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TARIFF AUTHORITY FOR MAJOR PORTS

G.No.494

New Delhi,

27 December 2019

NOTIFICATION

In exercise of the powers conferred under Sections 48, 49 and 50 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby notifies the revised Scale of Rates and Performance Standards disposing of the proposal of the Visakhapatnam Port Trust for general revision of its Scale of Rates as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

Tariff Authority for Major Ports
Case No.TAMP/20/2019-VPT

Visakhapatnam Port Trust

- - -

Applicant

QUORUM

- (i). Shri. T.S. Balasubramanian, Member (Finance)
- (ii). Shri. Rajat Sachar, Member (Economic)

ORDER

(Passed on this 29th day of November 2019)

This case relates to the proposal received from the Visakhapatnam Port Trust (VPT) for general revision of its Scale of Rates (SOR).

2. The VPT has vide its letter dated 03 April 2019 filed a proposal for general revision of its SOR. The VPT had hosted the said proposal in its website for comments of BOT operators and users/ user organisations at the VPT. The comments furnished by the BOT operators and users/ user organisations were forwarded to the VPT as feedback information. The VPT has responded to the comments of the BOT operators and users/ user organizations. The proposal of the VPT was internally scrutinized in the office. The additional information/ clarifications were sought from the VPT. The VPT has responded to the additional information/ clarifications. While responding to the additional information/ clarifications, the VPT has furnished revised computation of ARR and revised draft SOR along with other requisite information. A joint hearing in this case was held on 17 June 2019 at the VPT premises. At the joint hearing, the VPT and the concerned users/ organisation bodies have made their submissions.

3. With reference to the totality of information collected during the processing of the case, this Authority has passed a speaking Order disposing of the proposal filed by the VPT for general revision of its SOR.

4. The Speaking Order passed by this Authority is in the process of notification in the Gazette of India which is likely to take some more time for notification. This Authority desires that the revised SOR and Performance Standards may come into force without waiting for notification of the Speaking Order. Therefore, this Authority notifies the revised SOR and Performance Standards of the VPT immediately which is attached as **Annex - I and Annex - II** respectively. The revised SOR shall come into force after expiry of 30 days from the date of notification of this Order notifying the SOR and Performance Standards in the Gazette of India and shall be in force for a period of 3 years from the effective date of implementation of this Order. The Speaking Order passed by this Authority will be notified separately and communicated to the VPT and the relevant users/ user organisations and BOT operators in due course of time.

(T.S. Balasubramanian)
Member (Finance)

Visakhapatnam Port Trust
Scale of Rates**SECTION 1****Definitions and General Terms & Conditions****1.1. Definitions – General**

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

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

1.2. General Terms & Conditions

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

- (ii). In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
 - (iii). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (iii). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
 - (i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:
 - (a). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
 - (b). Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.
 * The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.
 - (ii). In case of a Foreign flag vessel converted to coastal run on the basis of a License for specified period or voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/ container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
 - (iii). A foreign going vessel of Indian Flag having a General Trading License can convert to Coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.
- (iv).
 - (i). Vessel related charges shall be levied on shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India, State Bank of India or its Associates or any other Public Sector Banks as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.
 - (ii). In respect of storage charges on containers, the day of entry of the vessel in case of Import containers; and the day of arrival of the containers into the port in case of export containers shall be reckoned as the day for such conversion of dollar denominated charges.
 - (iii). The day of entry of the vessel to be considered for conversion from dollar denominated tariff to rupee tariff in case of an import container de-stuffed and utilized immediately or after some period of time.
- (v). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the Port for a longer period. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (vi).
 - (a). The vessel related charges for all coastal vessel should not exceed 60% of the corresponding charges for other vessels.

- (b). The cargo/ container related charges for all coastal cargo/ containers, other than thermal coal, POL (including crude oil) iron ore and Iron ore pellets should not exceed 60% of the normal charges cargo/ container related charges.
 - (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship shore transfer and transfer from/ to quay to/ from storage yard including wharfage.
 - (d). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will on all the relevant charges for ship shore transfer and transfer from to quay to/ from storage yard as well as wharfage on cargo and containers.
 - (e). Cargo/ container from a foreign port which reaches an Indian Port "A" - for subsequent transshipment to Indian Port "B" - will be levied the concession charges relevant for its coastal voyage. In other words, cargo/ containers from/ to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
 - (f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian rupee.
- (vii). Vessels which call at Ports, for which IGMs and/ or EGMs are filed for the purposes of Customs Act, 1962, cannot be treated as 'cargo', and they are conveyance only, and, the Ports should not charge wharfage on such vessels. Such vessels are conveyance and not cargo.
- (viii). (a). The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by this Authority. The next annual indexation will be from 1 May 2020 subject to the VPT achieving the performance standard notified along with the SOR. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in the SOR for that particular year.
- (b). The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by this Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to this Authority. If the Performance Standards as notified by this Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by this Authority and apply the indexed SOR w.e.f. 1 May of the relevant year. The indexed SOR by the VPT to be intimated by the port to the concerned users and to this Authority.
- (ix). Interest on delayed payments/ refunds.
- (a). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 15% per annum.
 - (b). Likewise, the Port Trust shall pay penal interest on delayed refunds. The rate of interest will be 15% per annum.
 - (c). The delay in refunds by the Port will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the user whichever is later.
 - (d). The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by the Port Trust. This provision shall, however, not apply to the cases where payment is to be made before availing the services/ use of Port Trust's properties as stipulated in the MPT Act, 1963 and/ or where payment of charges in advance is prescribed as a condition in the Scale of Rates.
- (x). For the purpose of calculating the dues, the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity

measurement for liquids in bulk shall be 1000 litres.

