RNI No. MAHBIL /2012/46121

सत्यमेव जयते

महाराष्ट्र शासन राजपत्र

असाधारण भाग दोन

वर्ष ११, अंक ८८] सोमवार, ऑक्टोबर २७, २०२५/कार्तिक ५, शके १९४७ [पृष्ठे ६२, किंमत : रुपये १२.००

असाधारण क्रमांक १९४

प्राधिकृत प्रकाशन

MUMBAI PORT AUTHORITY

NOTIFICATION

No. FA/ACC/232/2036

The competent authority of Mumbai Port Authority had extended the existing Scale of Rates of Mumbai Port Authority for a period of two months from 3rd October 2025 or till finalization of revision of Scale of Rates, whichever is earlier.

Now, in exercise of the power conferred under Sub-Section (*1*) of Section 27 of the Major Port Authorities Act, 2021, the Board of Mumbai Port Authority has approved the review/revision of Scale of Rates alongwith Performance Standards *vide* Board Resolution No.111 of 2025 by circulation. Accordingly, as required under Clause 4.7 of Tariff Policy, 2021, Board of Mumbai Port Authority hereby notifies revised Scale of Rates alongwith Performance Standards for information of all concerned. The Scale of Rates alongwith Performance Standards shall come into force after expiry of 30 days from the date of Notification in the *State Gazette* and shall be in force for a period of 3 years (as per clause 2.9 of Tariff Policy 2021) subject to annual indexation as mentioned in clause 2.8 of Tariff Policy 2021.

MUMBAI PORT AUTHORITY

SCALE OF RATES (SOR)

MUMBAI PORT AUTHORITY
SCALE OF RATES (SOR)

CHAPTER - I

1.1. Definitions

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

(i). "Ballast" - Heavy material placed in the holds of a ship or more often in the ballast tanks, positioned in the compartments right at the bottom and in rare cases on the sides for stabilization and make ship seaworthy in all respects. This may consist of liquid material commonly water.

(ii) "Barge"- Barge is flat bottomed vessel whether self-propelled or not.

(iii). "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 valid coastal licence issued by the Director General of Shipping/ competent authority.

(iv). "Cold Move" shall mean the movement of the vessels without the power of the engine of the vessel.

(v). "Crew boat" shall mean a boat of any type mainly used for transportation of crew members of any vessel or ship.

(vi). "Cruise Vessel" shall mean any vessel carrying passengers for an ocean trip taken for pleasure calling at ports and other than pleasure yachts.

(vii). "Day" shall mean the period starting from 07.30 hours of a day and ending at 07.30 hours of the following day.

(viii) "Demurrage" shall mean charges payable for storage of cargo within port premises beyond free period, as specified in the scale of rates.

(ix). 'Foreign-going Vessel' shall mean any vessel other than Coastal vessel.

(x). "Free period" shall mean the period during which cargo/container shall be allowed storage free of demurrage charges and this period shall exclude customs notified holidays and Port's non-working days.

(xi). "Full Container Load" (FCL) shall mean a container containing cargo belonging to one consignee in the vessel's manifest.

(xii). 'GRT' means Gross Registered Tonnage of vessel as per the Ship's Registry or the International Tonnage Certificate issued by the competent authorities or a declaration from defense Authorities in respect of war ships/ Naval ships.

(xiii). "Hazardous Container" shall mean a container containing hazardous goods as classified under IMO.

(xiv). "Inland Vessels" shall mean Vessels / barges registered under Inland Vessel Act and cannot ply outside Inland water limit, such vessels do not fall under definition of offshore supply vessel.

(xv). "Less than a Container Load" (LCL) shall mean a container containing cargo belonging to more than one consignee in the vessel's manifest.

(xvi). "Month" shall mean 30 consecutive calendar days including holidays.

(xvii). "Mafi" shall mean a mobile loading platform for loading a large item, facilitating transport by Ro-Ro vessels, and treated on par with Containers.

(xviii). "Offshore supply vessel" - Offshore supply vessel is a vessel of any type mainly used for transportation from docks to offshore installation (outside IV limits) of men, material and stores required for any offshore installation and does not include barge / vessels registered under IV Act.

(xix) "Over dimensional container" shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.

(xx) "Ousting Priority" – When a working vessel at berth is removed (ousted) from the berth and shifted to stream / other berth for accommodating another cargo / cruise vessel, such movement shall be treated as "ousting priority" berthing.

(xxi) 'Pleasure Yacht' means a ship howsoever propelled which is exclusively used for pleasure cruises and does not carry any passengers on a commercial basis.

(xxii) "Reefer Container" shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.

(xxiii) "Sailing vessels" shall mean the vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion.

(xxiv) "Ship stores" shall mean Inventory carried on board of a ship to meet its daily requirements such as food, water, cleaning supplies, medical supplies, safety supplies, spare parts etc.

(xxv) "Shut out Container" shall mean a container, which enters into the port as an export intake for a particular vessel (as indicated by the Vessel Identification Advice Number, i.e. VIA No.) and is not connected to the particular vessel for reasons whatsoever.

(xxvi) "Shut out Cargo" shall mean any cargo brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.

(xxvii) 'Telegraph Vessel' (cable ship) means a vessel equipped with machinery and gears for lifting, examining and laying sub-marine cables for overseas communications.

(xxviii) "Transhipment cargo" shall mean any cargo not originally manifested for the port of Mumbai, but landed at Mumbai and subsequently reshipped to other ports / removed to other Ports by same or any other vessel. Transhipment of cargo is applicable to import oriented cycle only and not for export oriented cycle.

(xxix) "Transhipment Container" shall mean any container which is discharged from one vessel, stored in the yard and transhipped through same or another vessel.

(xxx) 'Vessel' includes anything made for the conveyance mainly by water of human being or of goods and a caisson.

(xxxi) Vessel Completion Date (VCD)

(a). For vessel in the Docks - the date on which import operations of the vessel are fully completed.

(b). For vessels in the midstream - the date following two days after the date of completion of discharging of mother vessel in stream or date of discharge of last barge at berth, whichever is earlier.

(xxxii). "Wharfage" shall mean the basic due recoverable on all cargo/container imported or exported or transhipped or passing through the port, whether porteraged by the port or not.

(xxxiii) “Float On-Float Off (FLO-FLO) vessels means Semi-submersible heavy lift ships having a long and low well deck between accommodation area located forward and an aft machinery space. In appearance, it looks similar to a gearless bulk carrier or oil tanker. Its ballast tanks can be flooded to lower the main deck below the water’s surface, allowing oil platforms, other vessels, or other floating cargo to be moved into position for loading (float-on/float-off). The ballast tanks are then pumped out and the main deck rises to take the load of cargo. Float-on / float-off vessels transport vessels, rigs from one site to another. They also transport other oversized cargo and yachts.

(xxxiv) MbPA – MbPA means Mumbai Port Authority.

(xxxv) Port Cargo– Port cargo includes cargoes handled in Docks / Outlying / Bunder areas through vessels / barges /crafts.

(xxxvi) Non Port Cargo – Non Port Cargo includes cargoes handled through Railway/ Road in Railway / Outlying / Bunder areas and not handled through vessel / barges / crafts.

1.2. General Terms and Conditions

(i). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as ‘coastal’ or ‘foreign-going’ for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.

(ii).(I). **(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 Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, 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.

(ii)(II). **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). All dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms into its equivalent Indian Rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector banks as may be specified from time to time.

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

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

(iv). Users will not be required to pay charges for delays beyond a reasonable level attributable to the port.

(v). Interest on delayed payments / refunds**:**

(a). The user shall pay penal interest on delayed payments and Port shall pay juxtaposed penal interest on delayed refunds at the rate of 15% per annum.

(b). Interest will be levied on all Bill payments received after 10 days of raising bills, intimating shortfall etc.

(c). As excess amount is credited to PD Account and no refund is generated, there will be no interest on the excess balance in PD Account which will be adjusted against the next transactions

(d). In case of any specific agreement, the agreement shall prevail.

(e). If there are no deposits made against the self-assessment charges by the Agent and if there is no balance or less balance, than the amount of self-assessment charges, in the PD Account of the Agent, then interest @ 15% pa. may be levied from the date of arrival of the vessel at anchorage point or berth whichever is earlier.

(f). The interest on delayed payment is to be levied from the date of generation of shortfall mail or from the date of sailing of vessel whichever is earlier till date of payment.

(g) In case of berth hire charges and other charges raised by Traffic department and other departments excluding vessel related charges, if the advance payment is not paid by the Port user, the interest at the rate of 15% per annum shall be payable from the date of generation of shortfall mail against raising bill till date of payment.

(h) The delay in refunds by the port will be counted beyond 20 days from the date of refund request submission with all the documents required from the user, whichever is later.

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

(b). The port may, if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

(c). The port should notify the public such lower rates and/or rationalisation 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 notified by the Mumbai Port Authority.

(vii). (a). Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the MbPA can submit a suitable proposal to the Board of Mumbai Port Authority as per Tariff Policy, 2021.

(b). New rates / ad-hoc rates / final rates shall be applied as per Tariff Policy, 2021.

(viii). (a) The minimum charges recovered in any bill (except interest bills) shall be Rupees one hundred (100/-) only.

(b) No interest bill will be raised if amount of interest works out less than Rupees two hundred and fifty (250/-).

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

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

(xi). No refund shall be made unless the amount refundable is ₹100/- or more. Similarly, short collection upto ₹100/- will not be demanded by the port.

(xii). (a). The vessel related charges for coastal ships will be 60% of the charges levied for other vessels.

(b). The cargo/container related charges for coastal cargo/containers, other than thermal coal and POL including crude oil, iron ore and iron ore pellets will be 60% of the normal cargo/container related charges.

(c). In case of cargo related charges, the concessional rates shall 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 shall be on all the relevant charges for ship-shore transfer and transfer from/to quay to/from

storage yard as well as wharfage on cargo and containers.

(e). Cargo/ container from foreign port landing at Mumbai Port for subsequent transhipment to an Indian Port for Coastal Voyage or vice versa would be charged at 50% of the transhipment charges prescribed for foreign going vessels and 50% of that prescribed for coastal category.

(f). The charges for coastal cargo/containers/vessels will be denominated and collected in Indian Rupees (₹).

(xiii). Vessel related charges for cruise vessels will be 60% of the relevant applicable charges leviable on other vessels.

(xiv). (i). Vessel related charges for coastal vessel shall not exceed 60% of the corresponding charges for other foreign going vessels. Further, these charges will be collected in Indian Rupees only.

(ii). As regards the Container related charges which are denominated in US dollars for the foreign containers, the tariff for coastal container shall not exceed 60% of the corresponding charges for other foreign containers. Further, these charges will be collected in Indian Rupees only.

(xv). All the charges prescribed in the scale of rates are exclusive of taxes.

(xvi) (a) The SOR will be automatically indexed annually to inflation to the extent of 60% of the variation in Wholesale Price Index (WPI) as communicated by Indian Port Association (IPA) or any other Competent Authority decided by the Government based on the average of monthly Whole Sale Price Index (WPI) for all commodities from January to December announced by the Ministry of Commerce and Industry under the Government of India.

(b) The Major Port Authority would, however, be entitled to indexation in tariff at 100% of variation in WPI communicated by the Indian Ports Association (IPA) or any other Competent Authority decided by the Government instead of 60% variation in WPI prescribed in (a) above, from the second year of tariff fixation on achievement of performance standards committed by the Major Ports Authority.

Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1st May of the relevant year to 30th April of the following year.

(xvii) (a). As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo- Bangladesh Coastal Shipping Agreement, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.

(b). Port and other charges

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

(xviii) (a). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

(b) Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.

(xix) Refund of overcharges - No person shall be entitled to a refund of an overcharge made by a Board unless his claim to the refund has been preferred in writing by him or on his behalf to the Board within six months from the date of raising bill duly supported by all relevant documents and original invoice. Provided that a Board may of its own motion remit overcharges made in its bills at any time.

(xx) Notice of payment of charges short-levied or erroneously refunded.—

(1) When Board of Mumbai Port Authority is satisfied that any charge leviable under this Chapter has been short-levied or erroneously refunded, it may issue a notice to the person who is liable to pay such charge or to whom the refund has erroneously been made, requiring him to show cause why he should not pay the amount specified in the notice:

(2) The Board may, after considering the representation, if any, made by the person to whom notice is issued as at (1) above, determine the amount due from such person and thereupon such person shall pay the amount so determined.

(xxi) Any Person who, with the intention of evading payment of the rates lawfully due, in respect of any goods or vessel carrying any goods, to the Board-

(a) understates or incorrectly gives the weight, quantity, value or description of such goods or the tonnage of such vessel in any document presented to any employee of the Board for the purpose of enabling him to determine such rates; or

(b) removes or attempts to remove or abets the removal of such goods or such vessel.; shall be punishable with fine which may extend to ten times the amount of rates so due subject to a minimum of five hundred rupees.

(xxii) Consignments of Iron or Steel landed in the Docks may at his discretion be removed by the Traffic Manager to any other premises in the possession of the Mumbai Port Authority at the cost of the consignees, owners or importers and without any previous notice to them if he deems it necessary to do so for the safe and convenient working of the Docks.

CHAPTER – II

VESSEL RELATED CHARGES

Docks are classified as (a) Indira Dock including the Ballard Pier, Ballard Pier Extension and Harbour Wall berths, (b) Prince's & Victoria Docks, (c) Naval Docks, (d) Mazgaon Dock, Kassara Basin, (e) Bunders and Darukhana and (f) Jetties at Jawahar Dweep and Pir Pau.

2.1. Composite Pilotage and Towage Charges

(A) Cargo Vessels

Sr. No.	Size of the vessel	*Docks	@ Stream	*Jawahar Dweep / Pir Pau	# Shifting Charges
		(Rate per GRT)			
1.	0-30,000 GRT a. Foreign going (in US $)	0.6281	0.1137	1.1325	0.1560
	b. Coastal (in ₹)	17.1780	3.1057	30.9797	4.3151
2.	30,001 - 60,000 GRT a. Foreign going (in US $)	US $ 18843 for 1st 30,000 GRT + US $ 0.5025 for every additional GRT	US $ 3411 for 1st 30,000 GRT + US $ 0.0910 for every additional GRT	US $ 33975 for 1st 30,000 GRT + US $ 0.9060 for every additional GRT	US $ 4680 for 1st 30,000 GRT + US $ 0.1248 for every additional GRT
	b. Coastal (in ₹)	₹ 515340 for 1st 30,000 GRT + ₹ 13.7424 for every additional GRT	₹ 93171 for 1st 30,000 GRT + ₹ 2.4846 for every additional GRT	₹ 929391 for 1st 30,000 GRT + ₹ 24.7838 every additional GRT	₹ 129453 for 1st 30,000 GRT + ₹ 3.4521 for every additional GRT
3.	Above 60,000 GRT a. Foreign going (in US $)	US $ 33918 for 1st 60,000 GRT + US $ 0.4397 for every additional GRT	US $ 6141 for 1st 60,000 GRT + US $ 0.0796 for every additional GRT	US $ 61155 for 1st 60,000 GRT + US $ 0.7928 for every additional GRT	US $ 8424 for 1st 60,000 GRT + US $ 0.1092 for every additional GRT
	b. Coastal (in ₹)	₹ 927612 for 1st 60,000 GRT + ₹12.0246 for every additional GRT	₹ 167709 for 1st 60,000 GRT + ₹ 2.1740 for every additional GRT	₹ 1672905 for 1st 60,000 GRT + ₹ 21.6858 for every additional GRT	₹ 233016 for 1st 60,000 GRT + ₹ 3.0206 for every additional GRT

* Includes vessels docking either directly from sea or from stream, berth to stream, berth to berth using tugs.

