	Description	Unit	Rate per GRT	
			Foreign-going vessel (US $)	Coastal vessel (In Rs.)
1.	**ALL VESSELS**			
	(i). Up to and inclusive of 30,000 GRT	GRT	US $ 0.3302	Rs.8.84
	(ii). 30,001 to 60,000 GRT		US $ 9906 + US$ 0.2643 per GRT over 30,000 GRT	Rs.2,65,200+ Rs.7.06 per GRT over 30,000 GRT
	(iii). 60,001and above GRT		US $ 17835 +US $0.2311 per GRT over 60,000 GRT	Rs.4,77,000+ Rs.6.18 per GRT over 60,000 GRT
2.	In case of cold move during shifting, 50% of the shifting charges shall be levied extra.			

2.2.4 <u>General Notes relating to Pilotage/Shifting:</u>

(1). Movement of a vessel within the same harbor or Inner harbor to Outer harbor or vice- versa is deemed as shifting.

(2). No shifting charges shall be levied when shifting of a vessel is done for port convenience.

(3). "Port convenience" is defined as below:
"If a working cargo vessel at berth/ mooring/ Jetty is shifted/ un-berthed for undertaking dredging work, hydrographic survey work or for allotting a berth for dredger or for attending to repairs to berths, for maintenance and such other similar works whereby shifting/ Pilotage is necessitated, such shifting/Pilotage is deemed as SHIFTING/ PILOTAGE FOR PORT CONVENIENCE". The shifting/Pilotage made to reposition such shifted vessel is also deemed as "SHIFTING/ PILOTAGE FOR PORTCONVENIENCE".

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

(b). Whenever vessels are required to be shifted from deep draft berth to lesser draft berth in order to accommodate vessel of higher draft, such shifting shall be treated for port convenience and shifting charges shall not be levied on the vessel at berth proposed to be shifted and on the incoming vessel to be berthed. This shall apply only for port operated berths.

(c). If a vessel is shifted due to mal-functioning of Port equipment including HMC, clearance of berth etc. it shall be treated as shifting for port convenience.

(d). 'Whenever vessels are required to be shifted from lesser draft berth to deep draft berth directly or through anchorage in order to facilitate continuation of loading, such shifting shall be treated for port convenience. No shifting charges shall be levied on the uptopping vessel seeking deep draft berth and also on the vessel at deep draft berth proposed to be shifted to another berth. All these shiftings are considered for "port convenience".

(4). For shifting/ pilotage of any vessel for the convenience of/ benefit of another vessel, the vessel benefited is liable to pay the shifting/ pilotage charges for shifting and repositioning of the vessel shifted subject to a condition that the vessel to be berthed by shifting another vessel is informed in advance prior to its berthing about the additional liability of shifting charges.

(5). 50% exemption in the applicable charges shall be extended for first shifting whenever the vessel shifts after lightening or after achieving inner harbour draft or for up topping. 50% concession in case of first shifting of vessel to Roads after lighterage/ after achieving inner harbour draft/ for uptopping.

(6). When Tugs are not used for shifting, 55% concession shall be given.

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

(8). If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice versa, then the consolidated pilotage should be divided into two equal halves (i.e., one for inward and the other for outward pilotage) which should be charged according to the status of the vessel prevailing at the time of taking place of relevant movement.

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

(10). In case a tanker after completion of discharge/ transshipment in the outer harbour is nominated as daughter tanker for receiving transshipment of crude oil, POL Products and if the operational requirement necessitates shifting of this tanker to the anchorage for re-berthing, the operation shall be treated as shifting only.

(11). In case of a daughter tanker after receiving crude oil, POL products from mother tanker at outer harbour shifts to anchorage and re-enters the harbour for discharge or transshipment of crude oil, POL products such operation shall be treated as shifting only.

(12). Similarly, in case a tanker after discharge/ transhipment of part cargo (crude oil, POL products), shifted to anchorage and brought back to inner/ outer harbour for transhipment/ discharge operations, the same shall be treated as shiftings. The proposed provision is not applicable in case of tankers shifted to roads for poor performance/ repairs.

(13). During the course of any movement, if the vessel's engines/steering fails for a duration exceeding 1 minute, it shall be considered as a cold move.

(14). Any craft license under the VPA Harbour Craft Rules, all movements within the Port Limits are considered as shifting and any such craft, issued with a "Pass Pilot" is exempted from Pilotage.

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

Sl. No.	Description	Foreign- going vessel (in US $)	Coastal Vessel (in Rs.)
1.	First half-an-hour for Inward/ Outward movement	Free	Free
2.	For every subsequent half-an-hour or part thereof	877.39	23,452.76
3.	Cancellation of movement of a vessel scheduled for Inward/ Outward Movement - Charges to be levied in addition to the detention charges	2632.17	70,358.06
4.	Fees for carriage of Pilot: Compensation per day if an outward-bound vessel carries away a pilot to sea.	346.34	9,257.64

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

2.3. Berth Hire:

2.3.1 Tariff			
Sl. No.	**Description**	**Rate per GRT per hour part thereof**	
		Foreign-going vessel [in US $]	**Coastal vessel (in Rs.)**
1.	IRON ORE AND PELLETS (Mech.)		
	Upto 42000 GRT	0.02144	0.5732
	Above 42000 GRT	0.01017 (subject to a minimum of 900.57 US $)	0.2717 (subject to a minimum of Rs.24072.12)
2.	Vessels carrying crude oil or petroleum products, including LPG		
	Upto 30000 GRT	0.00404	0.1079
	Above 30000 GRT	0.00537	0.1436
3.	RESIDUAL CATEGORY		
	- Upto 30000 GRT	0.00509	0.1362
	- Above 30000 GRT	0.00686	0.1832
4.	For vessels [including Work Boats] operating in port waters under Visakhapatnam Harbour Craft rules.	NA	0.3100
		Rate in Rs. per day per Vessel	
5.	For vessels under construction at HSL Jetty/ moorings	Upto 3 months - Rs.1860.05 4th Month onwards - Rs.1550.89	

Notes:

(1). The time for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.

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

(ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal condition or on account of inclement weather or due to absence of night navigation facilities.

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

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

(3). <u>Ousting Priority/ Priority Berth Hire:</u>

(i). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 100% of the berth hire calculated for the total period of actual stay at the berth, whichever is higher, shall be levied.

(ii). For "priority berthing" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 75% of the berth hire, calculated for the total period of actual stay at the berth whichever is higher, shall be levied.

(iii). If a vessel is shifted from the working berth to Anchorage/ idle berth/ mooring to accommodate ousting priority vessel and brought back to working berth subsequently, the shiftings/ pilotage of such vessel shall be levied on the vessel enjoying ousting priority. At the same time, berth hire charges of the ousted vessel if shifted to idle berth shall also be borne by vessel enjoying priority.

(iv). Where a working berth is already vacant for want of a vessel and a vessel having priority/

ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (un-readiness of documents/ lack of cargo/ lack of ullage/ hatch cleaning/ receivers or shippers not willing to work), it is not treated as priority berthing and in such cases no priority berthing charges will be levied.

(v). The fee for according priority/ ousting priority as indicated above shall be charged from all the vessels except the following categories:
- (a). Vessels carrying cargo on account of Ministry of Defense.
- (b). Defense vessels coming on goodwill visits.
- (c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
- (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.
- (e). Coastal vessels which will be accorded priority berthing.
- (f). For vessels berthed as per Port's berthing policy without availing any specific priority.