- (xi). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto and inclusive 0.5 shall be taken as 0.5 unit and fractions of above 0.5 shall be treated as one unit, except where otherwise specified.
- (xii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (xiii). No refund shall be made if the amount refundable is less than ₹100. This limit of ₹100 shall also be applied for supplementary claims for undercharges.
- (xiv). In case of damages to crafts, equipment, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the Port whichever is higher. The port shall refund the cost of damage received from the insurance company on admittance of its claim to the hirer from whom the cost of damage of the equipment was recovered.
- (xv).
 - (a). The rates prescribed in the Scale of Rates are ceiling levels: likewise, rebates and discounts are floor levels. The Port Trust may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
 - (b). The Port Trust may also, if it so desires rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
 - (c). The Port Trust should, however, notify the public such lower rates and/ or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/ or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (xvi). The rates in the SOR are applicable only to the services provided by the Port. The services offered by any other authorized service provider are not governed by these rates and conditions.
- (xvii). All goods landed within the limits of the Port shall be assessed on import application and the fees shall be paid before the goods are removed.
- (xviii). All goods intended for shipment shall be assessed on export application and the fees shall be paid before the goods are shipped.
- (xix). Transshipment shall be mean transfer of cargo directly from one vessel to another vessel or landed from a vessel and subsequently shipped to another vessel for further discharge at other ports.
- (xx). Lighterage shall mean transfer of cargo directly from one vessel to another vessel/ craft/ barge for further discharge at the same Port.
- (xxi). Users shall not be required to pay charges for delays beyond a reasonable level attributable to the VPT.
- (xxii). Guidelines on priority berthing of coastal vessels at Major Ports issued by the Ministry of Shipping vide letter No.PT-11033/51/2014-PT dated 4 September 2014:
 - (a). "Coastal vessels" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/ competent authority.
 - (b). Major ports shall accord priority berthing, at least on one berth, to dry bulk/ general

cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.

- (c). All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
 - (d). In respect of POL/ Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
 - (e). Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
 - (f). There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
 - (g). A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.
 - (h). Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
 - (i). Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.
 - (j). The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate format for coastal and foreign vessels.
- (xxiii). In order to decongest the ports and encourage exporters/ importers to utilize the port services beyond regular hours, lower charges may be levied for cargo and vessels related services as well as special discount may be offered in port charges for the services rendered after regular hours.
[This condition is incorporated in pursuance to the MOS letter No.PD/14033/101/2015- PD.V dated 3 February 2016 based on which a common adoption Order No.TAMP/14/2016-Misc dated 16 February 2016 is approved by this Authority.]
- (xxiv). (a). As per Clause of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement, the vessels entering in to India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not be treated as a Foreign Going (FG) Vessels.
- (b). Port and other charges
- (i). Port dues to be levied on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.

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

SECTION - 2

VESSEL RELATED CHARGES

2.1. Port Dues					
Sl. No.	Description	Unit	RATE PER GRT		Frequency of payment in respect of the same Vessel
			Foreign-going vessel [in US \$]	Coastal vessel [in ₹]	
1.	All category of vessels	GRT	0.4148	11.09	The due is payable for each entry into the Port.
2.	Vessels carrying crude oil or petroleum products, including LPG	GRT	0.4289	11.46	The due is payable for each entry into the Port.

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

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

Notes:

- (i). Port dues are to be levied only once for entry of a vessel, irrespective of any change of her Name/ Agent(s)/ Owner(s), during the stay in the port.
- (ii). Any vessel entering the Port from outside the port limits shall be treated as fresh entry.
- (iii). Port dues being an entry fee is to be realized as per the status of the vessel at the time of the entry.
- (iv). For oil tankers with segregated ballast the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnage for collection of Port dues.

2.1.1. Tariff for Cruise vessels:

- (a). The composite port charges for a cruise call is fixed at \$0.35 per GRT for first 12 hours stay. No Other charges are levied like berth hire, port dues, Pilotage, passenger fee etc.
- (b). For the period of stay exceeding 12 hours, berth hire as per VPT – SOR will be collected.
- (c). The above rationalized tariff are made effective on a trial basis for a period of three years as per Ministry of Shipping letter No.SW-15011/2/2016-MG dated 3.11.2017 and is valid up to 2.11.2020.

2.1.2. Tariff for Domestic Cruise Vessels in India as per letter no.SW-15011/2019-MG dated 08.03.2019.

- (a). Composite concession of 40% for domestic cruise vessels calls between 75-100 in a year and composite concession of 50% for domestic cruise vessels calls exceeding 100 in a year.
- (b). Both the above concessions are not to be linked to providing pilot services.
- (c). For berth stay longer than 12 hrs, additional berth hire as per VPT SOR will be applied.