@ Includes vessels coming from sea to stream and back to sea without tugs and shifting from stream to stream without tugs. If any additional Tug assistance is required, the extra tug charges as per Section 2.12 shall be levied.

Shifting charges without tugs. If tugs are used, then dock charges will be applicable. Shifting charges are applicable for dock to dock shifting (harbor Wall, BPS/BPX, OCT, Indira Dock) For JD & PP: JD/PP charges are applicable.

(B) Miscellaneous Vessels

	Particulars	Rate per GRT	
		Foreign (In US $)	Coastal (In ₹)
1.	Offshore Supply Vessels, Survey vessels and specific support Vessels, floating cranes, rig vessels, dredgers, vessels under construction, telegraph vessels, high speed passenger boats etc.	0.5234	14.3083
2.	Tugs boats , Passenger boats, Fishing trawlers, Self-propelled Barges, dumb barges, lash barges, pleasure yacht, country crafts, crew boats, etc.	0.2205	6.0213

Rates above are without tug assistance. If any tug assistance is required, the rates as per Section 2.1(A) above will be applicable.

Notes:

(1). Above rates are for one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for port convenience.

(2). For every Shifting at the request of the vessels the shifting charges as specified in Section 2.1 (A) above are leviable.

(3). Charges for movement without the power of the engine of the vessel shall be levied at twice the rates applicable.

(4). In the event of a vessel in distress or is not able to move on its own propulsion or cold move additional tug hire charges will be levied.

(5). Supply vessels/ tugs/ barges going beyond Mumbai Port Authority revised port limits/ MPL (Nhava Sheva Cross line) shall be treated as leaving Mumbai Port and going to sea and next arrival of the vessel shall be treated as fresh voyage.

(6). Any vessel/ tugs/ barges working as supply vessels shall be treated as supply vessels for levy of charges.

(7). Vessels traversing from Sea to other Ports situated within port limits through MbPA waters shall be treated as Sea/ Mumbai Port Authority revised port limits to stream as arrival and from Stream to inner Port MbPA cross line as departure and fresh arrival from the same route will be treated as fresh voyage for purpose of levy of MbPA charges.

(8) Pilotage cum towage shall be charged 50% of the prescribed rates for inward and outward leg of the vessel depending upon the status of the vessel at each leg (i.e.) either foreign going or Coastal.

(9) Charges leviable according to GRT will be levied on a minimum of 1000 GRT.

(10) Movement of pass pilot vessels from lock gate to berth and berth to lockgate will be charged at the rate prescribed at section 2.1 (A)* Docks.

(C). Charges for booking Vessel Call:

The following charges shall be levied for booking every Vessel Call No.

Coastal Vessel : ₹ 2167/-

Foreign Going Vessel : ₹ 5420/-

(i) The Charges of booking vessel call No. shall be adjusted against the final bill of the said Vessel Call No. Charges for booking Vessel Call No. shall not be refundable, if the Vessel Call No. is not utilized.

(ii) If there is no sufficient advance deposit to cover the services already rendered by the Mumbai Port Authority or advance deposit has been exhausted and the Vessel Agent do not pay further advance deposit within 10 days, such vessel shall be treated as unauthorisedly occupying the anchorage point or berth.

(iii) In case of condition no. (ii) above, compensation equal to anchorage charges and/or berth hire charges, as the case may be, as mentioned elsewhere in the present Scale of Rates shall be charged for unauthorized occupation of anchorage point or berth till the sailing of ship. During such unauthorized occupation of anchorage point or berth, compensation equal to various charges, mentioned elsewhere in the present Scale of Rates, for the services rendered by the Mumbai Port, shall be recovered.

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

Sr No.	Nature of Movements	Rate per GRT	
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a)	Double Banking assistance with tug provided by the owner of the Vessel or Vessel Agent	0.4259	11.6416
(b)	Double Banking without tug assistance	0.3005	8.2193
(c)	(i) During Monsoon Period (From June to August): Lighterage dues on Mother Vessels discharging / receiving cargo - On foreign going vessels and coastal vessels, lighterage dues at the rate of US $ 0.0089 and ₹ 0.2444 respectively per GRT for a period of one hour or part thereof shall be levied from the time it is anchored / occupies the place in stream / Port Lighterage Anchorage Area. Lighterage charges will be levied @ 68% and anchorage charges will be levied @ 32% of the total stay of vessel at PLA/stream. The litghterage charges will not be applicable after the completion of cargo discharge, if a vessel stay is extended due to any detention/arrest/repairs, for the duration after the completion of cargo discharge.		
	(ii) During Non- Monsoon period (September to May): Lighterage dues on Mother vessels discharging / receiving cargo – on foreign going vessels and coastal vessels, lighterage dues respectively at the rate of US $ 0.0089 and ₹ 0.2444 per GRT for a period of one hour or part thereof shall be levied from the time it is anchored / occupies the place in stream / Port Lighterage Anchorage Area. Lighterage Charges will be levied @ 86% and Anchorage Charges will be levied @ 14% of the total stay of vessel at PLA/Stream. The lighterage charges will not be applicable after the completion of cargo discharge, if a vessel stay is extended due to any detention/ arrest/repairs, for the duration after the completion of cargo discharge.		
	(iii) The lighterage dues shall not be levied on the vessels engaged in mid-stream discharge at stream / Port Lighterage Anchorage Area Port Limit for (1) Vessel which discharges part cargo for reducing the draft of the vessel for calling at the Docks / Pier of MBPT and if subsequently calls at Docks or Piers of Mumbai Port, only if the part cargo is discharged at MbPA/Pier. (2) Vessels which discharge entire cargo into barges for subsequent discharge at Docks / Bunders of Mumbai Port and sail out from stream / Port Lighterage Anchorage Area and the discharged cargo is subsequently brought at Docks / Bunders and (3) Mother vessels which receive cargo brought by the barges loaded from MbPA Docks and Bunders.		

Notes :

(i) In case the lighterage operations are started in the month of May and concluded in the month of June OR started in the month of August and concluded in the month of September, the lighterage charges shall be levied as per c (i).

(ii) In case of Section 2.2 (a) of SOR, if tug is provided by the Mumbai Port Authority, charges at (b) above shall be charged and extra Tug charges shall be levied as per Section 2.12 in the SOR. However, if one tug is provided by the owner of the vessel or vessel agent and one tug is provided by the Mumbai Port Authority, charges at (a) above shall be charged and extra Tug charges for MbPA tug shall be levied as per Section 2.12 in the Scale of Rates

2.3 Lighterage dues at the rate of ₹10.90 per tonne shall be levied on the cargo, unloaded from or loaded into, the vessels anchored within the Port approaches and the cargo is transported through Mumbai Port Waters. Provided, however, that Lighterage dues shall not be levied on the cargo destined to or from the Port of Mumbai.

General Notes to Sections 2.1 & 2.2 above

(1) Shifting of vessels for Port convenience is defined to mean the following:

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

ii) Whenever a vessel is required to be shifted from one berth to another berth via stream so as to accommodate another vessel or the same vessel in view of the restriction of LOA, beam, draft, etc., such shiftings shall be treated for Port convenience.

iii) Whenever an export loading vessel is required to be shifted from Harbour Wall berths to BPX/BPS berths due to restriction of LOA, beam and draft via stream, such shiftings shall be treated for Port convenience.

iv) Whenever an import discharging vessel is required to be shifted from BPX/BPS to Harbour Wall berths due to restrictions of LOA, beam and draft via stream so as to accommodate another vessel at BPX/BPS, such shiftings shall be treated for Port convenience.

v) Whenever irrespective of loading/discharging, if the vessels are required to reposition either from Harbour Wall berths to BPX/BPS berth and vice versa, and if such shiftings are required to be done due to restrictions of LOA, beam and draft, the same shall be treated for port convenience.

vi) Whenever a vessel is shifted either from Harbour wall berths or BPX/BPS berths to stream so as to accommodate another ousting priority vessel, such shifting shall be treated for Port convenience.

vii) Whenever vessels are required to be shifted from deep draft anchorage to lesser draft anchorage in order to accommodate vessel of higher draft, such shifting shall be treated for Port convenience.

viii) Whenever vessels shifting occurs due to failure of Port mechanism such as lock gate not working, tug not working, pilot not available or if berth not available, such shifting shall be treated for port convenience.

(1.1) For OCT Berths:

(i) Whenever an import cargo vessel is initially berthed at OCT berth and on attaining permissible draft is shifted from OCT berth to MbPA berth for handling balance cargo, such shifting will be treated as shifting for Port convenience.

(ii) Whenever an export cargo vessel is initially berthed at MbPA berth and is shifted from MbPA berth to OCT berth for topping up operations or to accommodate any other vessel at MbPA berth, such shifting will be treated as shifting for Port convenience.

(iii) Whenever an import / export vessel berthed at OCT berth is required to be shifted from OCT berth to MbPA berth for accommodating Pure Car Carrier or passenger vessel at OCT berth, such shifting will be treated as shifting for Port convenience.

(iv) Whenever an import / export vessel berthed at OCT berth is required to be shifted from OCT berth to stream for accommodating Pure Car Carrier or passenger vessel at OCT berth and reberthed at OCT berth, shifting from OCT to anchorage will be treated as shifting for Port convenience and shifting from stream to OCT will be treated as shifting on Agents account.

(2). For piloting a tug in tow of another barge or barges, charges at the above rates shall be levied on the aggregate Gross Registered Tonnage of the tug and the barge or barges in tow.

(3). Vessels which come within the definition of – 'Coastal Vessels' and for which regular berths have been provided at the Dock Harbour Wall shall not be charged all inclusive rate when such vessels are piloted direct from their berths to the open sea or vice versa, by their licensed Masters. In all other cases the usual all inclusive rates shall be charged on such vessels.

(4). For intercepting a vessel outside the Pilot Station but within the Port's limit at the request of the Masters/Owners or Agents of the vessels, a composite charge of ₹.6106.58 in case of coastal vessel and US $ 223.18 in case of foreign-going vessels will be levied.

(5) For the vessels / crafts which stay at berth or the anchorage after the completion of cargo operations due to detention / arrest / repairs, the charges will be doubled for the duration after the completion of cargo operations.

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

Sl. No.		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a).	Attendance by Tug for a vessel on fire for every hour or part thereof per tug	360.2858	9857.4142
(b).	Detention charges for every half an hour or part thereof per tug for cancellation of a tug after it is ordered to tow a vessel and goes alongside [period to be computed from the time the tug leaves its station to the time it returns thereto] or charges for detention of a tug by reasons of a vessel not being ready or any other cause after it has gone alongside a vessel, when the tug is not cancelled	261.7757	7162.1651
(c).	Attendance of a tug on a vessel at Jawahar Dweep / Pir Pau for every 24 hours or part thereof per tug	3274.0743	89578.6687

Notes:

(1) Charges for attendance by a tug for a vessel on fire will be payable only if the vessel on fire requisitions services of an additional tug.

(2) The charges for attendance of a tug on a vessel at Jawahar Dweep / Pir Pau shall become payable only if the vessel requisitions services of an additional tug.

2.5 **Attendance and Detention Fees for Master Pilots and Pilots –**

(a) When a Master Pilot/Pilot is required to attend a vessel beyond the limits of the Port, in circumstances of unavoidable necessity, a separate fee of ₹ 9060 or US $ 346.978 shall be charged in respect of foreign-going vessels for every six hours or part thereof from the time the vessel goes beyond the limits of the Port till the time the Pilot returns to Mumbai. Further, the boarding and loading and traveling expenses to which the master pilot or pilot is entitled shall be recoverable from the Masters / Owners or Agents of the vessel at actuals.

(b) Attendance and Detention fees for pilot in case of cancellation of movement of the vessel inside the Port limits:

	Foreign-going Vessel	**Coastal Vessel**
When the movement of the vessel is cancelled after the boarding of the pilot on the vessel due to ship's fault and if the vessel does not move from its anchoring/berthing point.	US $ 346.978 per act	₹ 9060 per act

2.6 **Charges for Fire Float Vessels, Anchor Hoy Salvage Vessel, Water Boat and any other suitably equipped craft except a Tug within Port limits:**

Sl. No.	**Job Description**		**Charges per hour or part thereof**	
			Foreign-going Vessel (US $)	**Coastal Vessel ₹**
(a).	For examining, lifting, laying or re-laying moorings or buoys or recovering anchors or cables or any miscellaneous work		137.7766	3769.53
(b).	For attending a vessel on fire or otherwise, in Stream or at Jawahar Dweep and Pir Pau by			
	(i).	Fire Float Vessel	33.0662	904.68
	(ii).	Any other craft	As may be fixed from time to time by the Chairperson	
(c).	For Salvage Services		163.9540	4485.77

Note: Charges for attendance by Fire Float vessel or any other craft for a vessel on fire will be payable only if the vessel on fire requisitions services of additional Fire Float or any other craft.

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

Sl. No.		**Rate per hour or part thereof**	**Rate per hour or part thereof**
		Foreign-going Vessel (US $)	**Coastal Vessel (₹)**
(a).	Launches	20.6664	565.44

(b).	Tank Barges for discharge of ballast water containing oil in terms of Clause 53 of Mumbai Port Rules	2.4686	67.51

CONDITIONS:

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

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

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

2.8 MbPA Fire Service Stand By Charges

Sl. No.		For first 8-hours or part thereof	For first 8-hours or part thereof
		Foreign-going Vessel (US $)	Coastal Vessel (₹)
(a).	For hire of Trailer Pump and/or Ballast Pump	73.233	5420
(b).	For attendance of staff-		
	Fire Officer or Section Leader-in-charge	73.991	3469
	Motor Driver/Pump Operator each	64.742	3035
	Sub-Section Leader each	57.805	2710
	Fireman each	48.557	2276

Notes:

(1). 12.5 per cent of the above charges will be levied for each subsequent hour or part thereof.

(2). The chargeable period will be counted from the time of placement of equipment and personnel till the time the withdrawal of equipment and personnel in case of container operation.

(3). In case of more than one operation in a calendar day the charge will be levied considering all the operations on continual basis taking into account total number of actual working hours in each operation.

(4). However, if the commencement of the second operation starts in next calendar day, it will be considered as fresh operation for the purpose of charging.

(5). These charges are payable only when the services are requisitioned by the user.

2.9 Diver's Fees:

For work within Port Limits on any day

Particulars	Fees	
	Foreign- going Vessel (in US $)	Coastal vessel (in ₹)
Charges for a shift of four hours or part thereof of a normal diving team inclusive of hire charges of diving equipment.	655.815	17943.248

Notes:

(1). The diving period for the purpose of billing shall be calculated from the time the team leaves the base in Indira Dock / P&V Docks till it returns to the base.

(2). Normal diving team consists of:

Category	No. of employees
(i). Jr. Foreman Diver	1
(ii). Asstt.Foreman Diver/Diver Gr.I	2
(iii). Sarang	1
(iv). Tindal	1
(v). Linesman	2
(vi). Lascar	12

(3) If an extra Diver is employed an additional charge of ₹ 716.22 or US $ 26.179 per employee for a shift of four hours or part thereof shall be charged for coastal or foreign-going vessels respectively.