(4). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.

(5). No Berth hire shall be levied for the period the vessel is compelled to idle at berth for continuously for one hour or more due to non-availability/ break down of all shore cranes/ port equipment and any other reasons including power failure attributable to the port.

(6). Board may consider exemption/ waiver of berth hire/ road stead charges for the period during which the vessel waits/ remains idle at berth/ jetty/ mooring/ anchorage due to reasons like strike by DLB/ Port/ Any category of Port workers.

(7). When a Tanker berthed at Oil Wharfs on priority, does not complete its cargo handling operation in time, penalty equivalent to 100% berth hire charges will be levied for extra hours of stayal at berth and priority will not be considered for the same Shipper/ Receiver for their immediate next vessel.

(8). In case, if a vessel is having priority, but by virtue if the same vessel is senior, no Priority charges will be collected.

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

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

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

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

2.3.3. <u>Penalty</u>

(1) <u>For underperformance</u>

(i). In case of mechanical loading of Iron ore/ pellets, where there is no loading on account of ship or shipper's failure due to reasons mentioned below, penalty will be levied on the concerned parties for idling periods.
- (a). De-ballasting of water exceeding 6 hrs. (six hours)
- (b). Hatches not ready for loading/ lack of cleaning/ lack of cargo etc.

(ii). Penalty shall be equivalent to applicable berth hire and shall be levied in addition to normal berth hire.

(iii). If the overstayal of the vessel exceeds more than 4 (four) hours beyond prescribed norms of productivity, 2 times penalty shall be levied.

(2) For Overstayal of vessel

(i). Penal berth hire equivalent to normal applicable berth hire shall be levied in addition to the berth hire charge for the period of overstayal of vessel for occupancy of the berth beyond the stipulated periods mentioned at (ii) below, provided there is a demand for the berth and a notice is served by the VPA or its authorized officials 10 hrs in advance of completion of discharge/ shipment operations.

(ii). Vessel shall be permitted to occupy the berth after completion of cargo operation without attracting penalty for period mentioned below:-

(a).	Any vessel, which requires "SECURING"	10 hrs
(b).	Food Grain vessels requiring fumigation and inerting	10 hrs
(c).	Vessels taking bunkers through barges.	08 hrs
(d).	Vessels taking water through barges. [From the time of placement of barges along side vessel]	12 hrs
(e).	Vessels taking Water/ Bunkers through source other than barges.	08 hrs
(f).	In all other cases	04 hrs

(iii). If the overstayal of the vessel exceeds beyond 15 days even after levying penal berth hire under 2.3.3.(2)(i) then penal berth hire equivalent to 5 times of the normal berth hire for such excess period shall be levied in addition to the normal berth hire charges.

(3) For Pollution

(i) Charges for not landing of Garbage will be Rs. 11,212/-.

(ii) Apart from clean up charges for polluting port waters (as per actuals incurred for clearing) a fine of Rs. 56,060/- per incident.

(iii) Penalty for emitting excess smoke while vessel in port is Rs. 56,060/-.

2.3.4 Road Stead charges

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

Sl. No.	Description	Rate per GRT per hour or part thereof	
		Foreign going vessels (in US $)	Coastal vessel (in Rs.)
1.	First 48 hrs	Free	Free
2.	After 48 hrs to 144 hrs	0.000138	0.0037
3.	145 hrs onwards	0.002368	0.0632

Notes:

1) No Road Stead Charges will be levied for the vessels stay at roads with an exemption upto first 48 hrs. before berthing on 1st arrival irrespective of readiness of vessel.

2) For vessels which arrive Port limits for other than Cargo handling purposes, for water repairs etc. road stead charges are leviable from the time of actual stayal of the vessel at Roads without any free time and the rate applicable is 2nd slab up to 144 hrs and thereafter, 3rd slab rates to be levied. In order to encourage the vessels calling exclusively for bunkers i.e. "Bunker Call" No Road Stead charges will be applicable for bunker vessels upto first 48 hours. Thereafter charges as per the slab rates as above will be applicable.

3) No road stead charges shall be levied on Mother/ Daughter tanker meant for transshipment of POL at anchorage/ berths.

4) In case of an importing vessel after completion of discharge re-anchoring/ shifts to roads for carrying out loading operation, road stead charges as per the 2nd slab rate up to 144 hrs. is applicable from the time of re-anchoring/ shifting and thereafter, 3rd slab rates to be levied.

5) Vessels shifted to roads for continuing loading/ unloading for want of cargo/ non-availability of space to discharge cargo, shifting due to poor performance or shifting due to the concerned Steamer Agent's request, the rates at slab-3 of the above scheduled rates shall be levied from the time of re-anchoring/ shifting till readiness.

6) Vessels is shifted/ outsed to accommodate ousting priority vessels to roads as per Port berthing policy, shall attract road stead charges as per slab-2 of the above schedule from time of their shifting/ ousting to roads upto 144 hrs, and thereafter rates at slab-3 shall be applied. Road Stead charges are to be collected from the vessel which is shifted to Roads but not from the Vessel which was berthed on ousting priority.

7) Vessels shifted due to emergency/ cyclonic condition shall attract road stead charges as per the slab rates.

8) Whenever vessel shifts to roads and goes to another berth for up-topping or lightening, the vessel stayal at roads shall be charged the rates at 2nd slab from the time of its shifting to roads till 144 hours and thereafter, rates at slab 3 shall be applied.

9) Once vessel sailed from Port and drop at anchorage, for any reason, whatever rates at 2nd slab shall be levied upto 144 hours and thereafter rates at slab 3 shall be levied.

10) The rate mentioned in the slab above shall be made applicable irrespective of the availability/ non-availability of berth(s).

2.3.5 Tariff at SPM

Sl. No.	Vessel related charges	Foreign in US $	Coastal in Rs.	Remarks
1)	Port dues vessels entering outer harbour (Rate per GRT)	0.6472	17.32	One time payment based on GRT of the vessel for each entry
2)	Pilotage			
	a) Vessel of GRT 30001 and above (Rate per GRT)	1.0241	27.16	One time payment based on GRT of the vessel for one inward and one outward movement
	b) For on Board stay 1st pilot	18.38	1232.51	Per hour or part thereof stay at SPM
3)	Mooring/ Berthing charges	239.51	10671.27	One time for each operation
4)	Unmooring/ unberthing charges	239.51	10671.27	One time for each operation
5)	Tug charges	907.9078	24268.02	Per hour or part thereof subject to minimum of 2 hours
6)	Anchorage charges per GRT	0.0028	0.071	Charges per GRT of the vessel per hour of stay at SPM
7)	For usage of VPA tug (Allowances & refreshments for crew)	305.55	13612.10	Per shift of 8 hours

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

SECTION – 3

CONSOLIDATED CHARGES FOR TRANSHIPMENT/ LIGHTERAGE OF CRUDE OIL/ POL PRODUCTS/ DRY BULK CARGOES

3.1. Consolidated charges for transhipment/ lighterage of Crude Oil and POL products in Outer Harbour.

Sl. No.	Description	Unit	Rate [in Rs.]
1.	Consolidated Charges for Transhipment/ lighterage Operation of Crude Oil from mother vessel.	Per each call of mother vessel	8.57 lakhs
2.	Consolidated Charges for Transhipment/ lighterage Operations of POL Product from mother vessel.	Per each call of mother vessel	7.05 lakhs
3.	Wharfage charges on Cargo transhipped/ lighterage to daughter tanker and carried to other ports without discharging at this Port.	Per KL	17.11
4.	The Daughter tankers shall pay charges as per notified rates.		
5.	For any other specific services such as supply of water, launches, etc., charges shall be levied as applicable.		