These concessions are applicable upto 3.11.2020.

2.2. Pilotage Fees

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

2.2.1 Schedule of Pilotage Fee for vessels:

Sl. No.	Description	Unit	Rate per GRT	
			Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	All Vessels			
	1] Upto and inclusive of 30,000 GRT	GRT	US \$ 0.66741	17.84
	2] 30,001 to 60,000 GRT		US \$20022 + US \$ 0.5339 per GRT over 30,000 GRT	₹535200 + ₹14.27 per GRT over 30,000 GRT
	3] 60,001and above GRT		US \$ 36040 + US \$ 0.4672 per GRT over 60,000 GRT	₹963353+ ₹12.49 per GRT over 60,000 GRT
	4] Minimum charges payable		US \$ 1904	50901
2.	Vessels carrying crude oil or petroleum products including LPG			
	1] Upto and inclusive of 30,000 GRT	GRT	US \$ 0.7028	18.78
	2] 30,001 to 60,000 GRT		US \$21,084 + US \$ 0.5622 per GRT over 30,000 GRT	₹563400 + ₹15.02 per GRT over 30,000 GRT
	3] 60,001and above GRT		US \$ 37950 + US \$ 0.4919 per GRT over 60,000 GRT	₹10,14,000 + ₹13.15 per GRT over 60,000 GRT
	4] Minimum charges payable		US \$ 2005.20	53,599.20
3.	In case of cold move 25% of pilotage charges shall be levied extra for each cold move.			

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

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

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

2.2.3 Shifting Charges

Sl. No.	Description	Unit	Rate per GRT	
			Foreign-going vessel (US \$)	Coastal vessel (in ₹)
1.	ALL VESSELS			
	(i). Upto and inclusive of 30,000 GRT	GRT	US \$ 0.2595	₹6.94
	(ii). 30,001 to 60,000 GRT		US \$ 7785 + US\$ 0.2077 per GRT over 30,000 GRT	₹2,08,200+ ₹5.55 per GRT over 30,000 GRT
	(iii). 60,001and above GRT		US \$ 14013 +US \$0.1816 per GRT over 60,000 GRT	₹3,74,700+ ₹4.86 per GRT over 60,000 GRT
2.	In case of cold move during shifting, 25% of the shifting charges shall be levied extra.			

2.2.4 General Notes relating to Pilotage/Shifting:

- (1). Movement of a vessel within the same harbor or Inner harbor to Outer harbor or vice- versa is deemed as shifting.
- (2). No shifting charges shall be levied when shifting of a vessel is done for port convenience.
- (3). "Port convenience" is defined as below:

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

 - (a). *If a working cargo vessel is required to be shifted to another berth so as to enable berthing or sailing of another vessel at the same berth or any other berth in the Dock in view of restriction of LOA, beam etc., such shifting shall be considered as shifting for Port Convenience*
 - (b). *Whenever vessels are required to be shifted from deep draft berth to lesser draft berth in order to accommodate vessel of higher draft, such shifting shall be treated for port convenience and shifting charges shall not be levied on the vessel at berth proposed to be shifted and on the incoming vessel to be berthed. This shall apply only for port operated berths.*
 - (c). *If a vessel is shifted due to mal-functioning of Port equipment including HMC, clearance of berth etc. it shall be treated as shifting for port convenience.*
 - (d). *'Whenever vessels are required to be shifted from lesser draft berth to deep draft berth directly or through anchorage in order to facilitate continuation of loading, such shifting shall be treated for port convenience. No shifting charges shall be levied on the uptopping vessel seeking deep draft berth and also on the vessel at deep draft berth proposed to be shifted to another berth. All these shiftings are considered for "port convenience".*
- (4). For shifting/ pilotage of any vessel for the convenience of/ benefit of another vessel, the vessel benefited is liable to pay the shifting/ pilotage charges for shifting and repositioning of the vessel shifted subject to a condition that the vessel to be berthed by shifting another vessel is informed in advance prior to its berthing about the additional liability of shifting charges.
- (5). 50% exemption in the applicable charges shall be extended for first shifting whenever the vessel shifts after lightening or for up topping. 50% concession in case of first shifting of vessel to Roads after lighterage/ for uptopping.
- (6). When Tugs are not used for shifting, 55% concession shall be given.
- (7). Where a movement of vessel aborted or had to be changed due to reasons like Tug failure, insufficiency of length, lack of proper fenders etc., for which the vessel is not at fault, no charge shall be levied for the unsuccessful operations involved till she occupies allotted berth/ mooring.
- (8). If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice versa, then the consolidated pilotage should be divided into two equal halves (i.e., one for inward and the other for outward pilotage) which should be charged according to the status of the vessel prevailing at the time of taking place of relevant movement.
- (9). In case the vessel, after discharging cargo(es) shifts to anchorage for want of a suitable berth for continuation of unloading or if a vessel after loading cargo(es), shifts to anchorage for want of a suitable berth for continuation of loading then these movements shall be treated as 'shifting' and shifting charges shall be levied.
- (10). In case a tanker after completion of discharge/ transshipment in the outer harbour is

nominated as daughter tanker for receiving transshipment of crude oil, POL Products and if the operational requirement necessitates shifting of this tanker to the anchorage for re-berthing, the operation shall be treated as shifting only.