(4) Equipment used for normal diving operation

(i) Diving boat 1 No.
(ii). Diving dresses 2 Nos.
(iii). Diving helmets 2 Nos.
(iv). Diving Pumps 2 Nos.
(v). Air Hose 300 R. Ft.

(5) For deployment of additional employee plant and gear, additional charges will be recovered. Towing and crane charges shall also be charged separately.

2.10 Salvage Fees on articles salvaged within the limits of Port:

(a). Where no risk of life is involved in salvaging, a charge of 15 per cent on the value of the articles in addition to the actual cost of salvage of articles shall be payable.

(b). Where risk of life is involved a charge of 30 per cent on the value of articles in addition to the actual cost of salvage of the articles shall be payable.

(c). Customs Duty and Municipal Octroi must be paid by the owners or purchasers of salvaged articles.

2.11 Examination and Licence Fees

I. Examination and Licence Fees for Special Pilots / Licenced Master of Coastal Vessels, Barges, tugs etc.

Sl.No.	Particulars	Fees (in ₹)
(1).	Examination Fee	1154
(2).	Licence Fee / Renewal Fee / Issue of Duplicate Licence	577

II. Licence fees for water conveyance for Pass Pilot / Harbour Craft Licence / Passenger Boat Licence and for using Bunders.

Sl. No.	Particulars	Rate per GRT per month or part thereof (in ₹)
(1).	Catamarans, Hovercraft and Ro-Pax vessels	88
(2).	Passenger Boats / Launches plying from the Ballard Pier Jetty, Gateway of India and Ferry Wharf Jetty, using Bunders. Other Boats, launches, Tugs and craft	49
(3).	Barges and Tugs engaged in loading/discharging of cargo in mid-stream and / or plying beyond the limits of Port of Mumbai for conveyance of cargo	85
(4).	Pleasure Yatchs, pleasure craft and Speed Boats upto 10 GRT.	117
(5)	Pleasure Yatchs, pleasure craft and Speed Boats of more than 10 GRT.	267
(6)	Vessels using New Ferry Wharf other than Passenger Boats.	124

Notes:

(1). These charges will be recoverable from the vessels/ ships / barges maneuvering piloted with their licensed Master (Pass pilots) but will not be recoverable from craft or launches belonging to Customs, Indian Navy, Coast Guard, Central or any provincial Government and Surveyors.

(2) Charges leviable according to GRT will be levied on a minimum of 10 GRT.

III. Miscellaneous charges towards licence fees.

Sl. No.	Particulars	Unit	Rate (₹)
(1).	Penalty for delayed renewal		
	(a). Beyond 30 days and upto 60 days	Per license	1154/-
	(b). Beyond 60 days to 120 days	Per license	2308/-
	(c). Beyond 120 days	Per license	3462/-
(2).	Permission for harbour cruise party	Per cruise.	5769/-

2.12 Hire charges for Tugs and leviable for miscellaneous jobs.

Sl. No	Tugs	Hire rate for per hour or part thereof (inclusive of operational cost)	
		Foreign-going Vessel (in US $)	Coastal vessel (in ₹)
(a)	Tugs	1945.7641	59151

2.13 Charges for carrying out Bollard Pull Test:

	Foreign-going vessel (in US $)	Coastal vessel (in ₹)
Charges for carrying out Bollard Pull Test	582.22	15929.58

Note:

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

2.14 Charges for Garbage Reception facility

Charges for garbage reception facility during vessel's stay at Jawahar Dweep & Pir Pau	₹ 6346 per day or part thereof

Note: The above charge is not applicable to the vessels registered under Inland Vessel Act (I.V.Act).The operators of such vessel should dispose their Garbage in the designated dumping place provided in dock area. If found guilty the above charge will be imposed on them on each occasion.

2.15 Schedule of Anchorage Fees

(A) If any vessel or barge remains at any anchorage points shown in column No.2 of the table below, anchorage fees shall be levied as per column 3 ibid.

1	2	3		
Sr. No.	**Anchorage Point**	**Rates per GRT per hour or part thereof**		
		Period of stay	**Foreign going Vessel (in US $)**	**Coastal/Inland Vessel (in ₹)**
1	2	3	4	5
(a)	A,B,C,D,E,F,G, TA1, New explosive Karanja.	From 1st day upto 30th day	0.0055	0.0861
		Beyond 30th day	0.0136	0.2151
(b)	H,I,J,K,V,W ,X,Y,Z, SOS, Any other place in Mumbai Port Limits	From 1st day onwards	0.0055	0.0861
		Beyond 30th day	0.0136	0.2151
(c)	L, M, (N1, N2, N3 at New Pir Pau), N1 (Buoy), N2 (Buoy), North N3, O, P, Q, R OF OCT / OCT BY OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER OFF KASARA BASIN OFF FERRY WHARF OFF MAZGAO AND P&V CHANNEL	From 1st day upto 30th day	0.0043	0.0666
		Beyond 30th Day	0.0136	0.2151
(d)	Port Lighterage Anchorage Area	From 1st day upto 30th day	0.0043	0.0666
		Beyond 30th day	0.0136	0.2151

Note: Port Lighterage Anchorage area encompasses the following co-ordinates:

Point A – Latitude	18˚57' N	Longitude	72˚37'E
Point B – Latitude	18˚55'N	Longitude	72˚37'E
Point C – Latitude	18˚55'N	Longitude	72˚43.5'E
Point D – Latitude	18˚57'N	Longitude	72˚43.5'E

(B). If any Lash Barge or Dumb Barge remains at any of the anchorage points mentioned in column No.1 of table below, anchorage fees shall be levied as per column No.2 ibid.

1	**2**		
	Rates per GRT per hour or part thereof		
Anchorage Point	**Period of stay**	**Foreign going vessel (in US $)**	**Coastal/Inland Vessel (in ₹)**
1	2	3	4
OFF DARUKHANA OFF COAL BUNDER OFF HAY BUNDER OFF KASARA BASIN OFF FERRY WHARF OFF MAZAGAO AND P&V CHANNEL	From 1st day upto 60th day	0.0021	0.0333
	Beyond 60th day	0.0069	0.1076

If any Lash Barge or Dumb Barge remains at any anchorage points other than mentioned in column no. 1 of the table mentioned at 2.15 (B), anchorage rates mentioned at 2.15 (A) shall apply.

Notes:-

For the purpose of calculating the period of stay of a vessel at an anchorage:

(1) The anchorage fees shall be levied from the time a vessel drops the anchor till the time it leaves the anchorage berth;

(2) In the event of a vessel which had stayed at an anchorage taking berth or entering a dry dock and returning thereafter either to the same anchorage or to another anchorage, the number of hours the vessel was away from the anchorage will be excluded, but the period of occupation except for such exclusion will be treated as a continuous period for computing the Anchorage Fees;

(3) For levy of anchorage fees, a barge is a craft operating within the limits of Mumbai Port (including extended port limit) for the purpose of lighterage of cargo or supply of fuel, water and provisions but shall not include lash or any other type of barges/boats discharged or loaded by mother ships outside the limit of Mumbai Port (including extended port limit) for all purposes of conveyance of cargoes;

(4) No anchorage fees will be recoverable from the vessel, boat, barge and craft (including lash barge) which has paid the licence fees for water conveyance as per Section 2.11 above;

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

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

2.16. PORT DUES

Sl. No.	Vessels chargeable	Rate of per GRT		Due how often chargeable in respect of same vessels
		Foreign - going (in US $)	Coastal (in ₹)	
1.	Vessels of 3000 tons and upwards (except fishing boats)	0.3825	10.4686	The due is payable on each entry into the port.
2	Vessels of Ten tons and upwards but less than 3000 tons (except fishing boats)	0.2700	7.3899	The due is payable on each entry into the port.
3.	Tugs, boats, ferry boats and river boats, whether propelled by steam or other mechanical means arriving from ports outside India	0.2700	7.3899	Once between the 1st January and 30th June and once between 1st July and 31st December in each year
4.	Inland vessels operating within port limits	---	7.3899	The due is payable once in the same month

Notes:

1. Port Dues of a vessel will be assessed on her total GRT at the rate shown against the relevant vessel group according to GRT of that vessel.

2. For oil tankers with segregated ballast the reduced Gross Tonnage that is indicated in 'Remarks' column of its International Tonnage Certificate will be taken as its Gross Tonnage for the purpose of levying Port dues and not for other tonnage based fees.

3. No Port Dues shall be chargeable in

respect of: (i). Pleasure Yacht
(ii). Naval vessels and Government vessels
(iii). Any vessel which having left the port is compelled to re-enter by stress of weather or in consequence of having sustained any damage, either with or without stress of weather.
(iv). A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as a vessel entering the port but not discharging or taking any cargo or passengers therein.

4 A. Port Dues shall be levied at 50% of the rates specified at Section 2.16 above in the following case:

A vessel which enters the Port but does not discharge or take in any cargo or passenger (with the exception of such unshipment and re-shipment of cargoes as may be necessary for purpose of repairs)

4 B. Port Dues shall be levied at 18% of the rates specified at Section 2.16 above for the vessels visiting JNPA in the following case:

A vessel which enters the Port but does not discharge or take in any cargo or passenger (with the exception of such unshipment and re-shipment of cargoes as may be necessary for purpose of repairs)

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

(i) Telegraph vessels
(ii) A vessel entering the port in ballast and not carrying passengers but sailing from the Port without taking any passenger or cargo

(iii) A vessel entering the port in ballast and not carrying passengers for the purpose of repairs, dry docking, taking in bunkers, provision of water or for change of crew or for discharging any sick member of the crew and sailing from the port without taking in any passenger or cargo

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

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

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

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

9. No port dues shall be levied on the vessels re-entering the port after being forced to move out of the port limits before completing its discharge/ loading operation and in the same voyage when,

(a). If the Naval exercise is undertaken i.e. for safety consideration and vessel is shifted to outer anchorage.

(b). If the Vessel is shifted to outer anchorage to accommodate another passenger vessel.

(c). No suitable deep draft anchorage is available for the vessel after entering the port and forced to go to at outer anchorage.

(d). If the vessel was forced to move out due to dredging work carried out at respective berth or channel.

(e). If the Vessel is moved to outer anchorage due to operational difficulties such as non-availability of MbPA floating crafts required for shipping operation or change of tide or non-functioning of lock gates etc.

(f). If the Vessel is shifted to outer anchorage as deep draft anchorage was not available.

(g). Any other operational reasons for safety consideration which are not attributable to the vessel.

2.17. <u>Composite Berth Hire Charges</u>

Berth hire charges on vessels, boats and barges berthed at Indira Dock and its Harbour Wall, including Ballard Pier and Ballard Pier Extension, Prince's & Victoria Docks and its harbour walls:

Sl. No.	Vessels berthed at	Rate per GRT for per hour or part thereof	
		Foreign- going vessel (in US $)	Coastal Vessel (in ₹)
1.	Indira Dock & its Harbour Walls, Ballard Pier and Ballard Pier Extension	0.0136	0.2151
2.	Prince's & Victoria Docks and its harbour walls	0.0108	0.1665

Notes:

1. For the purpose of levy of the above charges

   (i). The minimum GRT for any vessel except off shore supply vessels will be taken as 1000 and

   (ii) The term 'vessel' will include the boats, barges and craft of GRT of 1000 and above.

   (iii). Coastal vessels shall include vessels of Coast Guard / Indian Navy.

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

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

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

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

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

3. Sundays and Customs notified holidays and port non-working days will be treated as normal working days for levy of the above charges and no separate charge will be levied.

4. Every boat, country craft, dredgers, tugs and passenger boats of less than1000 GRT and pleasure yacht and a lash barge entering the Docks shall be levied berth hire charges ₹ 9.8162/ US $ 0.7926 per hour or part thereof for the first 200 GRT or part thereof and ₹ 4.9045 / US $ 0.3963 per hour or part thereof for every additional 100 GRT or part thereof in respect of coastal and foreign-going vessels respectively. This concessional rate will be admissible to local craft, boats and barges except off shore supply vessels whether self-propelled or not and plying in foreign and coastal trade. The concessional rates shall also be admissible to lash barges and pleasure yacht irrespective of their tonnage. Each barge will be separately charged berth hire charges treating each as a distinct vessel. However, when the barges make use of wharf crane, the composite berth hire charges as prescribed at Note 1 above shall be levied.

5. Off shore supply vessels falling in the category of coastal vessels berthed at any berth in Docks or Harbour Wall shall be levied with ₹ 0.5167 per GRT per hour or part thereof. Off-shore vessel will not be subjected to the conditionality of levy of the minimum charges of 1000 GRT. All the off shore supply vessels will be subjected to this rate irrespective of the GRT of the vessels and will not be entitled for concessional levy as at Note 4 above.

6. All vessels berthing at berths at Sr. Nos. (1) and (2) above for other than cargo operations, the berth hire charges shall be recovered as under:

   (i) Upto 10 days of occupation of berth: Normal berth hire charges.
   (ii) From 11th day to 20th day of occupation of berth: 150% of normal berth hire charges.
   (iii). After 21st day of occupation of berth: 200% of normal berth hire charges.

7. No berth hire shall be levied for the period when the vessels idle at its berth

due to breakdown of port equipment or power failure or any other reasons attributable to the port.

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

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

(b). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire charges for a single day or 100 per cent of the berth hire charges calculated for the total period of actual stay at the Berth whichever is higher shall be levied. In addition, for providing "Ousting priority" to any vessel, the charges for 'shifting in' and 'shifting out' of the vessels shall be collected.

(c). The fee for according priority / ousting priority as indicated above shall be charged for all the vessels except the following categories:

(i). Vessels carrying cargo on account of Ministry of Defense.
(ii). Defense vessels coming on goodwill visits.
(iii). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
(iv). Any other vessel for which special exemption has been granted by the Ministry of Shipping.

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

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

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

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

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

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

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

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

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

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

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

10. The vessels allowed to be docked or berthed for a specific period and on specific request if not moved out after issuance of notice, shall be liable to pay the penalty charge @ 300% of normal berth hire charges from the date and time of issuance of notice.

2.18. Fees for License to carry out specialized jobs on board the vessels

(a). Fees for License to carry out specialized jobs on board the vessels in Trustee's Authority's Dock Berth No. 1 to 4, 9 to 24 of Indira Dock, BPS, BPX, Stream and Anchorages.

	Type of Fees	1 year fees	3 year fees	5 year fees
A	Annual License Fees	₹ 33166	₹ 99498	₹ 165830
B	Per on board activity Fees	₹ 3316	₹ 9949	₹ 16583

(b). Cost of Booklet i.e. of ₹1410/- + GST

Notes:

1. Above rates as applicable for Licenses issued for carrying out ship repair activities at locations in port premises other than areas handed over to Cochin Shipyard Limited.

2. The applicant applying for 3/5 years duration Permit along with the fees for the said duration submits an affidavit (format attached on a Rs.100.00 stamp paper i.e. Indemnity Bond indemnifying MbPA that while carrying out the repairing work of vessels in MbPA premises they will make good the damage to the assets of Mumbai Port Authority, caused by their employees / labour, Machinery/equipment. Further, they undertake to submit all the relevant supporting documents required for obtaining the permit.