Notes:

(1). Crude Oil/ POL products transhipped/ lightened originally to daughter tanker and subsequently re-transhipped/ lightened to another tanker in the same call, wharfage charges shall be levied at Rs.3.87 per KL for second and subsequent transhipment/ lighterage operations.

(2). Consolidated Charges shall include Port dues, pilotage fee, Berth hire charges, Fire Float and wharfage charges @ Rs. 3.87 per KL.

(3). In case, a Mother vessel tranships/ lighten part cargo of Crude Oil/ POL products to daughter tanker to carry to other ports and discharges part cargo in the Port or vice versa, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the VPA Scale of Rates instead of consolidated charges.

The element of wharfage of Rs.3.87/- per KL built in consolidated charges is also payable bymother vessel for the quantity transhipped/ lightened to daughter vessel.

(4). In case Mother vessel subsequently becomes daughter tanker, Port dues, pilotage fees, wharfage and berth hire charges shall be levied at the notified rates as applicable duly adjusting the consolidated charges originally collected.

(5). A consolidated charge of Rs.60,544.80 shall be levied on Mother Tanker per each call towards preparation of fenders, shifting of fenders [Belonging to port/ oil industry/ ship owners] fromanywhere in the port to alongside mother/ daughter tanker and vice-versa, disconnection offenders, fender hire charges and overtime towards staff. This charge is payable by mother vessel calling at the port for transhipment/ lighterage operations within outer harbour.

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

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

Charges on mother tanker	6.04 cents per GRT	
Charges on daughter tanker	Foreign vessel Coastal vessel	6.04 cent per GRT Rs.3.02 per GRT
STS charges	Rs.33.23 per tonne on cargo transshipped/ lightened from mother tanker.	

Notes:

(1). No further discount which is applicable to coastal vessel, shall be extended.

(2). Mother tanker and daughter tankers are completely exempted from payment of roadstead charges.

(3). If STS operations are carried out by the importer/ ship owner directly no STS charges shall be levied. However, importer/ ship owner shall make their own arrangements for loading master, shifting of fenders supply and arrangement of flexibles and standby tugs etc.

(4). If the daughter tanker after receiving cargo from the mother vessel at anchorage shifts to outer harbour for discharge and/ or transshipment/ lighterage operations, then the tanker shall pay Port charges as per the notified rates applicable for discharge and/ or transshipment/ lighterage operations. In such case the amount already collected for the operations at anchorage from the daughter tanker towards port charges as indicated above shall be adjusted against the notified rates.

(5). For the tankers with segregated ballast, the reduced gross tonnage indicated in the'remarks' column of its International Tonnage Certificate will be taken to be the gross tonnage for collection of port dues.

(6). The above rates are inclusive of charges for services like provision of one tug as stand-by by VPA, provision of 2nd tug to undertake towage of fender string to lighterage site from Port, inter ship and back to Port after completion of mother vessel, routine on-site fender maintenance between STS operation as per loading master's instructions and handling of flexible hoses for the STS operation. All other services other than mentioned above shall be

charged as per rates prescribed in this Scale of Rates. Port fenders, subject to availability and suitability, shall be supplied at the rates prescribed in this Scale of Rates.

(7). In case a daughter tanker after completion of transhipment/ lighterage at anchorage shifts to outer harbour for transhipment/ lighterage and/ or discharge and again shifts to anchoragefor receiving the cargo from the mother tanker, all such movements shall be treated as shifting only.

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

- A rebate of 25% in Port dues, pilotage and berth hire shall be extended to both mother/ daughter vessels/ barges engaged in transhipment/ lighterage of dry bulk cargo and carried to other ports.
- A wharfage of Rs.7.64 per tonne shall be levied on such transhipment/ lighterage and carried to other ports. The said wharfage rate is not applicable on dry bulk cargo transhipped/ lightenedand carried to terminals of the BOT operators operating in the VPA.
- Lighterage/ uptopping charges @ Rs.3.81 per tonne shall be levied in addition to wharfage for discharge/ loading at other berths (excluding BOT berths).

SECTION - 4
CARGO RELATED CHARGES

4.1. Wharfage:

Item No.	Nomenclature	Unit	Foreign Rate (in Rs.)	Coastal Rate (in Rs.)
1.	Alcohol	Per Tonne	485.70	291.42
2.	Acetone	Per Tonne	400.46	240.28
3.	All types of Coal, Coke and Coal tar pitch	Per Tonne	56.95	34.17
4.	Alumina (Bulk)	Per Tonne	73.81	44.29
5.	Alumina (Mechanised Handling)	Per Tonne	80.96	48.58
6.	Aluminum, Alumina Sow Ingots, Alumina Billetts and Alumina products	Per Tonne	49.32	29.59
7.	Asphalt/ bitumen, Barytes, Feldspar, Chrome Ore	Per Tonne	41.69	25.01
8.	Cement clinker (including cement)	Per Tonne	37.86	22.72
9.	Manganese Ore/ Ferro Manganese Slag	Per Tonne	26.42	15.85
10.	Ammonium Nitrate	Per Tonne	336.21	201.73
11.	Blast furnace slag, Bentonite, Dolomite chips, River sand and fly ash	Per Tonne	30.23	18.14
12.	Calcined petroleum coke	Per Tonne	74.76	44.86
13.	Caustic Soda	Per Tonne	62.04	37.22
14.	Cereals, food grains, Pulses & Sugar	Per Tonne	49.32	29.59
15.	Charge chrome, Ferro Manganese, Ferro Silicon, Silicon Manganese, High carbon Ferrochrome, and other ores.	Per Tonne	82.40	49.44
16.	**Other Chemicals**	Per Tonne		
	Methalene Chloride		528.96	317.37
	ISC Propylene Alcohol		682.59	409.55
	Toluene		521.64	312.98
	Cyclo Hexane		375.33	225.20
	Hexane in Bulk		698.68	419.21
	Acyronitrile (ACN)		275.59	165.35
	Other Chemicals (other than listed at 16 above)	Advalorem	1.18%	0.71%
17.	Petroleum Products (Except LPG)	KL	131.29	131.29
18.	Crude oil			
	(a). Crude oil at VPA berths	Per Tonne	110.52	110.52
	(b). Crude oil at SPM	Per Tonne	17.00	17.00
19.	Edible Oils	K.L.	36.60	21.96
20.	Electrical goods	Advalorem	0.59%	0.36%
21.	Fertilizers (including MOP)	Per Tonne	65.86	39.52
22.	Granite Blocks & Marbles	Per Tonne	79.85	47.91
23.	Ilemenite sand	Per Tonne	30.23	18.14
24.	Iron Ore [Conv]	Per Tonne	35.32	35.32
25.	Iron Ore Pellets [Conv]	Per Tonne	39.14	39.14
26.	Limestone	Per Tonne	60.77	36.46
27.	Liquid Ammonia, Molten Sulphur, Rock phosphate and Sulphur	Per Tonne	69.03	41.42