- (11). In case of a daughter tanker after receiving crude oil, POL products from mother tanker at outer harbour shifts to anchorage and re-enters the harbour for discharge or transshipment of crude oil, POL products such operation shall be treated as shifting only.
- (12). Similarly, in case a tanker after discharge/ transshipment of part cargo (crude oil, POL products), shifted to anchorage and brought back to inner/ outer harbour for transshipment/ discharge operations, the same shall be treated as shiftings. The proposed provision is not applicable in case of tankers shifted to roads for poor performance/ repairs.
- (13). During the course of hot movement, if a vessel fails to offer its full power for a duration not exceeding 5 minutes, it shall not be considered as cold move.

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

Sl. No.	Description	Foreign- going vessel (in US \$)	Coastal Vessel (in ₹)
1.	First half-an-hour for Inward/ Outward movement	Free	Free
2.	For every subsequent half-an-hour or part thereof	574.69	15361.60
3.	Cancellation of movement of a vessel scheduled for Inward/ Outward Movement - Charges to be levied in addition to the detention charges	1724.08	46084.66
4.	Fees for carriage of Pilot: Compensation per day if an outward-bound vessel carries away a pilot to sea.	226.85	6063.77

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

2.3. Berth Hire:

2.3.1 Tariff			
Sl. No.	Description	Rate per GRT per hour part thereof	
		Foreign-going vessel [in US \$]	Coastal vessel (in ₹)
1.	IRON ORE AND PELLETS (Mech.)		
	Upto 42000 GRT	0.01685	0.4505
	Above 42000 GRT	0.00799 (subject to a minimum of 707.85 US \$)	0.2135 (subject to a minimum of ₹18920.74)
2.	Vessels carrying crude oil or petroleum products, including LPG		
	Upto 30000 GRT	0.00276	0.0737
	Above 30000 GRT	0.00367	0.0982
3.	RESIDUAL CATEGORY		
	(i). Crane berths		
	- Upto 30000 GRT	0.00659	0.1762
	- Above 30000 GRT	0.00887	0.2370
	(ii). Non-crane berths		
	- Upto 30000 GRT	0.00267	0.0714
	- Above 30000 GRT	0.00355	0.0949
4.	For vessels [including Work Boats] operating in port waters under Visakhapatnam Harbour Craft rules.	NA	0.2437
		Rate in ₹ per day per Vessel	
5.	For vessels under construction at HSL Jetty/ moorings	Upto 3 months - ₹1462 4 th Month onwards - ₹1219	

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

Particulars	Concession
(a). Vessels berthed at any Hindustan Shipyard Jetty, Dredger	For Iron ore/ pellets (Mech.) and POL

lay by Jetty, or at any jetty or moorings in the port waters [except fishing harbour] or vessels berthed alongside another vessel already at berth/ moorings/ jetty.	vessels = 50% of applicable berth hire. For residual category = 50% of non-crane berth hire
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2.3.3. **Penalty**

(1) **For underperformance**

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

(2) **For Overstays of vessel**

- (i). Penal berth hire equivalent to normal applicable berth hire shall be levied in addition to the berth hire charge for the period of overstays of vessel for occupancy of the berth beyond the stipulated periods mentioned at (ii) below, provided there is a demand for the berth and a notice is served by the VPT or its authorized officials 10 hrs in advance of completion of discharge/ shipment operations.
- (ii). Vessel shall be permitted to occupy the berth after completion of cargo operation without attracting penalty for period mentioned below:-

(a). Any vessel, which requires "SECURING"	10 hrs
(b). Food Grain vessels requiring fumigation and inerting	10 hrs
(c). Vessels taking bunkers through barges.	08 hrs
(d). Vessels taking water through barges.	12 hrs
[From the time of placement of barges along side vessel]	
(e). Vessels taking Water/ Bunkers through source other than barges.	08 hrs
(f). In all other cases	04 hrs
- (iii). If the overstays of the vessel exceeds beyond 15 days even after levying penal berth hire under 2.3.3.(2)(i) then penal berth hire equivalent to 5 times of the normal berth hire for such excess period shall be levied in addition to the normal berth hire charges.

2.3.4. **General Notes relating to Berth hire:**

- (1). The time for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.
- (2).
 - (i). There shall be a time limit beyond which berth hire shall not apply, the berth hire shall stop 4 hrs after the time of vessel signaling its readiness to sail.
 - (ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal condition or on account of inclement weather or due to absence of night navigation facilities.
 - (iii). The Master/ Agent of the vessel shall signal readiness to sail only in accordance with favorable tidal and weather condition.
 - (iv). There shall be penal berth hire equal to one day's berth hire charge for a false signal.
"False signal" would be when a ship signals readiness and asks for a pilot in

anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavorable tide, lack of night navigation or adverse weather conditions”.