2.19. <u>Charges against Government in respect of Vessels of War and Transport</u>

Charges against the Union Government in respect of vessels of War and vessels engaged solely for the transport of troops, their families, etc. berthed at the Ballard Pier or Indira Dock Harbour Wall or inside the Docks:

(a)	Vessels of War, that is to say all vessels plying the White Ensign of Republic of India but including in times of war mine sweepers and patrol vessels.	All Port and Dock charges whether for general facilities or for "Special Services" except (i) Port Dues (ii) Wharfage on stores and equipment required for the vessel's own consumption.	
(b)	Vessels employed solely in the transport of troops and their families, military animals, military equipment, ammunition of war and naval and military stores, including Indian Fleet, Auxiliaries which are on the list of Indian Navy and all Hospital ships and Ambulance Transport	(i) (ii)	All Port and Dock charges except – (a) Port Dues. (b) Wharfage charges on horses (other than remounts), Baggage, carriages and other effects forming part of the scheduled equipments of the troops. Compensation under Section 6 of the Indian Tolls (Army) Act, II of 1901 at the rate of 26.40 paise per tonne of Gross Registered Tonnage of the vessel for each day that Dock Dues are charged under Section III of the Docks Scale of Rates and the vessels are engaged in bonafide transport operations.

Note: Wharfage charges shall mean fees levied for the passing of goods or animals, etc. imported or exported by any vessel, boat or lighter over any wharf, jetty, pier or bunder within Port Authority areas, but shall not mean charges for services rendered by the Port Authority in landing and shipping, removing or storing such goods, animals, etc. such as the provision of cranes, cluster lights and for handling labour.

2.20. <u>Pier Dues at Jawahar Dweep and Pir Pau</u>

Sl. No.	Vessel Chargeable	Rate per GRT for per hour or part thereof	
		Foreign-going vessel (in US $)	**Coastal Vessel** (in ₹)
(i)	On every steam and other mechanically propelled and square rigged vessels berthed at or using the bulk oil piers at Jawahar Dweep and Pir Pau	US $ 0.0245 (Subject to minimum charge of US $ 24.50/ subject to minimum 1000 GRT)	₹ 0.6764 (Subject to minimum charge of ₹ 676.40 /subject to minimum 1000 GRT)
(ii)	On every boat, barge or country craft (not square rigged)	US $ 0.01639 (subject to minimum charge of US $16.39/ subject to minimum 1000 GRT)	₹ 0.2582 (Subject to minimum charge of Rs.258.20/ subject to minimum 1000 GRT)

Notes:

(1) The Pier Dues shall be levied from the time a vessel takes the Berth/Pier till the time it leaves the Berth/Pier.

(2) No Pier Dues shall be levied on vessels after expiry of 4 hours from the time of signaling its readiness to sail. Penal Pier Dues equal to one day's Pier Dues (i.e.24 hours) shall be levied for false signal. The Master/Agents of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather conditions. The time limit of 4 hours prescribed for cessation of Pier Dues shall exclude the ship's waiting period for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

(3) No Pier Dues shall be levied for the period when the vessels idle at its Berth/Pier due to breakdown of port equipment or power failure or any other reasons attributable to the port.

(4) Sundays and Customs notified holidays and port non-working days will be treated as normal working days for levy of the above charges and no separate charge will be levied.

2.21: Composite Vessel Related Charges for FLO-FLO operations:

	Location	Slab (GRT of the Mother Vessels)	Charges (US$)
A.	Port Lighterage Anchorage Area	Upto 25000	46155
		25001 and above	57694
B.	Inner Anchorage	Upto 25000	57694
		25001 and above	69233

Notes:

(i). The above charges are levied in lieu of Port Dues, Composite towage and pilotage charges, anchorage charges, tug and mooring launch charges and are applicable for a period upto 36 hours. Any stay beyond 36 hours will be on Pro-Rata basis.

(ii). Since there will be no lighterage of cargo in barges as such, wharfage in lieu of lighterage will be levied treating this as satellite berth operations as
per schedule of docks wharfage on goods 3.1 (A) Rate No. 18 based on CIF value declared for both inner anchorage and PLA operations separately in addition to above composite charges.

(iii). As soon as cargo on board (vessels/ crafts) is offloaded at anchorages, offloaded vessel / craft will be a separate vessel and all applicable port charges will be recovered.

CHAPTER – III

CARGO RELATED CHARGES

The charges as herein after prescribed will be leviable on all traffic dealt within the Docks and Custom notified areas outside the Docks.

3.1. (A) Schedule of docks wharfage on goods

Rate No.	Description of Goods.	Basis of Charge	Foreign (₹)	Coastal (₹)
1. (i)	Animals, Birds, reptiles, *etc.*	Each	71	43
(ii)	Animal products - Bone, Bonemeal, Hides & Skins	Tonne	52	31
2	Arms, Ammunitions, Explosives and Defence Stores and defence equipment /machinery	Tonne	331	198
3. (i)	Asbestos	Tonne	85	51
(ii)	Construction Materials, Sand.	Tonne	88	53
(iii)	Fruits, nuts including Raw Cashew, Tapioca, Coconut, Copra, Tamarind Seeds.	Tonne	85	51
(iv)	Molasses	Tonne	85	51
(v)	Waste Paper, Newsprint	Tonne	85	51
(vi)	Wood, Timber, Bamboo	Tonne	85	51
4 (i)	Cement, Clinker	Tonne	88	53
(ii)	Coal and Fire Wood	Tonne	123	123
(iii)	Sulphur, Fertilisers and Fertiliser raw materials	Tonne	110	66
(iv)	Foodgrains, Oilseeds, Cereals and Pulses.	Tonne	88	53
(v)	Oil-Cakes and Fodder	Tonne	41	25
(vi)	Sugar	Tonne	41	25
5. (i)	Cotton including cotton waste (also includes cotton twist and yarn)	Tonne	85	51
(ii)	Jute and jute products, Coir and coir products.	Tonne	50	30
6. (i)	Granites and Marbles	Tonne	85	51
(ii)	Ores, Ore Pellets and Minerals (other than iron ore and iron ore pellets)	Tonne	88	53
(iii)	Iron ore and Iron ore pellets	Tonne	88	88

7	Metals (Ferrous, Non-ferrous) in the form of ingots billets and un-manufactured and metal scrap.	Tonne	88	53
8	Other Liquid bulk including acids and fatty acids	Tonne	85	51
9	POL and POL Products :			
(i)	Crude Oil	Tonne	99	99
(ii)	Kerosene and Light Diesel Oil.	Tonne	65	65
(iii)	All other POL Products	Tonne	114	114
10	Salt	Tonne	11	7
11	Synthetic Resin (including Moulding Powder) and Wood Pulp	Tonne	199	119
12	Wines, Spirits (Potable) and Alcoholic beverages	Five Litres	50	30
13	Iron and Steel Materials (excluding scrap, dross and ores)			
	At MbPA berths			
	Import	Tonne	297	178
	Export	Tonne	198	119
	At OCT Berths			
	Import	Tonne	386	231
	Export	Tonne	257	155
14	Rail Car	Per wagon	246318	147792
15	Motor vehicles and Cars including bull dozers, forlifts, tractors, cranes and Military Tanks			
	Import	Ad-valorem	0.65%	0.39%
	Export		0.65%	0.39%
16	All items other than those specified above.	Ad-valorem	0.63%	0.39%
17	Sweepings collected on shore, Ballast of the vessel, engineering materials, stores and gears for repairs to ships in docks, *Seamen's baggage consisting of their personal effects, mails, post parcels and diplomatic bags irrespective of the weight per parcel, bag etc.	FREE		
18	Vessels and Crafts #	Ad-valorem	1.21%	0.73%

* Although Seamen's baggage consisting of their personal effects will not attract wharfage, articles not regarded as bonafide baggage such as arms, ammunition, pearls, precious stones, pianos, pianolas, carriage, motor cars, motor cycles, etc., will be subject to the levy of wharfage.

Note: i) 50% of the normal wharfage will be applicable for Bunkers.
ii) 50% of the normal wharfage will be applicable on the cargo handled overside.
iii) # The wharfage rate prescribed at Sr. No. 18 is in lieu of lighterage of cargo handled at anchorage / PLA. (Refer Section 2.21)

GENERAL NOTES TO SECTION 3.1 (A):

1. Wharfage leviable on ad-valorem basis in the foregoing schedule will be levied on the CIF value of goods in the case of imports and FOB value of goods in the case of exports and on value specified in the bill of coastal goods in the case of coastal cargo. Wharfage leviable on weight basis in the foregoing schedule will be assessed on gross weight of the goods as shown in the Bill of Lading, Manifest or Invoices.

2. For the assessment of wharfage on import or export goods, the importer or the exporter or their clearing agent, as the case may be, shall produce copy/copies of the invoices/specification attested by Customs together with the Customs documents such as Bill of entry/Shipping Bill/ Transhipment Permit as required shall be produced for the purpose of assessment and verification of charges. For any misdeclaration of weight, quantity, value or description of goods, the importer/exporter or his clearing agent, as the case may be, will be liable for action under Clause No. (xxi) at 1.2 of Terms & Conditions of Chapter – I of SOR.

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

4. Transhipment cargo if discharged and reloaded on the same vessel for trimming or re-arranging the vessel's cargo either by lighters from overside or over the Docks wharves or other vessel, single wharfage charges shall be leviable for both the movement. If discharged and remained on wharf/yard, demurrage on expiration of period of free days shall be recoverable as per the rates prescribed.

5. Dangerous / explosives and inflammatory goods landed at Docks (only if permitted by the Deputy Conservator), the consignee / CHB shall effect the delivery of cargo immediately in same shift on completion of MbPA /Customs formalities. Removal on board vessel or out of Port shall be the responsibility of cargo owner / Agent of Vessel / carrier of cargo.

6. Cargo where advalorem rates are specified and not destined for MbPA, wharfage @ ₹ 321/ - per tonne in case of transshipment by sea and ₹138/- per tonne in case of transshipment by road and demurrage on expiration of the free period of three days as admissible to import cargo as per the demurrage schedule prescribed at sub-section 3.1. (B) below shall be levied.

7. Damaged Goods:
   Cargo landed from vessels loading in Docks owing to fire or other accidental cause and re-shipped or from vessels returned to Port by reason of the same cause or stress of weather will be charged one wharfage prescribed in the above Schedule.

8. Shifting of cargo from wharf (work point) to storage point & vice versa will not be undertaken by MbPA..

9. The Port shall provide the following minimum additional facilities to the export of motor vehicles on common user basis:

   (i). Use of MbPA private road without payment of permit charges
   (ii). Unloading ramp for motor vehicles received by rail for export free of cost.
   (iii). Pre-shipment storage facilities inside the docks free of demurrage for 30 days.
   (iv). Arrangement for supply of water for vehicles for cleaning purposes including permission of recycling plants inside docks.

10. Shippers' own container: For recovery of wharfage on empty SOC unit, tare weight of 20' container will be considered as 2.3 MT; 40' container as 4.0 MT and 45' container as 4.5 MT. Demurrage as applicable will be recovered under Sub Section 3.1 (B) below.

11. Before classifying any cargo under unspecified category in the wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the wharfage schedule. However, in respect of Defence Stores and Defence equipment/machinery, which can be classified under Rate No.2 of Section 3.1(A), such reference to Customs classification will not be applicable.

12. Re-export cargo: For the re-export cargo, import wharfage will be recovered and demurrage shall be recovered till the date of shipment/stuffing and thereafter export wharfage will be recovered.

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

14. 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.

15. (a) The Port shall not assume custody of any export cargo.

(b) Import cargo covered by Overside Delivery Order (ODO) and for all bulk cargoes/liquid cargo (import) MbPA doen't assume the Custody.

16. **Volume-Based Discount Scheme (VDS)**

Volume-Based Discount Scheme (VDS) on wharfage charges for Dry & Break Bulk Cargoes handled at MbPA Docks and Facilities at Outlying Operation Area.

Refer Traffic Department's Circular No.TM/M-13/VDS/13 of 2025-26 dated 18.06.2025 which is available in the MbPA website. The said circular now shall be co-terminus with the SOR.

3.1. (B) Demurrage:

On expiration of free days, save as hereinafter provided, demurrage will be charged for the period of storage on all goods (except mails, post parcels, diplomatic postal bags and personal baggage irrespective of weight per parcel, bag etc.) remaining uncleared, at the following rates:

Class of goods	How charged	RATE (in ₹)	
		For first to 20th Day	For 21st Day onward
(1)	(2)	(3)	(4)
(a) In respect of all goods classified in the wharfage schedule in Section-3.1(A) above (other than goods specified in (b) below) & including two wheeler.	Per tonne per day or part thereof	96	168
(b) Motor Vehicles Including bull dozers, forklifts, tractors, cranes and Military Tanks (IMPORT)	Per vehicle Per day	989	3709
(c) Animals, Birds, reptiles, etc.	Each per day	93	162

Note: The personal baggage will be charged at the rate of ₹.37/- per tonne per day or part thereof.

GENERAL NOTES TO SECTION 3.1 (B):

1 (a) Free Days for Cargo: Import Cargoes – Break Bulk and Containerised.

Sr. No.	Cargo	Free days
1	Containerised cargo	5 calendar free days, following the date of vessel completing discharging operations.
2	Other import cargo	6 calendar free days, following the date of vessel completing discharging operations.
3	Non containerised transhipment cargo	3 calendar free days, following the date of vessel completing discharging operations.

Whenever discharge of Import cargo is suspended or stopped for more than 48 hours for any reason not attributable to Port and / or removal of vessel from the berth before complete discharge of the manifested quantity, free days shall be declared for the cargo already discharged from the date of suspension / stoppage of such discharge. Free days for the balance cargo on board shall be declared after discharge.

(b) All export goods will be allowed storage in the docks free of demurrage for seven days commencing from the date of admission of cargo into the port

In case of vessel berthing for receiving export cargo, in such case exempt demurrage charges during the period from the date of commencement export cargo loading till the date of completion of loading of export cargo.

(c) Grant of Concessional free days for Import of Iron & Steel as under-

(i) 07 calendar free days, following the date of vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel brought by the same vessel by a consignee is between 10,000 tonnes & 20,000 tonnes.

(ii) 10 calendar free days, following the date of vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel brought by the same vessel by a consignee is above 20,000 tonnes and upto 30,000 tonnes;

(iii) 14 calendar free days, following the date of vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel brought by the same vessel by a consignee exceeds 30,000 tonnes.

(d) Coastal Iron and Steel cargo handling at MbPA, the free days Shall be as follows:

(i) 08 calendar free days to all the consignees of Coastal cargo, following the date of coastal vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel, brought by the same coastal vessel ranging between 10,000 tonnes and 20,000 tonnes;

(ii) 10 calendar free days to all the consignees of Coastal cargo, following the date of coastal vessel completing discharge, in case the aggregate quantity of consignments of Iron & Steel, brought by the same coastal vessel exceeds 20,000 tonnes.

2 In case of containers handled by ICTPL at its Terminal and subsequently moved to MbPA CFS for delivery either as loaded container or for destuffing of the container and delivery of the cargo, as the case may be, the free period will be counted from the date of entry of containers at the MbPA CFS for the purpose of levy of demurrage charges on the cargo inside the containers.

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

4. Free period of 10 days will be allowed for salvaged goods and the free period will be counted from the date on which goods are actually salvaged.

5. In order to promote export aggregation certain specified area will be identified from time to time for specified cargo. A maximum of 30 free days will be allowed in such cases.