28.	LPG	Per Tonne	360.41	216.25
29.	Machinery	Advalorem	0.312%	0.187%
30.	Molasses	Per Tonne	55.68	33.41
31.	All types of Oil Extractions like Soya, Rape seed etc.,	Per Tonne	23.87	14.32
32.	Phosphoric/ Sulphuric acid	Per Tonne	95.75	57.45
33.	Pig iron	Per Tonne	62.04	37.22
34.	Gypsum	Per Tonne	53.13	31.88
35.	Methonal	Per Tonne	91.30	54.78
36.	Waste oil	Per Tonne	26.42	15.85
37.	Bio-diesel	Per Tonne	93.84	56.31
38.	R.R. materials of all grades including	Per Tonne		
	(a). Dead Burnt Magnesite [DBM]			
	(b). Fused Magnesite/ Magnesia [FM]	Per Tonne	65.86	39.52
	(c). Bauxite/ Round kiln super grade/ Round kiln Mid Iron			
	(d). Al/ Mg/ Alloyed powder			
	(e). Brick/ Brick Grog			
	(f). Graphite			
	(g). Silicon Carbide			
	(h). Reframul			
	(i). Fused alumina			
	(j). Mullite			
	(k). Sea water magnesite			
39.	Steel Products - all varieties	Per ton	76.03	45.62
40.	Styrene Monomar	Per ton	134.56	80.73
41.	Thermal Coal	Per ton	34.05	34.05
42.	Timber Logs & Wood items	1 Cu.M.	50.59	30.35
43.	Marine products	Advalorem	0.0312%	0.0187%
44.	Bauxite (ore)	Per Tonne	50.59	30.35
45.	Unremunerated goods having FOB/ CIF value upto and inclusive of Rs.1000/- per tonne	Per Tonne	26.42	15.85
46.	Unenumerated goods having value of more than Rs.1000/- per tonne.	Per Tonne	98.93	59.36
47.	Transshipment of break bulk cargo where wharfage is levied on advalorem basis:			
	a) Vessel to vessel directly	Per Tonne	364.84	218.90
	b) Landed from one vessel and subsequently shipped to another vessel	Per ton	455.16	273.10
48.	Wharfage charges of Rs.3500/- on materials for oil exploration purposes carried per trip of the OSVs ofthe ONGC			
49.	Defense Stores equipment	MT	208.35	125.01

Notes:

(1). Wharfage on container is payable separately once at the time of landing and again at the time of shipment.

(2). Wharfage charges are leviable on goods entering the docks even if they are not shipped. However, for the excess cargo brought into docks for shipment but not shipped, no wharfage will be levied if the cargo is removed within 24 hours of shipment.

(3). Ad valorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the bill of coastal goods. Customs bills of entry/ shipping bill/bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of Lading/ invoice etc.

(4). If the crafts landed/ meant for shipment are piloted by port tugs, Pilotage as laid down in the scale of rates shall be levied in addition to the wharfage charges.

(5). Charges on packages containing articles of a miscellaneous character shall be levied based on the rate applicable for individual cargo items.

(6). Before classifying any cargo as ‘un enumerated goods’ the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the Schedule given above.

(7). A rebate of 20% shall be extended on the cargoes imported by Voluntary organizations like CARE, ALIMCO, CRS, WFP, etc. against certification by the appropriate Government Authority of Central/ State Government.

(8). A rebate of 25% shall be extended on the project consignment.

(9). If any document issued by Government of India specifies that the equipment/ material is utilized for project purpose, then it is treated as project consignment.

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

(11). Cargo Handling charges at EQ-1 berth for 2022-23 is Rs. 235.07 and for 2023-24 is Rs.263.56 (Escalation to be done as applicable).

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

Sl. No.	Description	Rate per container (in Rs.)		
		Upto 20' in length	Above 20' and upto 40' in length	Above 40' in length
1.	Wharfage on container	30.21	46.31	60.41
2.	Wharfage on containerized cargo (irrespective of nature of cargo) when no stuffing/ destuffing is done inside the Port premises	855.82	1284.75	1711.66
3.	Wharfage on containerised cargo when cargo is stuffed/ de-stuffed for shipment/ delivery inside the Port premises.	Wharfage as per classification under section 4.1 of the Scale of rates		

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

4.3 Wharfage charges for specified cases

In the following specified cases wharfage charges shall be levied as specified in Section 4.1.:
(i). On crafts carried on board the vessel.
(ii). On goods abandoned.
(iii). On the manifested description of package whether they are landed empty or partly empty.
(iv). Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purpose of Customs Act, 1962, shall not be treated as Cargo and no wharfage shall be levied on such vessels, if the vessels come into Port on their own steam and sail out of the Port limits on their own steam. However, when loading or un-loading of vessels takes place within the Port limits, wharfage shall be payable on such vessels basing on the customs documents.

4.3.1. Wharfage charges on goods from vessels in distress

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

4.4 Goods free of wharfage
The following goods shall be free of wharfage.
(1). Fodder accompanying live stock and not manifested as cargo.
(2). Postal articles.
(3). Bonafide ship's dunnage fittings, ships' stores, ship's provisions, ship spares and unmanifested dunnage for the use of ships.
(4). Ship's sweepings provided that the entire cargo is landed at the Port and satisfactory proof is produced to the effect that the sweepings formed part of the consignment for which wharfage charges have been paid.

(5). Sweepings collected from the wharf, sheds, warehouses, rented plots, etc.

(6). Cargo not manifested for transhipment but merely transferred from one hatch to another of the same vessel or landed and reshipped to the same vessel. Handling charges if incurred and demurrage charges as applicable, however, shall be levied.

(7). Bonafide passengers' luggage, Seamens' baggage and Personal effects accompanying them.

(8). Diplomatic mail.

(9). Ice used for packing material.

(10). Personal baggage, horses and carriage and other military equipment accompanying Military Personnel moving on duty embarking in or disembarking from vessels and the animals meant for providing food to such personnel.

(11). Sand ballast.

(12). Survey rejections

(13). Passengers embarked and dis embarked.

4.5 Demurrage Charges/ Storage Charges

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

Description	Import Cargo	Project Cargo (Import)	Export Cargo	Goods landed for Transhipment
Free Period in Days	5 days	20 days	30 days	10 days
Thereafter	Rs. 28.03 per Tonne / Cubic Metre or part thereof for every Day or part thereof			

Notes:

(1). Free period prescribed above excludes Customs notified holidays and Port's non-working days.

(2). Imports:

(i). Free period for import cargo shall be reckoned from the days following the day of completion of final discharge from the vessel.

(ii). Free period for containerized cargo shall commence from the day following the day of de-stuffing.

(iii). In case of salvaged goods, free period shall commence from the day following the day of salvage.

(iv). Where goods are landed by the vessel into lighters, barges or other floating crafts, free days shall be calculated from the day of complete discharge of the goods from the lighters, barges or other floating craft, on the wharf or jetty.

(v). In cases where de-stuffing of loaded container being not effected within 7 days from the last day of landing of the containers, demurrage charges shall be levied on the cargo inside the containers and recovered from the Steamer Agents, at the usual rates leviable on import cargo upto and inclusive of the day of de-stuffing after expiry of 7 days free period besides the storage charges, leviable on containers.

(3). Export:

Free period for export cargo shall commence from the actual date of the receipt of the goods in the Port premises.

(4). No free days shall be allowed on goods brought into Port premises and removed from there without shipment. No demurrage shall be levied for the goods brought in during the course of shipment and removed within 24 hours of shipment.

(5). In case of goods landed for transhipment the free storage period of 10 days in transit shall be counted from the last day of discharge of cargo excluding customs notified holidays and port's non-working days.