(3). Ousting Priority/ Priority Berth Hire:

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

- (8). When a Tanker berthed at Oil Wharfs on priority, does not complete its cargo handling operation in time, penalty equivalent to 100% berth hire charges will be levied for extra hours of stayal at berth and priority will not be considered for the same Shipper/ Receiver for their immediate next vessel.
- (9). In case, if a vessel is having priority, but by virtue if the same vessel is senior, no Priority charges will be collected.

2.3.5 Road Stead charges

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

Sl. No.	Description	Rate per GRT per hour or part thereof	
		Foreign going vessels (in US \$)	Coastal vessel (in ₹)
1.	First 48 hrs	Free	Free
2.	After 48 hrs to 144 hrs	0.000108	0.0029
3.	145 hrs to 384 hrs	0.000169	0.0045
4.	385 hrs onwards	0.001861	0.0497

Notes:

- No Road Stead Charges will be levied for the vessels stay at roads with an exemption upto first 48 hrs. before berthing on 1st arrival irrespective of readiness of vessel.
- For vessels which arrive Port limits for other than Cargo handling purposes, for water repairs etc. road stead charges are leviable from the time of actual stayal of the vessel at Roads without any free time and the rate applicable is 2nd slab up to 384 hrs. and thereafter, 4th slab rates to be levied. In order to encourage the vessels calling exclusively for bunkers i.e. "Bunker Call" No Road Stead charges will be applicable for bunker vessels upto first 48 hours. Thereafter charges as per the slab rates as above will be applicable.
- No road stead charges shall be levied on Mother/ Daughter tanker meant for transshipment of POL at anchorage/ berths.
- In case of an importing vessel after completion of discharge re-anchoring/ shifts to roads for carrying out loading operation, road stead charges as per the 2nd slab rate up to 384 hrs. is applicable from the time of re-anchoring/ shifting and thereafter, 4th slab rates to be levied.
- Vessels shifted to roads for continuing loading/ unloading for want of cargo/ non-availability of space to discharge cargo, shifting due to poor performance or shifting due to the concerned Steamer Agent's request, the rates at slab-4 of the above scheduled rates shall be levied from the time of re-anchoring/ shifting till readiness.
- Vessels is shifted/ ousted to accommodate ousting priority vessels to roads as per Port berthing policy, shall attract road stead charges as per slab-2 of the above schedule from time of their shifting/ ousting to roads upto 384 hrs, and thereafter rates at slab-4 shall be applied. Road Stead charges are to be collected from the vessel which is shifted to Roads but not from the Vessel which was berthed on ousting priority.
- Vessels shifted due to emergency/ cyclonic condition shall attract road stead charges as per the slab rates.
- Whenever vessel shifts to roads and goes to another berth for up-topping or lightening, the vessel stayal at roads shall be charged the rates at 2nd slab from the time of its shifting to roads till 384 hours and thereafter, rates at slab 4 shall be applied.
- Once vessel sailed from Port and drop at anchorage, for any reason, whatever rates at 2nd slab shall be levied upto 384 hours and thereafter rates at slab 4 shall be levied.
- The rate mentioned in the slab above shall be made applicable irrespective of the availability/ non-availability of berth(s).

2.3.6 Tariff at SPM

Sl. No.	Vessel related charges	Foreign in US \$	Coastal in ₹	Remarks
1)	Port dues vessels entering outer harbour (Rate per GRT)	0.4423	11.84	One time payment based on GRT of the vessel for each entry
2)	Pilotage			
	a) Vessel of GRT 30001 and above (Rate per GRT)	0.70	18.56	One time payment based on GRT of the vessel for one inward and one outward movement
	b) For on Board stay 1st pilot	12.56	842.40	Per hour or part thereof stay at SPM
3)	Mooring/ Berthing charges	163.70	7,293.60	One time for each operation
4)	Unmooring/ unberthing charges	163.70	7,293.60	One time for each operation
5)	Tug charges	620.537	16,586.71	Per hour or part thereof subject to minimum of 2 hours
6)	Anchorage charges per GRT	0.0019	0.048	Charges per GRT of the vessel per hour of stay at SPM
7)	For usage of VPT tug (Allowances & refreshments for crew)	208.837	9,303.60	Per shift of 8 hours

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

SECTION – 3

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

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

Sl. No.	Description	Unit	Rate [in ₹]
1.	Consolidated Charges for Transshipment/ lighterage Operation of Crude Oil from mother vessel.	Per each call of mother vessel	6.73 lakhs
2.	Consolidated Charges for Transshipment/ lighterage Operations of POL Product from mother vessel.	Per each call of mother vessel	5.54 lakhs
3.	Wharfage charges on Cargo transhipped/ lighterage to daughter tanker and carried to other ports without discharging at this Port.	Per KL	13.45
4.	The Daughter tankers shall pay charges as per notified rates.		
5.	For any other specific services such as supply of water, launches, etc., charges shall be levied as applicable.		