6. Demurrage charge on both cargo and container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.

7. <u>DEMURRAGE ON IMPORT/EXPORT/COASTAL/TRNASHIPMENT/OFFSHORE GOODS DETAINED BY THE CUSTOMS</u>

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

(b) When 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 (a) and (b), the demurrage charges shall be recovered as under:

i) 0-30 Days : Free demurrage
ii) 31-60 Days : 50% of the applicable rate
iii) Beyond 60 Days : Full demurrage

8. Demurrage charges will be assessed on the gross weight of the goods. Gross weight if not in exact multiples of 100 kgs will be rounded off to the next higher multiple of 100 kgs. for levy of charges.

9. No wharfage will be charged on shut out cargo. Demurrage as per Section 3.1(B) shall be levied on Shut out cargo from the date of admission of cargo into docks till and including the date of removal. Shut out cargo must be removed by shippers on receipt of three days' notice from the MbPA or its authorised person. In case of non- compliance, the MbPA or its authorised person may remove such goods to a place at the expenses of shippers.

Any export cargo meant for shipment through Mumbai Port Authority but moved out of Mumbai Port Authority area either in break bulk form or after stuffing, with Customs permission for any purpose shall be treated as “Back to Town cargo” only and shall attract demurrage as per Section 3.1(B) of the SOR.

3.1. (C) <u>Uncleared goods</u>

Uncleared goods when sold by the MbPA under Section 30 of the Major Port Authority Act, 2021, a free period of 15 working days will be allowed following the date of Delivery Order. On the expiry of ‘Free Days’ demurrage will be charged @ ₹ 310/- per tonne per day on goods remaining uncleared until delivery is effected.

If, however, the goods or a portion thereof remain uncleared on the premises of the Board beyond 20 days following the last free date mentioned in the Delivery Order, the sale proceeds of the goods, or if only a portion of the goods remain to be taken delivery of by the purchaser, the proportionate sale proceeds, shall be forfeited and the goods or a portion thereof, as the case may be, resold by the Port Authority. The aforesaid period of 20 days may be extended, at the discretion of the MbPA or its authorised person, in suitable cases, for reasons to be recorded in writing, having due regard to the circumstances of the case or to the quantity and bulk of the goods to be removed by the purchaser.

3.1 (D) Charges for providing On Board Stevedoring Services payable by the Indenters / Vessel Agents/Vessel Owners/Container Operators

Sr. No.	Commodity/Activity	Basis of Charges	Stevedoring rate (without gear) (in ₹)		Ceiling Rate for supply of gear by the port (in ₹)
(1)	(2)	(3)	(4)		(5)
			Foreign	**Coastal**	
1.	Steel Coil, Steel Plates (including hot rolled ship building plates, ship building / boiler quality steel plates, steel bulb flat bars/steel flat bars / steel shoe sections prime flat rolled ship builder plates), Pipes (including seamless tubulars, DIL well drilling equipment pipes, steel welded tubulars) and Angles & other steel products, Billets	Per tonne	166	99	32
2.	Bagged Cargo	Per tonne	273	164	32
3.	Wooden Logs	Per tonne	315	189	32
4.	General Cargo	Per tonne	347	208	32
5.	Oil Cake in Bulk,Dry Bulk & others	Per tonne	289	173	55
6.	Machinery/Project Cargo	Per tonne	428	257	32
7.	Vehicle				
	(a). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks less than 10 tonnes by RORO operation.	Per vehicle per operation	114	68	--
	(b). Vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks more than 10 tonnes by RORO operation.	-- do --	811	487	--
	(c). All other vehicles including bull dozers, forklifts, tractors, cranes and Military Tanks by LOLO operation.	-- do --	811	487	--
8.	Wood Pulp	Per tonne	234	140	--
9.	Metal scrap				
	Manual Handling – without gear	Per tonne	622	373	26
	Mechanical Handling	Per tonne	368	221	91
10.	CONTAINER				
a).	Stuffing	Per TEU	8415	5049	38 per box
b).	De-stuffing	Per TEU	5180	3108	38 per box
11.	On-board stevedoring using Ship's crane	Per Box	1810	1086	136

12.	On-board stevedoring using Port Gantry crane	Per Box	1094	656	---
13.	Containers brought by barges	Per Box	811	487	136
14.	Cargo handled by coastal barges.	Per tonne	-	49	30
15.	Zinc ingots	Per tonne	250	150	32

Notes:

(i) A vessel agent may bring his own gear for loading/unloading, stuffing and destuffing operations. In case the port supplies gear for loading/unloading, stuffing and destuffing operations, then the rate as prescribed in column number (5) above shall be leviable as a ceiling rate.

(ii) Lashing and unlashing containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashing service is provided by the port ₹ 72/-, ₹ 112/- and ₹149/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.

(iii) Lashing and unlashing of steel cargo is the responsibility of the shipping agents. The rates do not include lashing and unlashing charges and no rebate is, therefore, allowed for lashing and unlashing of steel cargo.

(iv) The term “Vessel” will include boats, barges and craft of GRT 1000 and above.

(v) The rate at Sr. No. 14 of Section 3.1(D) of SOR, i.e. Cargo handled by coastal barges applicable for cargo brought and loaded by barges (having GRT less than 1000) plying between MbPA and other nearby Indian Ports.

(vi) For cargo brought and loaded by barges (having GRT more than 1000) plying between MbPA and other nearby Indian Ports, the barge is treated as coastal vessel and the rates provided in Column “coastal” as per type of cargo / commodity under Sr.No.1 to 9 and 15 of Section 3.1(D) of SOR are applicable.

(vii) In cases of cargo unloaded from foreign vessel and brought by coastal barges and cargo loaded in coastal barges for subsequent loading on to foreign vessels, Stevedoring charges are recovered treating the vessels as “foreign” vessel and the rates provided in column “foreign” as per type of cargo/commodity under Sr.No.1 to 9 and 15 of Section 3.1(D) of SOR are applicable.

(viii) In cases of cargo unloaded from coastal vessels and brought by coastal barges to the port and cargo loaded in coastal barges for subsequent loading on to coastal vessels, Stevedoring charges are recovered treating the vessels as “coastal vessels” and the rates provided in column “coastal” as per type of cargo/commodity under Sr.No.1 to 9 and 15 of Section 3.1(D) of SOR are applicable.

3.1 (E) Royalty Charges for stevedoring activity in lighterage operations.

(a) Royalty @ ₹ 4.00 per tonne on cargo unloaded / loaded on ships undertaking lighterage operations at PLA and ₹ 5.00 per tonne at inner anchorage (stream) shall be levied in respect of barges handled at MbPA Berths / Bunders.

(b) In respect of those barges where origin / discharge is other than MbPA Berths / Bunders, the Royalty on cargo unloaded / loaded on ships undertaking lighterage operations at PLA and stream shall be ₹15.00 per tonne and ₹ 20.00 per tonne, respectively.

3.2 Wharfage charges leviable at Jawahar Dweep and Pir Pau

Sr. No.	Description of Goods	Foreign Going Vessel (₹ per tonne)	Coastal Vessel (₹ per tonne)
1.	POL and POL Products (i) Crude Oil (ii) Kerosene and Light Diesel Oil *(ii)* All other POL products viz., Naphtha and Solvent, Fluxing and Lubricating, Turpentine and Vapourising Grease, Bitumen, Petroleum Jelly, Motor Gasoline, Motor Spirit, Liquified petroleum Gas *etc.* (a) Handled at the Jawahar Dweep (b) Handled at the Pir Pau	 108.09 71.07 125.11 91.30	 108.09 71.07 125.11 91.30
2.	Chemicals viz. Ammonia, EDC, Ethyle, Benzine, Paraxylene, M.E.G., N. Paraffin, Orthoxylene and other liquids in bulk	182.58	109.55
3.	Edible oil handled at Pir Pau	49.79	29.86

3.3 STORAGE FEES AND WAREHOUSING CHARGES

(A) (I) Fees for storage / cargo operation with or without installation of facilities, cargo handling equipment by the users for offshore activities

Period	Rates Applicable
From the date of permission till expiry for	Per sq. mtr. of part thereof per month or part thereof @
a. Open area	₹ 121/-
b. Covered area	₹ 147/-

Note : Installation of facilities/ cargo handling equipment shall be subject to the clearance by MbPA and shall be dismantled and removed within 15 days from the date of issue of notice.

Above Charges are applicable only for storage of offshore material / cargo and shall be valid for 11 months only for a specified place.

(II). Storage Fees on the goods stored in the areas specified by the MbPA for storage of cargo upto a maximum of 60 days

	Period of Storage	Rate per sq. mtr. or part thereof per month or part thereof. (in ₹)
In sheds	i) First 30 days or part thereof	95
	ii) 31st day to 60th day	192
Open Yards	i) First 30 days or part thereof	72
	ii) 31st day to 60th day	147

Note:

i) The cargoes lying uncleared beyond 60 days shall be subjected to demurrage from the 61st day onwards under Section 3.1 (B) of Chapter-III of the Scale of Rates. For the purpose of levy of demurrage, the 61st day

of storage of cargo will be treated as day number one.

ii) In respect of MOP and other such bulk cargoes the period of storage shall be for a maximum of 180 days and for Gypsum 240 days and the rates prescribed at Sr. No. (ii) of 3.3 (A) (II) for sheds and open areas shall be applicable from 31st day to 180th day and 31st day to 240th day respectively.

For the purpose of levy of demurrage, the 181st and 241st day of storage of cargo will be treated as day number one respectively.

iii) In respect of Agri Products the period of storage shall be for a maximum of 120 days. The concession of 25 % will be extended on the rates prescribed at Sr. No. (i) and (ii) of 3.3 (A) (II) for sheds and open areas shall be applicable.

For the purpose of levy of demurrage the 121st day of storage of cargo will be treated as day number one.

(III). Fee for management of cargo operation (for occupation other than for cargo storage), which includes PDI facilities, Temporary weighbridges, etc.:

	Description	Rate
(i)	Fee for space allotted to Vessel Agents/Stevedores/CHBs/Transporters/ Port Users including Govt. agencies in the Port Authority building / sheds / warehouses.	₹ 479.81 per sq. mtr. or part thereof per month or part thereof.
(ii)	Fee for open areas permitted to be used for carrying out cargo activities by placing chowkey / porta cabin etc.	₹ 261.73 per sq. mtr. or part thereof per month or part thereof.

Notes to tables II & III:

(i) The MbPA can reject the request or withdraw the permission granted in such cases, the reasons therefore will be communicated to the allottee.

(ii) If the area allotted is found to be utilised for any unauthorised purpose then, the MbPA will withdraw the permission granted.

(iii) For Fresh Storage Permissions – Fresh storage permission will be granted on advance payment / deposit of storage charges. Storage will be considered from the date of permission. Storage bills shall be processed for actual area permitted and not for the actual area occupied.

(iv) For Extension permissions – In case of failure to make advance payment / deposit of storage charges, interest as per SOR shall be levied from the date of extension of storage period and extension application should be submitted before expiry of previous permission.

(v) Unauthorised storage – In case of unauthorized / excess occupation of areas for storage, penal charges @ 2x storage fees will be recovered from the date of occupation of unauthorized / excess occupation for a period of 01 month. The 2x license will become 3x for the subsequent month (second month) and will continue to increase by 1x for every additional month of unauthorized usage till vacation of such area or till regularizing of the unauthorised / excess storage. Also, as storage fees is recovered for per month or part thereof, such enhanced storage fees for unauthorised / excess occupation will be applicable for whole month even if unauthorised / excess occupation is for a period of less than 30 days.

(vi) The allotment of space for temporary weighbridge shall be co-terminus with the cargo storage permission for a particular customer (Exporter/Importer) and shall be removed immediately after issuance of notice to the customer. The permission for temporary weighbridge shall be considered only in areas outside MbPA docks.

(IV). Fee for commercial establishments like shop, duty free shop, curio shop, cyber café, communication center, forex center, etc.

Description	Rate
Fee for space allotted in the Mumbai Port Authority buildings	₹ 837.24/- per sq. mtr. or part thereof per month or part thereof

Notes:-

a. Period of allotment is for 11 months.

b. Whenever MbPA requires this area, the operator will have to vacate the same at one month's notice and relocate to other area for the remaining licence period.

c. All relevant permissions shall be obtained by the operator.

d. All allotments shall be on tender basis, with premium over the above mentioned rate being the selection criteria.

3.3 (B) <u>Rates for activities in non-Custom notified Bunder / Outlying / Railway Areas</u>.

(i) Fees for occupation of storage of *Port cargoes in non-Custom notified outlying / Bunder areas.

	Period of Storage	Rates <u>per sq.mtr. or part thereof</u> per month or part thereof (in ₹)
In sheds	i) First 30 days or part thereof	95
	ii) 31st day to 60th day	192
Open Yards In sheds	i) First 30 days or part thereof	72
	i) First 30 days or part thereof	147

Note :

i)) The cargoes lying uncleared beyond 60 days shall be subjected to Demurrage from the 61st day onwards under Section 3.1 (B) of Chapter III of the scale of Rates. For the purpose of levy of demurrage, the 61st day of storage of cargo will be treated as day number one.

ii) In respect of MOP and other such bulk cargoes the period of storage shall be for a maximum of 180 days and for Gypsum 240 days and the rates prescribed at Sr. No. (ii) of 3.3 (B) (i) for sheds and open areas shall be applicable from 31st day to 180th day and 31st day to 240th day respectively.

For the purpose of levy of demurrage, the 181st and 241st day of storage of cargo will be treated as day number one respectively.

iii) In respect of Agri Products the period of storage shall be for a maximum of

120 days. The concession of 25 % will be extended on the rates prescribed at Sr. No. (i) and (ii) of 3.3 (B) (i) for sheds and open areas shall be applicable.

For the purpose of levy of demurrage the 121st day of storage of cargo will be treated as day number one.

(ii) Fees for management of cargo operation (for occupation other than for cargo storage) in non-Custom notified outlying areas, in respect of *Port cargoes- which includes PDI facilities, Temporary Weighbridges, etc.

	Description	Rate (₹)
1.	Fees for space allotted to Vessel Agents / Stevedores / CHBs / Transporters / Port users including Government Agencies in the Port Authority building / sheds / warehouses	₹ 479.81 per sq. mtr. or part thereof per month or part thereof.
2.	Fees for Open Area permitted to be used for carrying out cargo activities by placing chowkey / porta cabin, etc.	₹ 261.73 per sq.mtr. or part thereof per month or part thereof.

Notes to tables I & II:

(i) The MbPA can reject the request or withdraw the permission granted in such cases, the reasons therefor will be communicated to the allottee.

(ii) If the area allotted is found to be utilised for any unauthorised purpose then, the MbPA will withdraw the permission granted.

(iii) For Fresh Storage Permissions – Fresh storage permission will be granted on advance payment / deposit of storage charges. Storage will be considered from the date of permission. Storage bills shall be processed for actual area permitted and not for the actual area occupied.

(iv) For Extension permissions – In case of failure to make advance payment / deposit of storage charges, interest as per SOR shall be levied from the date of extension of storage period and extension application should be submitted before expiry of previous permission.

(v) Unauthorised storage – In case of unauthorized / excess occupation of areas for storage, penal charges @ 2x storage fees will be recovered from the date of occupation of unauthorized / excess occupation for a period of 01 month. The 2x license will become 3x for the subsequent month (second month) and will continue to increase by 1x for every additional month of unauthorized usage till vacation of such area or till regularizing of the unauthorised / excess storage. Also, as storage fees is recovered for per month or part thereof, such enhanced storage fees for unauthorised / excess occupation will be applicable for whole month even if unauthorised / excess occupation is for a period of less than 30 days."

(vi) *Port Cargo –
Port cargo includes cargoes handled in Docks /Outlying /Bunder areas through vessels / barges /crafts.