(6). In case of goods for which wharfage charges are collected on 'ad valorem' basis, demurrage shall be levied on 'per tonne' basis. In all other cases demurrage shall be levied on 'per tonne' basis or 'per cubic meter' basis as the case may be based on the wharfage charges collected.

(7). For goods lying in Open space/ Area 50% of charges mentioned above shall be levied.

(8). If operational area is leased on rental to users, demurrages on cargo stored therein shall not be levied again.

(9). Demurrage on goods detained:
The following periods shall be excluded from the calculation of any period for which free storage is allowed under this Rule viz.:

(i). Any period during which goods are detained by the Port Health Officer before being destroyed.

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

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

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

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

The first 45 days shall be reckoned with as follows:
(a). First 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days and,
(b). First 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

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

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

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

Sl. No.	Description	Amount
i..	First 5 hours	Free
ii.	6th to 10th hour	Free – subject to limiting the free time from 6th hour to 10th hour or berthing of subsequent vessels, whichever is earlier. Thereafter, Rs. 7383.63 per hour or part thereof will be charged in this slab.
iii.	11th to 15th hour	Rs. 7383.63 per hour or part thereof
iv.	16th to 20th hour	Rs.14767.25 per hour or part thereof
v	21st hour onwards	Rs. 36918.13 per hour or part thereof

1) Port reserves the right shift the cargo at the cost of the receiver/ shipper.
2) Demurrage shall not accrue for the period during which the port is not in a position to effect delivery of import cargo of shipment of export cargo when requested by the user.

3) "Wharf demurrage shall be levied berth wise as per the slab rates, irrespective of shifting of vessel done either by Port or at the agent's request.

4.5.2. Storage charges on containers:

Particulars	Rate per container per day or part thereof			
	Foreign-going (in US $)		Coastal (in Rs.)	
	20'	40'	20'	40'
Storage charges on laden and empty container	0.19	0.38	8.39	16.78

General Notes

(1). Free period of 1 day shall be allowed on import/ export containers whether empty or laden. For the purpose of calculation of free period Custom's notified holidays and port's non-working days shall be excluded.

(2). Free storage period for import containers shall commence from the day after the day of landing of the container. For export container, the free period shall commence from the time the container enters the terminal.

(3). The storage charges on abandoned FCL containers/ shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following condition:

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

(ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/ MLO can also issue abandonment letter subject to the condition that, - the Line shall resume custody of container alongwith cargo and either take back it or remove it from the port premises; and the line shall pay all port charges accrued on the cargo and container before assuming custody of the container.

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

(iv). Where the container is seized/ confiscated by the Custom Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized/ confiscated containers should be removed by the line/ consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

(4). If operational area is allotted on licensed terms or leased on rental to users, storage charges on container shall not be levied.

(5). Storage charge shall not accrue for the period during which the VPA cannot effect delivery of import container or shipment of export container when requested by the user.

4.6.1 Charges for handling cargo (labour charges):

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

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

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

Item No.	Description	Unit	Rate (in Rs.)
1.	Packages/ Bags weighing upto and including 1 tonne.	1000 Kgs.	72.50
2.	Packages weighing over 1 tonne and upto and inclusive of 3 tonnes.	1000 Kgs.	80.55
3.	Packages weighing over 3 tonnes.	1000 Kgs.	90.63

4.	Cranes used for conveying import cargo from Barge to the Quay when Port provides a Crane.	1000 Kgs.	7.05
5.	Labour handling charges in barges/ lighters supplied for import Cargo.	1000 Kgs.	20.14
6.	For shifting of Container from one place to another within the Dock Area.	Per Container per each shifting (Load or Empty)	324.21

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

Description	Unit	Rate (in Rs.)
When handled by Port Labour	Per 1000 Kgs.	Rs.32.42 ps

Notes:

(1). The handling charges specified for Item Nos.1, 2 and 3 are inclusive of equipment hire charges.

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

(ii). In case the operation necessitates the deployment of only shore handling equipment and in the event of supply of this equipment by the steamer agents/receivers or his agents (wherever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at items nos.1, 2 & 3 of Schedule of Labour Charges.

(iii). In case both trailers as well as handling equipment for handling and transportation of import General Cargo including timber logs but excluding containers are supplied by the steamer agents/ receivers or his agents (wherever required), a rebate of 50% shall be given on the rates specified on item nos.1, 2 & 3 of Schedule of Labour Charges.

(3). No charges shall be levied for incidental movements in handling of containers.

(4). Extra charges shall be levied for the equipment supplied as applicable.

(5). In case of handling coastal cargo eligible for concessional tariff and for coastal containers involving ship-shore transfer from/ quay to/ from storage yard, 60% of the rates prescribed in the above Schedules will be levied.

(6). The Port does not assume custody of the Export Cargo.

(7). The Port lands import cargo, assumes custody of it, conveys to transit space and sorts for delivery all import cargo including cargo discharged into lighters, except cargo in bulk, live animals not in crates and other cargo for which overside delivery direct from ship is permitted in special cases by the Port and the Customs Authorities.

(8). In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces.

(9). In case of Cargo temporarily landed on the quay or into lighters either from a vessel berthed at Quay berth or from a vessel berthed in the moorings, Cargo shall lie at the expenses, risk and responsibility of the ship.

(10). The charges specified at item No.4 in Section 4.6.1 will not apply for lifts each weighing 5 tonnes and above.

(11). The charges for shifting of containers either empty or laden shall be payable by ship owner/ steamer agent. The tractor-cum-trailer for transporting container shall be supplied by the Ship Owner/ Steamer Agent concerned.

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

4.6.2.1. Time Rate Wage Incentive and Levy :

Description	Rate Per Tonne (In Rs.)
For all Cargo services where labour is supplied.	56.06

Notes:

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

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

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

Sl No.	Description	Rate of Penalty (In Rs.) Per day per stack
1.	1st day to 4th day	Rs. 11,212 per day
2.	Thereafter	Rs. 16,818 per day

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

Other penal charges:

- Bulk Cargo carrying load trucks identified within and outside the Dock Area without Tarpaulin coverage – Rs. 560.60/- per truck shall be levied on the Importer / Exporter / Stevedore / Handling Agent / PPP / BOT operator.
- Un-authorized Parking of Trucks on Port Roads – Rs. 560.60/- per truck shall be levied on the Importer / Exporter / Stevedore / Handling Agent / PPP / BOT operator.

SECTION – 5
CHARGES FOR HIRE OF CRAFT/ EQUIPMENT

5.1. Floating Crane charges:

5.1.1. 140 ton Floating Crane:

Item No.	Weight of package or nature of charge	Unit	Rate (in Rs.)	Rate in Rs. for second operation
1.	Upto 50 tonnes	Per hr. or part thereof	Rs.4029.44 per hour or part thereof subject to a minimum Rs.8059.70	Rs.2014.73 per hour or part thereof subject toa minimum of Rs.3818.31 /-
2.	Over 50 tonnes but not exceeding 60 tonnes	Per tonne or part thereof	1736.84	868.41
3.	Over 60 tonnes	-do-	2315.78	1157.89
4.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the port's ordinary working hours	Per requisition	8035.73	--
5.	For detention if the crane is kept idle owing to the lift or lifts not being ready for slinging	Per hr. or part thereof.	4017.87	--
6.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading	Per violation.	2871.56	--

7.	Additional charges for use of crane deck as a barge	Per loaded trip.	6021.00	--
8.	For use of the crane for purpose other than routine landing shipment, and delivery of cargo	Per hr. or part thereof.	26052.46	--
9.	Placing/ removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	- do -	2315.78	--
10.	For use of the crane for purpose of lifting sunken trawlers of FH	Per hour or part thereof	7048.01	--