Notes:

- Crude Oil/ POL products transhipped/ lightened originally to daughter tanker and subsequently re-transhipped/ lightened to another tanker in the same call, wharfage charges shall be levied at ₹2.00 per KL for second and subsequent transshipment/ lighterage operations.
- Consolidated Charges shall include Port dues, pilotage fee, Berth hire charges, Fire Float and wharfage charges @ ₹2 per KL.
- In case, a Mother vessel tranships/ lighten part cargo of Crude Oil/ POL products to daughter tanker to carry to other ports and discharges part cargo in the Port or vice versa, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the VPT Scale of Rates instead of consolidated charges.

The element of wharfage of ₹2/- per KL built in consolidated charges is also payable by mother vessel for the quantity transhipped/ lightened to daughter vessel.

- In case Mother vessel subsequently becomes daughter tanker, Port dues, pilotage fees, wharfage and berth hire charges shall be levied at the notified rates as applicable duly adjusting the consolidated charges originally collected.
- A consolidated charge of ₹27,000 shall be levied on Mother Tanker per each call towards

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

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

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

Charges on mother tanker	4.75 cents per GRT	
Charges on daughter tanker	Foreign vessel	4.75 cent per GRT
	Coastal vessel	₹2.37 per GRT
STS charges	₹26.12 per tonne on cargo transshipped/ lightened from mother tanker.	

Notes:

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

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

- ❖ A rebate of 25% in Port dues, pilotage and berth hire shall be extended to both mother/ daughter vessels/ barges engaged in transshipment/ lighterage of dry bulk cargo and carried to other ports.
- ❖ A wharfage of ₹6 per tonne shall be levied on such transshipment/ lighterage and carried to other ports. The said wharfage rate is not applicable on dry bulk cargo transshipped/ lightened and carried to terminals of the BOT operators operating in the VPT.
- ❖ Lighterage/ uptopping charges @ ₹3 per tonne shall be levied in addition to wharfage for discharge/ loading at other berths (excluding BOT berths).

SECTION - 4
CARGO RELATED CHARGES

4.1. Wharfage:

Item No.	Nomenclature	Unit	Foreign Rate (in ₹)	Coastal Rate (in ₹)
1.	Alcohol	Per Tonne	380	228
2.	Acetone	Per Tonne	313	188
3.	All types of Coal, Coke and Coal tar pitch	Per Tonne	43	26
4.	Alumina (bulk)	Per Tonne	56.25	33.75
5.	Aluminum, Alumina Sow Ingots, Alumina Billets and Alumina products	Per Tonne	37	22
6.	Asphalt/ bitumen, Barytes, Feldspar, Chrome Ore	Per Tonne	31	19
7.	Cement clinker (including cement)	Per Tonne	28	17
8.	Manganese Ore/ Ferro Manganese Slag	Per Tonne	19	11
9.	Ammonium Nitrate	Per Tonne	262.50	157.50
10.	Blast furnace slag, Bentonite, Dolomite chips, River sand and fly ash	Per Tonne	22	13
11.	Calcined petroleum coke	Per Tonne	57	34
12.	Caustic Soda	Per Tonne	47	28
13.	Cereals, food grains, Pulses & Sugar	Per Tonne	37	22
14.	Charge chrome, Ferro Manganese, Ferro Silicon, Silicon Manganese, High carbon Ferrochrome, and other ores.	Per Tonne	63	38
15.	Other Chemicals	Per tonne		
	Methalene Chloride		360	216
	ISC Propylene Alcohol		465	279
	Toluene		355	213
	Cyclo Hexane		255	153
	Hexane in Bulk		476	286
	Other Chemicals (other than listed at 15 above)	Advalorem	0.79%	0.48%
16.	Petroleum Products (Except LPG)	KL	88.20	88.20
17.	Crude oil			
	(a). Crude oil at VPT berths	Per Tonne	74	74
	(b). Crude oil at SPM	Per Tonne	17	17
18.	Edible Oils	K.L.	27	16
19.	Electrical goods	Advalorem	0.46%	0.27%
20.	Fertilizers (including MOP)	Per Tonne	50	30
21.	Granite Blocks & Marbles	Per Tonne	61	37
22.	Ilmenite sand	Per Tonne	22	13
23.	Iron Ore [Conv]	Per Tonne	26	26
24.	Iron Ore Pellets [Conv]	Per Tonne	29	29
25.	Limestone	Per Tonne	46	27
26.	Liquid Ammonia, Molten Sulphur, Rock phosphate and Sulphur	Per Tonne	50	30
27.	LPG	Per Tonne	244.80	146.88
28.	Machinery	Advalorem	0.24%	0.14%
29.	Molasses	Per Tonne	42	25
30.	All types of Oil Extractions like Soya, Rape seed etc.,	Per Tonne	17	10
31.	Phosphoric/ Sulphuric acid	Per Tonne	70	42
32.	Pig iron	Per Tonne	47	28
33.	Gypsum	Per Tonne	40	24
34.	Methonal	Per Tonne	70	42
35.	Waste oil	Per Tonne	19	11
36.	Bio-diesel	Per Tonne	72	43
37.	R.R. materials of all grades including	Per Tonne		
	(a). Dead Burnt Magnesite [DBM]			
	(b). Fused Magnesite/ Magnesia [FM]			
	(c). Bauxite/ Round kiln super grade/ Round kiln Mid Iron	Per Tonne	50	30
	(d). Al/ Mg/ Alloyed powder			
	(e). Brick/ Brick Grog			