(vii) The allotment of space for temporary weighbridge shall be co-terminus with the cargo storage permission for a particular customer (Exporter/Importer) and shall be removed immediately after issuance of notice to the customer. The permission for temporary weighbridge shall be considered only in areas outside MbPA docks.

(iii) Storage fees for +Non Port cargo brought by Railways.

Sr. No.	Type of Storage	Charges per sq.mtr. per day for storage with prior permission (in ₹)		Charges per sq.mtr. per day for storage without prior permission
		Upto 15 days	Beyond 15 days	
1.	Open Area	11.30	14.12	42.37
2.	Covered Area	22.60	28.25	84.76

Note : +Non Port Cargo –

Non Port Cargo includes cargoes handled through Railway/ Road in Railway / Outlying / Bunder areas and not handled through vessel / barges / crafts.

(iv) Fees for following +Non Port cargo storage activities being carried out at Bunder areas

(a) Storage of material at Ship Breaking plots in Bunder areas.
(b) Storage of sand & construction material brought by road at Lakri Bunder (N), Brick Bunder, Haji Fish wharf.
(c) Storage of Bamboo at Lakri Bunder (N), etc., and
(d) Similar such uses in non-Custom notified Bunder areas.

Sr. No.	Type of Storage	Charges per sq.mtr. per day for storage with prior permission (in ₹)	Charges per sq.mtr. per day for storage without prior permission (in ₹)
1.	Open Area	43.73	131.18
2.	Covered Area	49.48	148.42

(v) Fees for use of railway areas as office space and also for ancillary activities by installation of special equipments for cargo handling, gear storage, etc.

Sr. No.	Type of Area	Rates per sq.mtr. or part thereof per month or part thereof (in ₹)
1.	Covered area	1484.17
2.	Open area	1311.70

Note : The above rates will also be made applicable for use of space for office purpose in non-Custom notified Bunder / Outlying areas for +Non Port cargo related activities.

3.4 WHARFAGE COMPENSATION PAYABLE BY ONGC IN TERMS OF AGREEMENT dated 28.01.2005 SIGNED BETWEEN MBPA AND ONGC:

ONGC shall pay to the Mumbai Port Authority a compensation at one half (1/2) of wharfage rate as applicable on the per tonne of crude oil which will be imported into the Port of Mumbai through all or any of these ONGC pipelines and which will not be exported through the MbPA Marine Oil Terminal, Jawahar Dweep through any other existing and future Oil, Gas or Chemical Terminals of the MbPA.

3.5 (a) The Port shall not be responsible to any user or any person for any loss or damage or injury to life arising directly or indirectly from the operations

carried inside the Port. The user shall indemnify the Port against all loss or damage to any property belonging to the Port or any other person/company including the equipment and / or injury to the life of any person, arising directly or indirectly from the operations inside the Port. The liability of user shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The user shall also indemnify the port for all liabilities under the Workmen's Compensation Act.

(b) In case of damage to Port assets or properties partly or wholly, the user shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of demand, pending determination of the final claim by the Port. In case of total loss, the user shall deposit the book value or market value of the Port assets or properties, whichever is higher. If the damage cost is not paid within the stipulated of three days, the same will be adjusted from any dues payable to the user.

3.6 Period of responsibility and the Notice period

(a) No responsibility shall attach to the Board after a period of seven clear working days from the date of taking charge of the goods by the Board, in respect of such goods.

(b) The notice of loss of, or damage to, the goods of which the Board has taken charge shall be given within a period of seven clear working days from the date of taking charge of such goods by port.

Explanation;
In computing the period of seven clear working days referred in (a) and (b) above, account shall not be taken of the day of taking charge of the goods.

3.7 The term MbPA under this chapter shall mean the Traffic Manager. In terms of provision under clause 10.1 and 11.1 of the Policy Guidelines for Land Management 2014, all allotment of land inside the Customs Bonded area, for a period not exceeding 11 months, for the storage of cargo or any other activity related to the cargo handling, shall be allotted by the Traffic Manager at the rates as specified in the SOR and shall be subsequently placed before the Board during its next meeting for ratification

CHAPTER – IV

CONTAINER RELATED CHARGES

4. (A) Composite charges on Cargo Containers Handled with cranes other than Quayside Gantry Cranes.

Description	Containers upto 20'				Containers Above 20' but upto 40'				Containers length above 40'			
	Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)		Rates for Foreign Containers (in ₹)		Rates for Coastal Containers (in ₹)	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
General Containers	**4624**	**4130**	**2776**	**2476**	**6937**	**6196**	**4161**	**3718**	**9248**	**8256**	**5547**	**4954**
ICD Containers	**7838**	**7344**	**4703**	**4406**	**11759**	**11015**	**7057**	**6610**	**15678**	**14686**	**9405**	**8813**
Transhipment Containers and Same Bottom Containers	**6898**	**6158**	**4141**	**3696**	**10347**	**9237**	**6209**	**5543**	**13796**	**12314**	**8277**	**7388**
Export containers brought by Barges under Shipping Bills from other ports for shipment	**6972**	**6230**	**4185**	**3738**	**10458**	**9346**	**6276**	**5608**	**13946**	**12461**	**8366**	**7477**
Containers moved by barges between MbPA & other ports	**5937**	**5441**	**3560**	**3266**	**8898**	**8161**	**5340**	**4898**	**11868**	**10880**	**7122**	**6529**

Notes: Sections 4 (A)

(i). The above composite rates include the following charges towards onboard stevedoring and inclusion of this element in THC levied by the Shipping Lines/ Agents shall be regulated in accordance with the Order of TAMP passed in case no: TAMP/47/2000-MBPT, dated 12 June 2001:

Non-Quayside Gantry Cranes:

(a) All general Containers and all ICD Containers ₹ 1432.97
(b) All Transhipment containers and all same bottom Containers. ₹ 2865.91
(c) All containers handled by barges to and fro JNPT ₹ 649.06
(d) All export containers brought by barges under shipping bills from JNPT for shipment to MbPA ₹2082.02

(ii). Cargo container means specifically designed container of uniform size for consolidating goods within compact unit.

(iii). The above charges include on board stevedoring charges, handling at shipside, lift on of export / lift off import containers at the pre-stack area, removal of container between shipside and pre-stack / RCD yard in docks, loading / off-loading of ICD containers on Railway wagons within the Docks.

(iv) Additional services of loading/unloading of containers on to the wagons/Agents' trailors and hauling to and fro shunting yard at wadala will be provided to the ICD containers.

(v) Lashing and unlashing containers on board the vessel shall be the responsibility of the vessel agents. If lashing and unlashing service is provided by the port ₹73/-,₹112/- and ₹150/- extra per 20' unit, 40' unit and above 40' unit respectively shall be leviable.

(vi) When a transshipment container is unloaded by gantry crane and loaded by Non Gantry crane or vice versa, 50% of the Box rate for Transhipment containers prescribed at Section-4(A) respectively will be applicable.

(vii) (a). Container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will be levied the concessional charges relevant for its coastal voyage. In other words, containers from/to Indian ports carried by vessels permitted to undertake coastal voyage will qualify for concession.

(b). A container from foreign port landing at MbPA for subsequent transhipment to an Indian Port on a coastal voyage or vice versa would be charged at 50% of the transhipment charge prescribed for foreign-going vessel and 50% of that prescribed for the coastal category.

(viii) Empty containers received from/removed to ICD by road shall be treated on par with local empty containers for levy of charges.

(ix) Charges for containers handled by Toplift Trucks or Transtainer or Reach Stacker shall be levied separately.

(x) Import loaded container manifested as local if subsequently transhipped to ICD shall be treated as local container till the date on which the container has been allowed by the Customs to be transhipped to ICD. Similarly, ICD import containers destuffed and cleared from the port shall be treated as FCL for levy of Port Charges.

(xi). A premium of 25% will be charged for Hazardous containers and will be applicable in respect of permissible 'A' category containers as also 'B' & 'C' category containers.

4 (B) With the prior permission of the MbPA authorities, rebates shall be applicable to the port users for carrying out various container operations with their own arrangements. The rebates applicable along with the conditions are as follows:

(i). Stevedoring Charges:- When crane other than Gantry crane is used

Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	General and ICD Containers						
	Loaded	1432.97	1432.97	1432.97	859.77	859.77	859.77
	Empty	1432.97	1432.97	1432.97	859.77	859.77	859.77
Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	40'	Over 40'	20'	40'	Over 40'
2.	Transshipment and same bottom containers						
	Loaded	2865.91	2865.91	2865.91	1719.56	1719.56	1719.56
	Empty	2865.91	2865.91	2865.91	1719.56	1719.56	1719.56

3.	Containers handled by barges to and fro other ports						
	Loaded	649.06	649.06	649.06	389.44	389.44	389.44
	Empty	649.06	649.06	649.06	389.44	389.44	389.44
4.	Export Containers brought by barges under shipping bills from other ports for shipment						
	Loaded	2082.02	2082.02	2082.02	1249.22	1249.22	1249.22
	Empty	2082.02	2082.02	2082.02	1249.22	1249.22	1249.22

(ii). Transportation Charges

Sr. No.	Particulars	Foreign-Going (in ₹)			Coastal (in ₹)		
		20'	40'	Over 40'	20'	40'	Over 40'
1.	General, ICD and containers handled by barges to and fro other ports						
	Loaded	1397.01	2095.52	2794.01	838.22	1257.30	1676.42
	Empty	1137.39	1706.07	2274.79	682.42	1023.66	1364.87
2.	Transshipment, Same bottom Containers and Export Containers brought by barges under shipping bills from other ports for shipment through MbPA.						
	Loaded	2794.01	4191.04	5588.06	1676.42	2514.63	3352.83
	Empty	2274.79	3412.18	4549.55	1364.87	2047.31	2729.76

4. (C) Charges on container handling equipment

(1) Charges will be leviable on container handling equipment per move as follows:

	Containers upto 20'		Containers Above 20' but upto 40'		Containers length above 40'	
	Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
	US $	₹	US $	₹	US $	₹
Trailer	35.86	935.77	53.74	1403.68	71.70	1871.56

(2) Composite box rate for on board shifting operations of containers.

Description	Foreign (in ₹)						Coastal (in ₹)					
	20'		40'		Above 40'		20'		40'		Above 40'	
	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty
Ship Crane	1434	1434	1434	1434	1434	1434	862	862	862	862	862	862

4. (D) S<u>torage fees on containers</u>:

Sr No	Place of Storage	Rate per day or Part thereof		
		Container having length upto 20'	**Container having length over 20' but upto 40'**	**Container having length above 40'**
(1).	Loaded/Empty container landed and stored or brought for export and stored anywhere in the declared Customs areas of the port.	US $ 7.55	US $ 15.13	US $ 22.69

(2).	Empty Container stored in the areas other than the declared Customs areas of the Port.	US $ 1.52	US $ 3.02	US $ 4.54
(3).	Empty or loaded containers received from/ despatched to ICD by Rail/Road.	US $ 7.55	US $ 15.13	US $ 22.69

(a) FREE DAYS FOR CONTAINERS/MAFIs (Import/Export)		
Sr. No.	Type of Containers	Free days
1	Loaded Import Containers/ Mafis	03 days from the date of completion of the vessel's import operations.
2	Loaded Export Containers/ Mafis	05 days from the date of stuffing of containers at Port's CFS or from the date of bringing in of fully loaded containers in the Port's premises.
3	Empty Containers	03 days from the date of completion of the vessel's import operation or from the date of receipt of export Containers.
4	ICD containers	In the case of ICD containers charges are leviable after the expiry of two days from the date following the date of completion of vessel's import operation till the date of their loading on wagons/ removal by road or from two days following the date of receipt of containers at RCD from the upcountry ICD's or storage yards till the date prior the date of shipment (i.e. excluding the date of shipment). In case a container is not removed/ shipped within 10 days from the date following the date of completion of import operations in case of import or from the date of receipt in case of export, the Storage Fees will be levied at double the rate prescribed at 4 (D) (3) above from 11th day.
5	Transshipment of loaded / empty containers & export containers brought under Shipping Bills by sea from other ports for shipment.	05 days from the date of completion of the vessel's import operations.
6	Empty Mafis	7 days from the date of completion of vessel's import operations.
(b)	Hazardous container will be charged at 25% premium.	
(c)	Demurrage charge on both cargo and container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users	

Notes:

(1) Import loaded containers removed out of port area for destuffing shall be charged storage fees from the date following the date of completion of vessel's import operations till the date of removal including the date of removal. Similarly, export loaded/empty containers received from the areas other than port premises shall be charged storage fees from the date of receipt till the day prior to the date of shipment (i.e. excluding the date of shipment).

(2) If a container has already been charged storage fees on a particular day under Section 4(D) above, the same unit will not be charged once again on the same day even if it is moved between the areas referred to above.

(3) The charges on a container shall be levied irrespective of whether the container is stored on chassis or on ground or stacked high.

(4) Storage fees on Containers brought under Shipping Bill for export shall be charged in terms of provisions of Section 4 (D) above from the date of receipt of the container in the port premises.

(5) The combined Transport Operators/Masters, Owners or Agents of vessels shall remove the containers to the respective site/yard/destuffing point nominated by the Traffic Manager, within a period of 4 calendar days following the date of the vessels completion of import operation. If the combined Transport Operators/Masters, Owners or Agents of vessels fail to remove such containers to the nominated areas within the prescribed period of 4 calendar days, the Traffic Manager shall have the authority to remove such containers to the nominated areas at the risk and cost of combined Transport Operators/Masters, Owners or Agents of vessels. Removal charges as notified from time to time will be levied on such containers.

(6) Container stuffed in the Port premises/container received in Docks duly stuffed in the areas other than Mumbai Port premises and removed for shipment through Ports other than Mumbai shall be charged fees as per section 4 (D)(a) above from the day following the date of stuffing/from the date of receipt till the date of removal of container. In the case of containers stuffed in the Port premises/containers received duly stuffed in the areas other than Mumbai Port premises and removed to town shall be charged Fees of US $ 7.55 (Coastal ₹ 329.05/-) for a container having length upto 20 feet, US $ 15.13 (Coastal ₹ 658.13/-) for a container having length above 20 feet but upto 40 feet and US $ 22.69 (coastal ₹ 987.19/-) for a container having length above 40 feet per day or part thereof from the day following the date of stuffing/from the date of receipt till the date of removal of the containers. The cargo inside the container shall be charged demurrage at the rate of ₹ 1006.42/- per TEU per day or part thereof for the period of its stay in the Port. [No separate wharfage shall be recovered either on such container or on cargo inside the container.]

(7) The Import loaded containers discharged at an Indian port other than Mumbai and brought to Mumbai by Rail/Road for giving delivery shall be charged Fees as per Section 4 (D)(a) above. In the case of containers received by Rail, handling charges of US $ 120.60 (Coastal ₹ 5248.92) per TEU shall be levied. Demurrage on the cargo inside the containers shall be charged as per Section 3.1 (B) of Chapter-III from the date of receipt.