5.1.2. 60 ton floating crane:

Item No.	Weight of each package or nature of charge	Unit	Rate (in Rs.)	Rate in Rs. for second operation
1.	Upto 50 tonnes	Per hour or part thereof	Rs.4029.44 per hour or part thereof subject to a minimum of Rs.8058.88	Rs.2014.73 per hour or part thereof subject to a minimum of Rs.4029.44
2.	Over 50 tonnes but not exceeding 60 tonnes.	Per tonne or part thereof	1736.84	868.41
3.	When the crane is requisitioned but not utilized and the requisition is not cancelled by giving 2 hrs. clear notice during the Port's ordinary working hours.	Per requisition	8035.73	--
4.	For detention, if the crane is kept idle owing to the lift or lifts not being ready for slinging.	Per hour or part thereof	4017.87	--
5.	Penalty for violation of the rule i.e., only one lift at a time shall be slung for discharge or loading.	Per violation	1157.89	--
6.	Additional charges for use of crane deck as a barge.	Per loaded trip	6021.00	--
7.	Per use of the crane for purposes other than routine landing/ shipments and delivery of cargo.	Per hour or part there of	11463.08	--

Notes:

(1). The charge prescribed above includes the charges for haulage and mooring of the crane.

(2). When requisitioned, full charges shall have to be paid whether the crane is utilized or not, unless 2 hours clear notice is given cancelling the requisition.

(3). Only one lift at a time shall be slung for discharge or loading. But when two or more lifts made up into one slung are discharged or loaded by the crane, then the cranage charges are recoverable at the rate applicable to the total weight of such a lift. In addition, a penalty shall be levied at the above rates.

(4). Separate requisitions shall be given for usage of Crane deck as a Barge. The crane deck charges shall be levied from the time of requisition till the time of cancellation of the same. The crane deck however will not be supplied exclusively for use as a barge.

(5). The hire charges will commence from the time the floating crane is made available to the hirer till it is delivered back to the port authorities. The Floating crane is said to be made available as soon as she commences moving for the purpose of hire till she returns to the base. The waiting period if any for getting the Tugs shall be excluded from the hire period.

(6). Transhipment or same bottom cargo or ship's gear removed to a workshop for repairs when discharged by a heavy lift crane for subsequent relifting, charges therefor will be levied separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of relifting from the wharf and putting it on board the ship.

(7). For the purpose of working out the detention period, 15 minutes grace period will be allowed in order to cover trivial delays in making the lifts ready, irrespective of whether two or more lifts are handled consecutively. Such detention will count till the lift is handled.

5.1.3. Hire Charges for Launch/Dredger :

Sr. No	Launch/ Dredger	Rates in Rs.		
		Unit of levy	Dept. Works	Deposit Works
1	M.V. Nirmal Launch	Per Shift of 8 hrs or part thereof	1,62,423.76	1,94,908.29
2	Masula Boat	Per Shift of 8 hrs or part thereof	1,06,355.91	1,27,627.32
3	GHD Sagar	Per Cubic Meter	2,623.61	
	Durga Dredger	Per Hour or part thereof	1,14,757.06	

5.2. Towage Charges:

5.2.1. Towage Charges (within port limits):

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US $)	Coastal vessel (in Rs.)
1.	Tug upto 50 Tonne BP	Per hour or part thereof [Subject to minimum of two hours]	1,101.21	29,434.98
2.	Tug above 50 Tonne BP		1,365.50	36,499.32

Notes:

(1). The tug hire charges will be calculated from the time the tug leaves the port jetties to the time it returns to jetties.

(2). Tugs for stand-by arrangements at the requisition of the party shall be charged @ 70% of rates prescribed in the above schedule.

(3). The towage charges prescribed in this schedule are for hire of tugs other than for pilotage and shifting operation.

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

Item No.	Description	Unit	Rate (In Rs.)
1.	Mooring Boat	For first 4 hours or part thereof	4,327.83/-
		For every additional hour or part thereof	1,081.96/-
2.	Mooring charges per Gang	For first 4 hours or part thereof	1,094.29/-
		For every additional hour or part thereof	273.57/-
3.	Pilot launch	Per hour and part thereof	5,667.67/-

Notes:

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

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

Item No.	Description	Unit	Rate (in Rs.)	Minimum Charges (in Rs.)
1.	20 tonnes Electrical quay crane	Per hour or part thereof	5,286.25	10,572.49

Notes:

(1). These charges cover only the charges for working of the cranes. Slinging and unslinging and moving the loads within the reach of the crane shall be the responsibility of the hirer.

(2). For the purpose of calculation of these charges, intermittent break down of the equipments on account of the port are excluded.

5.5 Mobile crane charges:

Item No.	Description	Unit	Rate (In Rs.)	Minimum Charges (in Rs.)
1	Mobile crane (capacity upto 45 tonnes)	Per hour or part thereof	820.61	1641.21
2	Mobile crane (capacity 75 tonnes)	Per hour or part thereof	2026.71	4052.15

5.6 Fork lift truck/ top lift carrier charges:

Item No.	Description	Unit	Rate (in Rs.)
1.	Forklift trucks upto and inclusive of 5000 kgs.	Per shift of Eight hours or part thereof	3645.03
2.	10 Ton and 12 Ton diesel forklift truck	Per shift of Eight hours or part thereof	8390.56

5.7 In motion wagon weigh bridge (100 tonne)

Charge for use of 100 tonne capacity pit less in motion weigh bridge at Rs.224.24/- per wagonof 8 wheels.

5.8 Pass Pilot License Fee and Penalties:

Category of Vessel	Rate per License (Rate in Rs.)		
	Duration	Fresh	Renewal
I.V. Registered VPA Licensed Bunker Barge	12 Months	2,242.40	1,121.20

Notes:

(1). Crafts Licensed under VPA Harbour Craft Rules and having a Master issued with a VPA Pass Pilot License shall be permitted to ply without VPA Pilot within VPA port limits.

(2). Pass Pilot License shall be issued in the name of the Master possessing a certificate of Competency of a Master (issued under I.V Act) and is familiar with VPA waters in maneuvering the Craft, on payment of Rs. 2242.40/- as Pass Pilot License fee. The validity of the Pass Pilot License shall be for 12 months and the firm appointing the License holder has to renew the License further as required. The license will be issued after a formal application by the Craft Owner/ Operator with the details of Sea Service of the person in Visakhapatnam Port on the Crafts and a Viva-voce by an Officer appointed by the Deputy Conservator.

(3). The Barges shall call Port Control and obtain channel clearance prior to commencement of each movement. During the course of movement, the Barge shall comply with all Port Regulations and duly take all safety precautions of good seamanship.

(4). The Crafts shall have operational AIS, GPS & VHFs.

(5). If a Craft is found operating without Pass Pilot Licensed Master & Without Pilot, a penalty at twice the rate of Pilotage fee shall be imposed on the Barge.