	(f). Graphite			
	(g). Silicon Carbide			
	(h). Reframul			
	(i). Fused alumina			
	(j). Mullite			
	(k). Sea water magnesite			
38.	Steel Products - all varieties	Per ton	58	35
39.	Styrene Monomar	Per ton	104	63
40.	Thermal Coal	Per ton	25	25
41.	Timber Logs & Wood items	1 Cu.M.	38	23
42.	Marine products	Advalorem	0.024%	0.015%
43.	Bauxite (ore)	Per Tonne	38	23
44.	Unremunerated goods having FOB/ CIF value upto and inclusive of ₹1000/- per tonne	Per Tonne	19	11
45.	Unenumerated goods having value of more than ₹1000/- per tonne.	Per Tonne	76	46
46.	Transshipment of break bulk cargo where wharfage is levied on advalorem basis:			
	a) Vessel to vessel directly	Per Tonne	285	171
	b) Landed from one vessel and subsequently shipped to another vessel	Per ton	356	214
47.	Wharfage charges of ₹3500/- on materials for oil exploration purposes carried per trip of the OSVs of the ONGC			
48.	Defense Stores equipment	MT	162	97

Notes:

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

and accessories thereof but the reference to “parts thereof does not include radio or radar apparatus as per note no.2 of Chapter no.93 of Customs Tariff of India.

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

Sl. No.	Description	Rate per container (in ₹)		
		Upto 20' in length	Above 20' and upto 40' in length	Above 40' in length
1.	Wharfage on container	23.74	36.40	47.48
2.	Wharfage on containerized cargo (irrespective of nature of cargo) when no stuffing/ destuffing is done inside the Port premises	672.68	1009.82	1345.37
3.	Wharfage on containerised cargo when cargo is stuffed/ de-stuffed for shipment/ delivery inside the Port premises.	Wharfage as per classification under section 4.1 of the Scale of rates		

Note:

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

4.3 Wharfage charges for specified cases

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

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

4.3.1. Wharfage charges on goods from vessels in distress

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

4.4 Goods free of wharfage

The following goods shall be free of wharfage.

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

- (11). Sand ballast.
- (12). Survey rejections
- (13). Passengers embarked and dis embarked.

4.6 Demurrage Charges/ Storage Charges

4.6.1 Free storage period in the transit accommodation

Sl. No.	Description	Free period
1.	Import Cargo	
	i. Import cargo	5 days
	ii. Project cargo	20 days
2.	Export cargo	30 days
3.	Goods landed for transshipment	10 days

Notes:

- (1). Free period prescribed above excludes Customs notified holidays and Port's non-working days.
- (2). **Imports:**
 - (i). Free period for import cargo shall be reckoned from the days following the day of completion of final discharge from the vessel.
 - (ii). Free period for containerized cargo shall commence from the day following the day of de-stuffing.
 - (iii). In case of salvaged goods, free period shall commence from the day following the day of salvage.
 - (iv). Where goods are landed by the vessel into lighters, barges or other floating crafts, free days shall be calculated from the day of complete discharge of the goods from the lighters, barges or other floating craft, on the wharf or jetty.
 - (v). In cases where de-stuffing of loaded container being not effected within 7 days from the last day of landing of the containers, demurrage charges shall be levied on the cargo inside the containers and recovered from the Steamer Agents, at the usual rates leviable on import cargo upto and inclusive of the day of de-stuffing after expiry of 7 days free period besides the storage charges, leviable on containers.
- (3). **Export:**
 - (i). Free period for export cargo shall commence from the actual date of the receipt of the goods in the Port premises.
 - (ii). No free days shall be allowed on goods brought into Port premises and removed from there without shipment. No demurrage shall be levied for the goods brought in during the course of shipment and removed within 24 hours of shipment.
 - (iii). In case of goods landed for transshipment the free storage period of 10 days in transit shall be counted from the last day of discharge of cargo excluding customs notified holidays and port's non-working days.

4.6.2. (a). Demurrage charge on other than import general/ import project cargo:

Item No.	Description	Charges payable
1.	For the first six days after the expiry of free period	₹20.90 per tonne/ Cu. Meter or part thereof for every three days or part thereof.
2.	For the next six days	₹41.80 per tonne/ Cu. Meter or part thereof for every three days or part thereof.
3.	Thereafter	₹20.90 per tonne/ Cu. Meter or part thereof for every day or part thereof.