(8) No Storage Fees shall be levied on containers loaded with cargo and seized/detained by the Customs/DRI/CIU etc. from the day of its removal to the area allotted by the Board to the Customs for storage of such containers. Demurrage on the cargo inside the container shall be leviable as under:-

i) 0-30 Days : Free demurrage
ii) 31-60 Days : 50% of the applicable rate
iii) Beyond 60 Days : Full demurrage

(9) Any consignee desires to clear FCL through private CFSs within or outside jurisdiction of the Commissioner of Customs, Mumbai shall remove the containers within 7 working days from the date following the date of completion of vessel's import operation. On the cargo inside the container a consolidated charge of ₹ 4827 (Coastal ₹ 2897/-) per TEU shall be recovered. In case container is not removed within the said period of 7

working days the demurrage charges at the rate prescribed in Section 3.1 (B) of Chapter-III shall be levied on the cargo inside the container.

(10) Demurrage charges on the cargo stuffed inside the container and subsequently destuffed and removed back to town shall be levied as Note (6) above. No wharfage shall be levied thereon. Similarly, in the case of cargo stuffed inside the container and subsequently destuffed and again restuffed in the container and shipped on board the vessel, demurrage charges shall be levied as per Note (6) above till the date of restuffing of cargo inside the container and wharfage in terms of Section 3.1 (A) of Chapter-III shall also be levied on cargo inside the container.

(11) 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 date of landing of container whichever is earlier subject to following conditions.

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

(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,

(a). the line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and

(b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

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

(iv). Where the container is seized/ confiscated by the Custom Authorities and the same cannot be destuffed 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 destuffing. 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.

(12) The container other than ‘shipper owned container’ shall be removed from the regular storage area and moved to Sales Warehouse / Overflow Sheds by the Port Authority at the cost and responsibility of the Main Line Operators (MLOs) and thereafter, the container can be destuffed before the empty containers are removed from the Authority’s premises by the MLOs.

4.(E) **<u>Charges on Containerised Cargo</u>**

(1) Wharfage and demurrage as applicable under Sections 3.1 (A) and 3.1 (B) of Chapter-III shall be payable on import containerised cargo, excepting those destined to ICD and the FCLs cleared through Private CFS in terms of note (9) to Section 4(D) above.

(2) The term 'LCL' means the container containing cargo belonging to

more than one consignee in the vessel's manifest and the term 'FCL' means container containing cargo belonging to one consignee in the vessel's manifest. The consignee means the person/firm/company in whose name the Bill of Lading is prepared.

(3) (i) In the case of containers, other than that destined to or received from ICD and the FCLs cleared through private CFS demurrage on cargo in container shall not accrue for seven working days in respect of FCLs and LCLs from the date following the date of completion of vessels import operation.

(ii) If FCL/LCL has not reached the notified area/destuffing point when the consignee approaches with the Bill of Entry having Customs order for examination of goods or for delivery, the consignee may make a Log Entry at the nominated area/destuffing point.

(iii) If the Log Entry is made on the basis that the container has not reached the notified area/destuffing point, no demurrage shall accrue from the date of Log Entry till the receipt of the container at the notified area/destuffing point plus three working days. No intimation regarding receipt of container at the nominated area/destuffing point will be given.

(iv) The consignee shall have to make a fresh Log Entry every twenty calendar days till the container reaches the notified area / destuffing point. If the consignee fails to make the fresh Log Entry on the twenty first day but makes fresh Log Entry after lapse of some period, demurrage on cargo inside the container shall be levied for the period not covered by the Log Entry. If the twenty first calendar day is a non-working day, being a Docks Holiday, consignee may make the Log Entry on next working day.

(v) If the FCL container, other than that destined to or received from ICD, transhipment containers and the FCLs cleared through private CFS, having reached the notified area has not been destuffed for no fault of the consignee, the consignee will be entitled to a remission in demurrage charges on obtaining the endorsement on the Bill of Entry as under :

Conditions to be fulfilled	**Endorsement of the B/E by the Docks official**	**Non-accrual of demurrage.**
(a) B/E to be presented with order for Customs examination of cargo and documents of title	Endorsement "Consignee presented document with orders for Customs examination, but goods could not be forwarded for examination" (reasons to be recorded in writing) to be made by the Shed Supdt. and signed by the Asstt. Manager	3 Calendar days including the date of presentation of B/E
(b) B/E to be presented with "Out of Customs charge" endorsement/ ready for clearance	Endorsement "Cargo not destuffed", (reasons for not destuffing the container should be recorded in writing) to be made by the Shed Supdt., and signed by the Asstt. Manager	3 Calendar days including the date of presentation of B/E.

(c) On presentation of B/E on the 2nd occasion to the Shed Supdt., with endorsement of Customs " out of charge ready for clearance" on the 4th calendar day mentioned in Col.(3) against (b) above.	Endorsement "Cargo not made available for delivery within the period of 3 calendar days as container could not be destuffed" (reasons to be recorded in writing) to be made by Shed Supdt. and signed by the Asstt. Manager.	3 Calendar days beyond the period as at (b) above.

(vi) If the LCL container is not destuffed and the consignee approaches on lodgement of document of title to the concerned CDO and the B/E having the Customs orders for examination or for delivery, the consignee may make a Log Entry at the notified area and continue to make fresh Log Entry/Log Entries every twenty calendar days till the container is destuffed. If the twenty first calendar day is a non-working day being a Dock Holiday, consignee may make the Log Entry on the next working day. No demurrage shall accrue for the period covered by Log Entry and for 3 working days following the commencement of destuffing of each container. No intimation regarding destuffing of the container will be given.

(4) On export cargo received in the Docks, for shipment in containers, wharfage charges and demurrage charges under Section 3.1 (A) and Section 3.1 (B) of Chapter-III shall be levied upto the date of stuffing of cargo in container and not thereafter.

(5) Wharfage on cargo inside the export loaded container received from other than port premises excluding container received from ICD shall be charged ₹2473/- (Coastal ₹1483/-) for a container having length upto 20 feet, ₹ 3709/- (Coastal ₹2227/-) for a container having length upto 40 feet and ₹ 4945/- (Coastal ₹2967/-) for a container having length over 40feet .

(6) The clauses at Sl. No. (1), (4) and (5) above will not be applicable for the containers not handled by the MbPA at its berths but brought to its CFS for cargo management operations and vice-versa and delivery / receipt purposes.

(7) A Cargo Management Charge (CMC) of ₹ 3424/- per 20' container (₹2053/- in the case of coastal containers), ₹ 5136/- per container above 20' and upto 40' (₹ 3082/- in the case of coastal containers) and ₹ 6846/- per container above 40' (₹ 4109/- in the case of coastal containers) shall be recovered in case of import / export containers brought from / taken to other than MbPA operated berths to / from its CFS / Docks pre-stack / 1 Unclear Warehouse ID for delivery / loading. No wharfage shall be payable on the cargo inside the container.

The Cargo Management Charges provided on per box basis in respect of LCL containers be apportioned on pro-rata basis with respect to the weight of individual/item consignment vis-à-vis the total weight of all items/consignments of containers as per IGM.

GENERAL NOTES:

(i). Mafis and imported chassis shall be treated on par with containers of equal sizes for levy of all charges under this Section and if the same are taken back on board the vessel from which they have been discharged, no charges shall be levied.

(ii). Transhipment and same bottom containers shall be treated on par with import containers for levy of licence fees for storage.

4.(F) An amount of ₹ 170 /- per container will be levied from 28th October 2021 onwards on all containers (except transhipment and coastal) handled at the Major Authorities and BOT Terminals operating thereat towards Mandatory User Charge (MUC) for the Logistics Data Bank (LDB) service rendered by NICDCL for a period of three years. The approval accorded would automatically lapse thereafter unless specifically extended by the Authority. The rate stands automatically revised as per revised circular by competent Authority.

CHAPTER – V

CHARGES LEVIABLE AT BUNDERS

Bunder limit means such portion of the wharves and land adjoining the wharves set aside for goods in transit. A wharf may extend to 15.25 meters measured from the wharf front.

The bunders area includes Sassoon Docks, New Fish Jetty, Passenger Jetty, New Ferry wharf, Mallet Bunder, Coal Bunder, Brick Bunder, Tank/New Tank Bunder, Lakri Bunder North, Lakri Bunder South, Powder Works Bunder, Sewree Bunder, Hay bunder and Hazi Bunder.

5.1 LICENCE FEES

(A) Licence fees will be levied on vessels using Bunders as under:

Sl.No.	Description of vessel	Basis of charging	Monthly Licence Fees per GRT ₹
1.	Fishing vessels and Trawlers	Rate per GRT	46

NOTES:

(1) Only those vessels which are registered with the Department of Fisheries, Government of Maharashtra shall be issued a License by MbPA and such crafts are only permitted for using Bunders Facilities.

(2) Licence Fees on annual basis shall be 8 times the rates prescribed as above.

(3) Vessels using the Port Authority's Bunders for the purpose of working cargo, undergoing survey, repairing or idling, shall pay Licence Fees as prescribed at 'A' above at the MbPA Cash Collection Centre and obtain an endorsement on the Licence Book.

(4) Vessels must always carry with them the Licence Book which shall be presented for inspection whenever so demanded by the MbPA officials authorized for such inspection.

(5) Default in adherence to the provisions contained in Notes (1) to (4) above shall render

the vessels being distrained or arrested and sold in accordance with the provisions contained in the section 31 of Major Port Authorities Act, 2021.

(6) Payment of charges under this Section shall not entitle a vessel to take up or retain any particular position, in a basin, alongside a wharf or the approach there to, a Hard, Flat or Wharf or any other portions of the Bunder premises.

(7) Annual Licence Fees will not be levied on the following craft provided they do not ply for hire:

Customs, Water Police, the Central or any Provincial Government and Surveyors. Also fenders and launches of Shipping Companies employed in connection with the inspection of crew and landing or embarking passengers from their own vessels.

(8) Monthly licence fee shall be charged from the date of issue of Licence the boat/trawler at the Bunder, valid for one month thereafter.

(9) Vessels opting to pay Licence Fees on monthly basis shall pay the fees immediately on their arrival at the Bunders and shall not leave the bunders without payment of the fees due from them. Default in adherence to this provision shall render recovery of interest from the owners at the rate prescribed at Clause 1.2 (v) of the general terms and conditions at Chapter-I ibid.

(B) Licence Fees on users and ancillary trade at New Fish Jetty and New Sassoon Fish Harbour and Old Sassoon Dock.

Sr. No.	Activity	Rate (₹ Per Annum)
1.	Ice Crushing Machine	18544.81/-
2.	Fish Auctioneers	23181.33/-
3.	Hand Carts	928.04/-
4.	Ice Suppliers	12361.98/-
5.	Water Supplier	18544.81/-
6.	Transport / Vehicles Licensing	(a) ₹ 1546.35/- per truck per annum (b) ₹ 63.46/- per truck per day if permit at (a) above is not held
7.	Weighing Scale (Katawala)	12361.98 /-

NOTES

1. Only valid licence holders shall be allowed to carry out above activity
2. The licences shall be renewed on annual basis.
3. Registered fishermen's Co-operative societies will be granted rebate of 50% in the above licence fees.

5.2 WHARFAGE

I) On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) and such other Bunders as may be notified separately, Wharfage will be recovered.

II) The Wharfage will be 50% of the rates prescribed at 3.1(A) of Chapter III of SOR.

III) No wharfage will be recovered at fish jetties of Sassoon Dock and New Ferry Wharf.

IV) Hazardous cargo to be classified as per IMO and MbPA categories.

5.3 DEMURRAGE

I) On cargo handled at Hay Bunder, Haji Bunder, Malet Bunder and New Ferry Wharf (except Fish Jetty) or such other Bunders, as may be notified separately, demurrage shall be charged.

II) Demurrage rates shall be as per rates prescribed at 3.1 B of Chapter III of SOR.

III)For levy of Demurrage on Cargo received in vessels at stream and transported by Barges to Bunders for Discharge, free time shall be reckoned from the date following two days after the date of completion of discharging of mother vessel in stream or one day after the date of completion of discharging of last barge, whichever is earlier and for barges which directly call at Bunders, (Non Stream discharge) one free day following the day of complete discharge of vessel be allowed.

Notes:

(1) Any consignee or shipper or his agent found shipping or removing cargo from any of the Authority's Bunders without first paying the wharfage and any other charges due shall be liable to pay double the charges laid down for the same in the Scale of Rates charged at the Bunders.

(2). Wharfage will be assessed on the gross weight of the goods as shown in the invoices and specifications together with Customs documents and Import and Export Applications.

(3) The Board of Authority does not provide labour at the Bunders for the landing shipping or removal of goods. All goods lying at the Bunders remain there at the risk of the consignee or shippers and are in their charge.

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

(5) The minimum charge recovered in any Application-cum-Bill or Bill should not be less than ₹190/- (Rupees One Hundred and Ninety only).

(6) Demurrage charge on both import and export cargo/container shall not accrue for the period when the port is not in a position to deliver cargo/container when requested by the users.

5.4 Charges For Breaking, Construction and Repair of Vessels at BUNDERS

5.4 (A) Charges for Ship-Breaking:

In respect of vessels being broken up on the Port Authority Hards the charges will be recovered from the date of beaching as under:-

Sr. No.	Description	Rate per day per LDT
(1).	For the period from the date of beaching to the date preceding the date of commencement of breaking.	₹8.95
(2).	For the regulated period of the vessel. (The regulated period shall be one month per 900 LDT.)	₹13.561
(3).	If the vessel continues breaking beyond the regulated period as at (2) above.	₹ 27.13 for one month for vessels upto 3000 LDT and for two months for the vessels above 3000 LDT.

(4).	For the period beyond the period of extension as at (3) above	₹ 54.25

Notes:

(1). Charges mentioned above shall be recovered on the total LDT of the vessel for the entire period of occupation.

(2). The month for the purpose of regulation shall be reckoned from the date of commencement of breaking to the preceding date in the following month eg. 10th April to 9th May.

(3). The initial regulated period is determined considering 900 LDT or part thereof per month e.g.

Vessels upto 900 LDT	-	1 month
901 – 1,800 LDT	-	2 months
1,801 – 2,700 LDT	-	3 months

and so on in the multiple of 900.

(4) Failure to make payment of MbPA charges shall be deemed to be a default and the Board reserves the right to arrest the vessel or the unbroken part of it and take over the broken up material of the vessel if any, lying in MbPA Premises. The vessel/unbroken part of the vessel and all other material so arrested and taken over shall be disposed off by the Board in accordance with the provisions of MPA Act, 2021. The sale proceeds will be first utilized to cover MbPA charges, including expenses of sale and disposal methods employed. Deficit, if any, will be recoverable from the ship-breaker. Surplus, if any, will be paid to the shipbreaker as per rules.

(5) All charges for ship-breaking shall be payable in advance initially for a period of three months. If the work is not completed within three months, the further charges shall be payable in advance for every month till completion.

5.4 (B) <u>Charges for Construction & Repair of vessels</u>:-

Vessels including boats, tonies, hodies, rafts pontoons, tank barges, dump barges and other craft being constructed or fitted out in the Port Authority hards or anywhere on wharf will be charged ₹ 9.24 per day per GRT from the date of occupation of the hard for the purpose of construction/repairing.

Notes:

(1). A vessel shall be deemed to be on a hard when she has been beached in a position approved by the MbPA or its authorised person alongside or as near as possible to the Bunder pursuant to the application made by the Owner of the vessel for the purpose.

(2). Charges for construction of vessels will be recovered on the GRT of the Vessel as certified by the Mercantile Marine Department for which purpose the requisite certificate of registration shall be produced for the inspection of the MbPA within one month from the completion of construction and the launching of the vessel. In case of such crafts as are not registered with any statutory authority, the charges will be levied on the contractual Dead Weight Tonnage.