SECTION – 6
CHARGES FOR LICENCE (STORAGE) FEE

Item No.	Description	Unit	Rate (in Rs.)	Penal Rate (in Rs.)
1.	License fee for sheds: Transit sheds and storage sheds, warehouses and all covered spaces including warehouse behind G.C.B.	Per 100 Sq. Mtrs.	5,992.81/- per week or part thereof	11,984.51/-
2.	License fee for Open Space	**License fee for this item will be as per the Schedule of Rent approved by this Authority separately with effect from the date of implementation of Order No.TAMP/48/2014-VPT dated 15 January 2016.**		

Notes:

(1). Applications for allotment/ renewal of storage spaces shall be made in advance and charges shall be paid in advance. However, if there is delay in receipt of the application or payment of port charges for renewals, the same shall be condemned for maximum period of one week without interest for the belated payment. Occupation without valid license is treated as unauthorized occupations and charges at double the rates are levied.

(2). Occupations shall be treated as unauthorized occupation when the cargo is stacked without allotment or when the areas are not vacated even after serving 15 days advance notice. In such event license fee shall be collected at two times the prescribed rate.

SECTION – 7
CHARGES FOR OTHER SERVICES

7.1. Charges for supply of water to vessels:

Item No.	Description	Unit	Foreign-going vessel (In US $)	Coastal vessel (in Rs.)
1.	Supply of water to vessels at Shore.	Per 1000 Ltrs. or part thereof	4.786 [Subject to minimum of 23.93 US $]	127.964 [Subject to a minimum of Rs. 639.79]
2.	Supply of water to vessels by Barge.	Per 1000 Ltrs. or part thereof	6.176 [Subject to minimum of 30.881 US $]	165.101 [Subject to a minimum of Rs. 825.49]
3.	Supply of water to vessels by pipeline.	Per 1000 Ltrs. or part thereof	6.736 [Subject to minimum of 33.684 US $]	319.542 [Subject to a minimum of Rs. 1597.69]

Note:

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

7.2. Fire float charges:

Item No.	Description	Unit	Rate [in Rs.]	Minimum Charges [in Rs.]
1.	For salvage and other purposes.	Per hour or part thereof	2544.00/-	7,633.13/-
2	For stand by duties.	Per hour or part thereof	1272.56/-	3816.56/-

Notes:

(1). Charges at actuals will be levied for fighting fires in ships lying in the port limit and other agencies in port's jurisdiction.

(2). Overtime charges of crew will be charged extra as per actuals.

Above charges are exclusive of overtime charges.

7.3 Fire tender charges:

Item No.	Description	Unit	Rate (in Rs.)
1.	Fire Tender [All types of fire tenders]	Per hour or part thereof	1272.56

Notes:

(1). Charges at actuals will be levied for fighting fires in ships lying in the port limit and other agencies in port's jurisdiction.

(2). Overtime charges of crew will be charged extra as per actuals.

Above charges are exclusive of overtime charges.

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

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

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

7.4 Trail or Pump

Item No.	Description	Unit	Rate (in Rs.)
1.	For all types of Pumps	Per hour or part thereof	1272.56

Notes:

(1). Charges at actuals will be levied for fighting fires in ships lying in the port limit and other agencies in port's jurisdiction.

(2). Overtime charges of crew will be charged extra as per actuals.

7.5 Miscellaneous charges:

Item No.	Description	Unit	Rate (in Rs.)
1.	Yokohama fenders	Unit per fender per day or part thereof	3776.20
2.	**Pollution control charges including sprinkling and sweeping [Except cargoes handled by mechanical system i.e. Iron Ore, Pellets, Aluminium & cargoes at Fertiliser berth]**		
	For Dry bulk	Per Tonne or part thereof	5.61
	For Break Bulk	Per Tonne or part thereof	1.68
3.	**60 Ton Road Weighbridge**		
	Per Truck [Loaded or Empty]		19.30
	Per Trailor [Empty]		19.30
	Per Trailor [Loaded]		38.60
4.	Shifting of fenders	For one placement and removal	35,492.71
5.	Levy on Bunkers supplied through bunker Barges/ Vessels	Per K.L	10.07
6.	Levy on Water supplied through bunker Barges/ Tanker	Per K.L	10.07
7.	Duplicate copy of bills	Each copy	83.91
8.	Certificate of payment / weighment	Each certificate	83.91
9.	Amendment copy	Each amendment	560.60
10.	Charges for Landing of Garbage	Charges for landing of garbage is as per notification issued by Marine Department in the VPA Website	

7.6. Dry docking charges:

7.6.1.1 For use of Dry dock at Visakhapatnam Port Trust Inner Harbour:

Item No.	Description	Unit	Foreign going vessels (in US $)	Coastal vessels (in Rs.)
1.	On the 1st day to 14th day	Per day	4007.81	1,12,635.18
2.	From 15th to 30th day	-do-	6009.78	1,68,898.40
3.	From 31st day onwards	-do-	8015.60	2,25,270.35

Notes:

(1). The above charges include shipwright and pumping charges but do not include charges for supply of fresh water, cranes, electric lights and other facilities.

(2). Time is reckoned from the moment any part of the vessel passes the gate line when entering to the moment the whole vessel is clear of the gate line or leaving the deck.

(3). Day means a period of 24 hours or part thereof calculated from the time fixed in Note.2.

(4). The VPA may at its discretion permit the use of the Dry Dock for more than one vessel at the same time. On such occasions, the Dock charges of a vessel, which has completed her repairs earlier than the other vessel or vessels, and whose undocking is delayed, due to the non-completion of the repair to the latter, will be levied upto the end of the day on which the work on that vessel is completed. The time between the completion of work or a particular vessel and the final undocking of all the vessels will be treated as 'Dies-non'.

(5). When the Dock is used simultaneously by two or more crafts belonging to Private parties orto the other Departments of Government or belonging to the Port the total charges may be charged proportionately, the proportion being decided by the VPA on the basis of floor area occupied subject to a limit of not less than half the charges prescribed for each vessel. The decision of the VPA in the apportionment of charges shall be final.

7.6.1.2. Dock Block Preparation Charges:

(in Rs. per vessel)

Sl. No.	Description	Unit rate	Length of vessel upto50 Mtrs.	Length of vessel above 50 Mtrs. upto 100 Mtrs.	Length of vessel above100 Mtrs.
(i).	Flat Bottom vessels	Composite rate	281920.34	352399.78	422880.49
(ii).	Shaped vessels		483291.26	644388.78	805486.29

Note:

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

7.6.1.3. Composite Docking and Undocking charges:

Sl No.	Description	Foreign Going Vessel (Per Vessel) (US$)	Coastal Going vessel (Per Vessel) (Rs.)
1	For First Docking	8529.90	239724.52
2	For Second Docking	3089.93	86839.45

7.6.1.4. Block Shifting Charges:

Block Shifting Charges will be levied on actuals.

7.6.2. Visakhapatnam fishing harbour:

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

Sl. No.	Particulars	Unit	Frequency of Payment	Rate per month (in Rs.)
1.	Mechanised Fishing Boat	Per Boat	Per Calendar month	508.90
2.	Fishing Trawler [Mini] Upto 14 NRT	Per Trawler	Per Calendar month	3816.78
3.	Fishing Trawlers [Big] Above 14 NRT	Per Trawler	Per Calendar month	7633.57

Notes:

(1). The above consolidated charges are inclusive of port dues, berth hire and wharfage.

(2). The consolidated charges are collected irrespective of stayal of days at Fishing harbour during the Calendar Month.

(3). For Government Survey/ Training Vessels i.e. CIFNET, FSI & CIFT involved/ deployed for scientific survey of marine resources and training operations the Berth hire as specified below is applicable and no Port dues and Wharfage charges are charged on the three Government Survey/ Training vessels.