(3). A vessel launched from the hard and lying in the adjoining Bunder basin for fitting out or any other purpose will be charged licence fees at ₹27.08 per GRT per day and in the case of unregistered craft on the DWT.

(4). No vessel shall be constructed or assembled or fitted out (repaired) on a Port Authority hard without the prior permission of the MbPA or its authorised person and the SOP in this regard to be complied in toto, which is available in MbPA website.

(5). Charges due on construction of a vessel shall be paid at regular monthly intervals based on contractual DWT of the vessel and all charges due on the construction shall be paid before the removal of the vessel from the basin or the hard.

(6) The charges for usage of plot with area upto 2160 sq.mtrs shall be Rs.20 per sq.mtrs per month and for the plot with measurement above 2160 sq.mtrs at the flat rate of Rs.60,000 per month.

(7) To avoid excessive occupancy of these plots, slab wise charges per GRT per month or part thereof shall be levied as below:

Rate of Ship repair charges of a craft beyond 4 months and Rate of Ship construction charges of a craft beyond 12 months will be enhanced by 50% of the normal charges.

CHAPTER – VI

CHARGES LEVIABLE FOR ANY CRAFT, CARRYING PASSENGERS

6.1(a) **Passenger Fee**

(i) ₹.13.58 per passenger, charges to be worked out at 50% of passenger capacity on all routes.

(ii) ₹.5.77 per passenger Security fee on all routes.

(iii) Charges to be recovered per month basis in advance taking into account the slots allotted and capacity of craft (irrespective of whether the services are operated or not or actual number of passengers).

6.1(b) **CHARGES LEVIABLE FOR ROPAX VESSELS**

(i) ₹.13.58 per passenger, charges to be worked out at 60% of passenger capacity on agreed routes.

(ii) The periodicity of the payment of charges to be recovered shall be as per the agreements.

(iii) The passenger levy will be applicable separately for embarkation as well as dis-embarkation.

6.2 **Other charges such as licence fee and port dues as per respective scale of rates.**

Notes:

(1). Charges as above will have to be paid by the operators for eight months only in respect of the catamarans/ hovercrafts plying between Gateway of India and Mandwa. In respect of other routes the charges will have to be paid by the operators of catamarans, hovercrafts, speed boats, etc. making use of the two jetties, for the entire year, including monsoon.

(2). Three months charges to be recovered as security Deposit.

(3). Maximum fare has to be approved by the MbPA or the person authorized by it.

(4). All the operators shall use the common booth for sale of tickets.

(5). The route for operation of the hovercraft/catamaran services through Mumbai Harbour will be as advised by the MbPA or its authorised person.

(6). In the event of the parties committing any breach of the terms and conditions or any direction of the MbPA or the person authorized by it, the arrangement shall be liable to be terminated forthwith.

(7). The operator shall obtain licence in respect of every vessel under the provisions of Port of Mumbai Passenger Boats Rules 1962 and shall comply with all provisions of said Rules.

(8). As regards the functioning of tidal observatory, the operators shall also comply with the following:

(i) Any air cushion in water created due to operation of hovercraft may affect the height of tides that are recorded. If such effects are observed, the party shall carry out at their own cost such remedial measures as may be suggested by the Director General, Survey of India;

(ii) Utmost precaution should be taken by them to ensure that no foreign material/wastages are thrown into the sea water which may result in reduction in the height of water; and

(iii) No oil/gasoline should be thrown in the water that may change the density/salinity of the water.

(9). Operation of the catamarans/ hovercraft, etc. shall not cause any pollution. Any failure to ensure this would attract not only recovery of expenses incurred to clear/neutralize the pollutants, but also penal action.

6.3 : <u>Vehicle Fees</u>

(i) ₹.46/- per vehicle will be charged immaterial of peak or non-peak hours.

(ii) Charges to be worked out at 60% of the capacity declared as per certificate of registration in respect of all the routes where vehicles are transported within inland waters.

(iii) ₹.46/- per vehicle will be charged for 60% of the capacity declared as per the certificate of registration for ROPAX vessel on embarkation and disembarkation.

CHAPTER – VII

MISCELLANEOUS CHARGES

7.1. A. Labour Charges

Labour charges shall be payable on goods, the cost of handling of which has not been specified elsewhere in this Scale of Rates	₹49 per tonne

7.1. B. Copy of an Application-Cum-Bill ₹ 152 per copy

7.1. C. Charges for supply of Fresh Water by the port

Charges for supply of fresh water to the vessels berthed at the Docks and at Jawahar Dweep and Pir Pau and to the lessees / private parties within docks premises shall be recovered at the rate of ₹344/- for 1000 litres.

7.1. D. Supply of Water / Ice by Licensed agencies

Charges for supply of Water / Ice by licensed agencies will be levied at the rate of ₹ 20.64 per 1000 liters/ per Tonne respectively for use of MbPA facilities.

7.1.E. Charges for use of weighbridges installed by the Port ₹113/- per vehicle

7.2. Dock Entry Permit and Parking related charges

7.2 A Dock, Stream/ JD/ Pir Pau Entry Permit Charges

(a)	Daily Entry Permit Charges (EPC) *	₹13/- per person per day
(b)	Temporary EPC (2 to 7 days)	₹13/- per person per day
(c)	Monthly Entry Permit Charges	₹ 335/- per person per month
(d)	Duplicate Entry Permit Charges	₹ 468/- per person per month (including penal charges of ₹133/-)
(e)	Yearly Entry Permit (Smart Card)	₹1336/- per person
(f)	Duplicate Smart Card	₹1602/- per person (including penal charges of ₹267/-)
(g)	Hawker Permit	₹335/- per annum
(h)	LMV: (i) Fresh Permits and renewals per annum (ii) Duplicate (iii) Fresh Permits and renewals valid for the day of issue	 ₹1458/- each ₹182/- each ₹49/- each
(i)	Buses, Mini Buses, Passenger Van: (i) Fresh Permits and renewals per annum (ii) Duplicate (iii) Fresh Permits and renewals valid for the day of issue	 ₹3643/- each ₹182/- each ₹121/- each
(j)	Motor Cycles: (i) Fresh Permits and renewals per annum (ii) Duplicate (iii) Fresh Permits and renewals valid for the day of issue	 ₹728/- each ₹60/- each ₹24/- each
(k)	Taxi: Fresh Permits valid only for the day of issuance	 ₹12/- each

(l)	Group pass for educational tour: Student Faculty / Instructor	 ₹26/- per day ₹200/- per day
(m)	Quarterly Entry Permit charges (For Crew working on Barges and Launches)	₹303/- per person

*Applicable to driver & Cleaner also

Note :-

The following categories of port users / officials are exempted from levy of EPC Charges:

(i) Yellow Gate Police Station Officials
(ii) Sea Port Immigration Clearance Officials
(iii) High Court Judges, Judicial magistrates
(iv) Officials / workers of MbPA Contractors
(v) ICTPL Officials
(vi) Staff and suppliers of Cooperative Canteens
(vii) Government Officials, visitors VIPs, Dignitaries and other categories as may be permitted by the MbPA valid for the day of issue."

7.2.B. Permits for Motor Lorries, Mobile Crane etc. to ply in the Docks

	Charges
1. Motor Lorries and Local Chassis (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue (iv) Yearly (v) Monthly (vi) Temporary (2 - 7 days)	 ₹ 1458/- each ₹ 182/- each ₹ 49/- each ₹ 5832/- each ₹ 486/- each ₹ 49/- each per day
2. Mobile Cranes and Forklifts (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue (iv) Yearly (v) Monthly (vi) Temporary (2 - 7 days)	 ₹ 3643/- each ₹ 182/- each ₹ 121/- each ₹ 14573/- each ₹ 1215/- each ₹ 121/- each per day
3. Container handling equipments (i) Fresh permits and renewals for every quarter (ii) Duplicate (iii) Fresh permits and renewals valid for the day of issue (i) Yearly (ii) Monthly (iii) Temporary (2 - 7 days)	 ₹ 5465/- each ₹ 243/- each ₹ 182/- each ₹ 21861/- each ₹ 1822/- each ₹ 182/- each per day

7.2 C Registration/ Renewal fees from the Port Users availing the services at 7.2(A) above.

(a) Registration Fee – ₹ 15095/-
(b) Renewal of Registration – ₹ 7547/-

7.2 D. Charges payable at Passenger Berths by visitors

For a bonafide visitor to the passenger berth in the Docks on the day of embarkation and disembarkation of the passengers.	₹ 114 per head

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

Sr. No.	Type of equipment	Charges per equipment per month or part thereof
(i)	Forklift	₹.6968/- plus admissible taxes.
(ii)	Mobile Cranes	₹.17420/- plus admissible taxes.
(iii)	TLT / Reach Stacker	₹.17730/- plus admissible taxes.
(iv)	JCB / Excavator	₹.6558/- plus admissible taxes.

7.3.A. Embarkation and disembarkation charges

Embarkation and disembarkation charges at the rate of ₹ 344/- for embarkation and ₹ 301/- for disembarkation per passenger at the Docks and other designated areas from cruise vessels will be levied.

7.3.B Consignees, Owners and Importers of iron & steel, other cargoes and container removed from the Docks (under clause No. (xxii) at 1.2 of Terms and of Chapter-I of SOR) shall be charged for such removal at the rates as may be sanctioned by the Board from time to time and notified in at least two local newspapers. The rates will take effect from the date of their sanction by the Board.

7.4 Charges for use of pipelines from Pir Pau Manifold to Sewree 'O' point/Hay Bunder/Indira Dock/Naval Dock Yard

Description of pipelines	Charges per 30 minutes or part thereof (in ₹)
SKO	21683/-
HSD	21683/-
Bunker/Black Oil line	21683/-
Flushing Line	10847/-
Facility Utilisation (Utilisation of facilities like manifold when main line is not utilised)	4338/-

NOTES:

(i). Cancellation of requisitions will be treated as an operation once port issues its readiness for the operation and charges as applicable will be levied for the period from the time of readiness till the time of stoppage of operation

(ii). Requisitioner for the line/facility will be billed.

(iii). Time consumed for flushing operations shall not be treated as an operation.

7.5 Slipway charges is ₹.1460- per shift (8 hrs) or part thereof.

Note:

(i). The above slipway charge is exclusive of operational cost and usual overheads.

(ii). The other variable charges (services provided like supply of labour, electricity etc.) shall be recovered separately at actual, whenever services are provided at request of the party.

7.6 Charges for Issue of RFID Tags

All types of vehicles like cargo vehicles, cargo handling equipment, contractors' vehicles (material), passenger vehicles (car, etc.) will be levied RFID tag charges @ ₹ 45/- per vehicle.

In case of loss or damage of RFID tags, the same shall be issued on recovery of RFID Tags charges @ ₹ 45/- per vehicle.

The vehicles of MbPA employees will be exempted from levy of RFID charges.

7.7 Charges for Floating pontoon/Floatels usage at Jetty No.5, Gateway of India.

(i) ₹ 78/- per person for one time / single use
(ii).₹ 10385/- per person for a full season pass (1st October to 15th May)
(iii).₹ 5769/- per person for half season pass (1st October to 15thJan or 16th Jan to 15th May)
(iv) Charges for Floatels for each trip shall be levied at Rs. 5000/- per trip (except from / to jetty no. 1, 2, 3 and 4 at Gateway of India, where it is not permissible).

Detailed terms and conditions

(i) It's compulsory for all users of Jetty No.5 at Gateway of India to use pontoon.

(ii) The charges for one time / single use prescribed at (i) above includes return usage on the same day. It is mandatory for all Speed boats/ pleasure yachts/ or any other crafts at Jetty No.5 to use the pontoon only at above prescribed charges.

(iii) The pontoon usage will be on common use basis and the members of RBYC, private yacht owners are to be permitted to utilize the facility or pontoon.

(iv). The permission to utilize pontoon on 24/7 basis is given provided security personnel and life guard are provided round the clock.

(v). The pontoon shall be provided with guard-rail and gangway for safe access from sloping jetty No.5 to the pontoon and also from pontoon to vessel that comes alongside for embarkation and disembarkation of passengers. Lifebuoys to be kept easily available on the pontoon and pontoon to be well lit at night so that passenger do not face any difficulty in alighting or boarding.

(vi) All the charges for yatchs/speed boats, floating pontoons and other related services shall be applicable and levied till the commencement of Marina at Cross Islands. Alll the services, parking and operations will be closed /stopped for yatchs and speed boats after commencement of Marina, Cross Islands.

7.8 Charges for permission for Hot works / repair / underwater survey :

The Charges for granting the permission for Hot work / repair / underwater survey shall be levied at the rate of ₹ 2710/- per day for day-light operations.

The permissions sought in connection with the Mumbai Port Authority contract / project work shall be exempted from the above charges.

7.9 Advance Charges for Shed / Gate Opening on Dock Holidays. i.e. 26th January - Republic Day, 1st May – Labour Day and 15th August – Independence Day

The Port users/ Vessel Agents/CHBs desirous of carrying out Vessel Operations/ Cargo delivery on Dock Holidays stated above may obtained prior permission of Sr Dy Traffic Manager (Operations Docks) on Advance Payment / Deposit of ₹ 20,000/- per shift, per location in the office of Book Keeper, CBS, OSC.

7.10 LICENSE FEE FOR OPERATING TRANSHIPPER/ FLOATING CRANE IN PORT

Particulars	Rs. Per annum
Floating Crane	Rs. 1,50,000/-

7.10.1 CHARGES FOR USE OF FLOATING CRANE PROVIDED BY THE AUTHORISED PRIVATE OPERATOR FOR CARGO OPERATIONS

Particulars	Ceiling rate per tonne in Rs.	Ceiling rate per tonne in Rs.
	Foreign	Coastal
Floating Cranes	Rs.150	Rs. 90/-

7.11 Penalty charges for not covering the cargo stacks with tarpaulin or for not to handling the cargo dust free

Sr.No.	Description	Rate of penalty(in ₹) per day per stack
1	1st day to 7th day	Rs.2000/-
2	Thereafter	Rs.4000/-

(i) Other penal charges

Bulk cargo load carrying trucks identified within and outside the Dock Area without Tarpaulin coverage – ₹ 500/- per truck shall be levied on Handling Agent/CHB.

7.12 Charges levied for Cargo/Oil pollution

Pollution cleaning charges for :
(a) Cargo pollution : ₹ 40000 per day per act
(b) Oil/Chemical Pollution : ₹ 75000 per day per act

Additionally, as regards from non-participating Port User identified as the polluter MbPA/JNPA shall issue a public notice to bring to their notice about the recovery of expenditure @ 300% of actual plus supervision and overheads charges (@7%) and all applicable taxes and duties towards combating oil spill from the non-participating Port User identified by MbPA/JNPA as polluter.

7.13 Charges levied for Seafarer Centre at JD

₹. 3000/- per vessel per visit at JD will be levied for over and above the VRC/ CRC.

Note:- The above charges shall be levied after commencement of the Seafarers center.

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PERFORMANCE STANDARDS

Sl. No.	Performance standards	Proposed Performance Standards
(1)	**Cargo Related**	
	Average Ship Berthday Output (in tonnes) in respect of Major Cargo groups	10500
(2)	**Vessel Related**	
(a)	Average turnaround time of Vessels (Pilot Boarding to Pilot De-boarding) (in hours)	65.00
(b)	Average Pre-berthing time of Vessels from NOR (in hours)	1.00

MADHURI VARADE,
Financial Advisor &
Chief Accounts Officer.

Dated 27th October 2025.

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