Sl. No.	Particulars	Unit	Berth Hire per day (in Rs.)
1.	Fishing Trawler [Mini] Upto 14 NRT	Per Day or part thereof per Trawler	172.12
2.	Fishing Trawlers [Big] Above 14 NRT	Per Day or part thereof per Trawler	258.45

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

7.6.2.2. Schedule of pilotage fees:

"If mechanized fishing boats/ fishing trawlers (Mini or Big) require the services of port's pilot for towing, then a consolidated pilotage fees of US$ 781.49 for foreign-going vessel and **Rs.20889.12** forcoastal vessels shall be levied".

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

Sl. No.	Particulars	Unit	Foreign going vessels (in US $)	Coastal vessels (in Rs.)
1.	Fishing Trawler [Mini] Upto 14 NRT	For each operation	12.09	323.07
2.	Fishing Trawlers [Big] Above 14 NRT	For each operation	33.84	904.61

General Notes relating to shifting charges:

(1). "**Shifting"** shall mean movement of Fishing trawlers [Min or Big] within the same harbour or from inner harbour to outer harbour or vice versa.

(2). Shifting charges includes charges for mooring and unmooring operations with use of tugs.

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

Sl. No.	Particulars	Rate [in Rs.] For both operations
1.	Mechanised fishing boat	10686.99
2.	Fishing Trawler [Mini] Upto 14 NRT	41,984.61
3.	Fishing Trawlers [Big] Above 14 NRT	1,06,869.92

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

Sl. No.	Particulars	Rate per day [in Rs.]
1.	Mechanized fishing boat	[i] For 1st Day Rs.1145.04 [ii] From 2nd Day onwards Rs.572.52
2.	Fishing Trawler [Mini] Upto 14 NRT	2099.23
3.	Fishing Trawlers [Big] Above 14 NRT	4580.14

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

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

Docking and undocking charges for both operations Rs.1,67,938.46/- per day.

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

(i).	For first day	Rs.61068.53/- per day
(ii).	From 2nd day to 10th day	Rs.49618.18/- per day
(iii).	From 11th day to 20th day	Rs.61068.53/- per day
(iv).	From 21st day to 30th day	Rs.99236.36/- per day
(v).	From 31st day to 37th day	Rs.175572.03/- per day
(vi).	From 38th day to 44th day	Rs.213739.86/- per day
(vii).	From 45th day to 51st day	Rs.251907.70/- per day
(viii).	From 52nd day to 58th day	Rs.290075.52/- per day
(ix).	From 59th day onwards	Rs.328243.35/- per day

Notes:

(1). The above rates as at 7.6.2.6 and 7.6.2.7 are applicable for trawlers of 125 tonnes and more capacity.

(2). Trawlers of less than125 tons Capacity are to be charge data consolidated amount of Rs.56,060/- plus actual charges of slipway as at item 7.6.2.4 & 7.6.2.5 for the trawlers lessthan 125 ton capacity using dry dock.

(3). The rates are applicable to each trawler irrespective of the number of trawlers in the dry dock.

(4). The above rates at 7.6.2.4 to 7.6.2.7 will become double in respect of vessels other than fishing vessels i.e. Mechanised fishing boats and Fishing Trawlers.

7.6.2.8 Levy on bunkers:

Nomenclature	Unit	Rate [in Rs.]
Levy on bunkers to fishing trawlers/ mechanized fishing boats	Per litre	0.067

7.6.2.9 Charges for disposal of oil bilge:

Sl. No.	Description	Unit	Rate (in Rs.)
1.	Disposal of Oil bilge residues from ships		
	a) One time placement and removal of Rigid Oil Boom	Per ship per shift of 8 hours or part thereof	5618.30
	b) One time placement and removal of Inflatable Oil Boom		14484.69

2.	Charges for disposal of oil bilge	An amount of Rs. 885.75/- per ton is to be paid by the vender to the Port on the quantity mentioned/ specified by the customs bill of entry. It is free of cost to the vessel.

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

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

Description	UNIT	Rate (in Rs.)
Charges for Operation of Mobile X-Ray Container Scanning System	TEU	176.12

Notes:

(1). The tariff prescribed for X-Ray container scanning system is applicable to all import overseas containers other than transshipment containers irrespective of whether an import container is scanned or not.

(2). In respect of the Container Terminal operated in the VPA by Visakha Container Terminal Limited (VCTPL), the said charge shall be collected by VCTPL and paid to VPA since the investment on container scanner and its operation is being done by the port.

(3). The tariff prescribed will be valid for period of 15 years from the date it came into effect as approved in Order No.TAMP/77/2018-VPT dated 29 March 2019 subject to automatic annual indexation.

(4). The tariff prescribed above will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1st January 2019 and 1st January of the relevant year. Such automatic adjustment of tariff cap will be made every year and the adjusted tariff cap will come into force from 1st May of the relevant year to 30thApril of the following year.

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

Rental Charge of Rs. 24,161.86/- for 1 (one) save all net (Silpauline or equivalent Tarpaulin) shall be levied for 1 (One) time issual.

Notes:

(1). Caution Deposit of Rs. 24,161.86/- is to be collected as caution deposit without GST.

(2). If the party fails to return the save all net in good condition for subsequent use, then caution deposit is adjusted duly collecting GST.

(3). Cost of manpower is not taken into consideration since no new staff are appointed. No other expenditure is also considered.

(4). Cost of cleaning and cost of to & fro transportation of the save all nets till handing over to TM department personnel is borne by user.

SECTION – 8
CHARGES FOR ISSUAL OF LICENCE

(Rate in Rs.)

Sl. No.	Particulars	Rate per license		
		Duration	Fresh	Renewal
1.	Stevedoring	3 years	2,54,512.40	3,36,360.00
2.	Ship repairing	1 year	9,754.44	11,212.00
3.	Chipping and painting	1 year	5,045.40	11,212.00
4.	Ship Chandelling	1 year	2,242.40	5,606.00
5.	Other trader licenses	1 year	1,401.50	3,363.60
6.	Co-opering license	1 year	448.48	1,121.20
7.	Fresh water issue license	1 year	20,181.60	56,060.00
8.	Garbage License Fee	1 year	11,212.00	22,424.00
9.	Fresh Water License fee for Barge	1 year	28,030.00	56,060.00
10.	License Fees for removal of waste oil	1 year	56,060.00	1,12,120.00

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

Note: Late fee of Rs. 560.60/- shall be levied if the application for renewal is not received before one month of the expiry of the license.

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Annex –I

Performance Standards

	Average of last three years 2020-2022
1. **Cargo Related Services**	
Coking coal(Conv)	9106
Steam coal(Conv)	9034
Thermal coal	20361
Fertilisers(Raw materials)	
Fertilizers (Mech)	Nil
Sulphur (Mech)	Nil
Rock Phosphate (Mech)	4657
Fertilizer (Conv)	6511
Sulphur (Conv)	4721
Rock Phosphate (Conv)	4657
POL	
Export POL IH	8230
IMP POL IH	7262
LPG	12018
Crude Oil Imp	61111
Transhipment Crude (MT +DT)	43089
Transhipment POL (MT + DT)	26820
Import POL-OH	13214
2. **Vessel Related Services**	
Average Turnaround Time of Vessel (in days)	3.44
Average Pre-Berthing Time of Vessels (in days)	0.05

Annex –II

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

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

(b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.

(c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.

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

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

(f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.

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

(h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.

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

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

Sd/-.,
Section Officer,
Visakhapatnam Port Authority.

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