4.6.2. (b). Demurrage charges on import general/ import project cargo:

Sl. No.	General cargo	Project cargo	Description
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1.	1 st day to 5 th day	1 st day to 20 th day	Free days as per Scale of Rates
2.	6 th day to 25 th day	21 st day to 26 th day	To collect one time rates prescribed in schedule 4.6.2.(a) of SOR
3.	26 th day to 40 th day	27 th day to 40 th day	5 time rates prescribed in schedule 4.6.2.(a) of SOR
4.	41 st day onwards	41 st day onwards	10 time rates prescribed in schedule 4.6.2.(a) of SOR

Notes:

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

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

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

(4). Demurrage on goods detained:

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

- (i). Any period during which goods are detained by the Port Health Officer before being destroyed.
- (ii). Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisal and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers/ Exporters;
- (iii). Where goods are detained by the Commissioner of Customs on account of Import/ Export Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/ Exporter, for such period of detention under 4 (i) and (ii), the demurrage charges shall be recovered as under:
- | | | |
|--------------------|---|----------------------------------|
| First 45 days | : | Free. |
| 46 days to 90 days | : | 50% of actual demurrage charges |
| Beyond 90 days | : | 100% of actual demurrage charges |

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

The first 45 days shall be reckoned with as follows:

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

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

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

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

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

Sl. No.	Description	Amount
i..	First 5 hours	Free

ii.	6 th to 10 th hour	Free – subject to limiting the free time from 6 th hour to 10 th hour or berthing of subsequent vessels, whichever is earlier. Thereafter, ₹5803.55 per hour or part thereof will be charged in this slab.
iii.	11 th to 15 th hour	₹5803.55 per hour or part thereof
iv.	16 th to 20 th hour	₹11607.09 per hour or part thereof
v	21 st hour onwards	₹29017.73 per hour or part thereof

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

4.6.3. Storage charges on containers:

Particulars	Rate per container per day or part thereof			
	Foreign-going (in US \$)		Coastal (in ₹)	
	20'	40'	20'	40'
Storage charges on laden and empty container	0.15	0.30	6.59	13.19

General Notes

- (1). Free period of 1 day shall be allowed on import/ export containers whether empty or laden. For the purpose of calculation of free period Custom's notified holidays and port's non-working days shall be excluded.
- (2). Free storage period for import containers shall commence from the day after the day of landing of the container. For export container, the free period shall commence from the time the container enters the terminal.
- (3). The storage charges on abandoned FCL containers/ shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following condition:
 - (i). The consignee can issue a letter of abandonment at anytime.
 - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/ MLO can also issue abandonment letter subject to the condition that, - the Line shall resume custody of container alongwith cargo and either take back it or remove it from the port premises; and the line shall pay all port charges accrued on the cargo and container before assuming custody of the container.
 - (iii). The container Agent/ MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for de-stuffing the cargo.
 - (iv). Where the container is seized/ confiscated by the Custom Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized/ confiscated containers should be removed by the line/ consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.
- (4). If operational area is allotted on licensed terms or leased on rental to users, storage charges on container shall not be levied.
- (5). Storage charge shall not accrue for the period during which the VPT cannot effect delivery of import container or shipment of export container when requested by the user.

4.7.1 Charges for handling cargo (labour charges):

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

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

Item No.	Description	Unit	Rate (in ₹)
1.	Packages/ Bags weighing upto and including 1 tonne.	1000 Kgs.	56.98
2.	Packages weighing over 1 tonne and upto and inclusive of 3 tonnes.	1000 Kgs.	63.31
3.	Packages weighing over 3 tonnes.	1000 Kgs.	71.23
4.	Cranes used for conveying import cargo from Barge to the Quay when Port provides a Crane.	1000 Kgs.	5.54
5.	Labour handling charges in barges/ lighters supplied for import Cargo.	1000 Kgs.	15.83
6.	For shifting of Container from one place to another within the Dock Area.	Per Container per each shifting (Load or Empty)	254.83

Notes:

- (1). The handling charges specified for Item Nos.1, 2 and 3 are inclusive of equipment hire charges.
- (2). (i). In case the trailers are supplied by the steamer agents/ receivers or his agents(whenever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at item nos.1, 2 & 3 of Schedule of Labour Charges.
- (ii). In case the operation necessitates the deployment of only shore handling equipment and in the event of supply of this equipment by the steamer agents/receivers or his agents (whenever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at items nos.1, 2 & 3 of Schedule of Labour Charges.
- (iii). In case both trailers as well as handling equipment for handling and transportation of import General Cargo including timber logs but excluding containers are supplied by the steamer agents/ receivers or his agents (whenever required), a rebate of 50% shall be given on the rates specified on item nos.1, 2 & 3 of Schedule of Labour Charges.

4.7.2 (a). Handling charges for containers either for import or export

20'container		40' container		More than 40' container	
Loaded (in ₹)	Empty (in ₹)	Loaded (in ₹)	Empty (in ₹)	Loaded (in ₹)	Empty (in ₹)
253.25	189.93	506.49	379.87	569.80	435.27

(b). Mandatory User Charges:

The Mandatory User Charges for the Logistics Data Bank (LDB) service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC) in pursuance of MOS communication vide letter No.PD-14033/34/2017-PD-V dated 06 June 2018 will be governed by separate common adoption Order No.TAMP/46/2018-MUC dated 24 July 2019 approved by TAMP for common adoption by all Major Port Trusts and BOT terminals.

4.7.3. Cargo temporarily landed and reshipped by the same vessel:

Description	Unit	Rate (in ₹)
When handled by Port Labour	Per 1000 Kgs.	₹25.48 ps

General Notes to Schedules 4.7.1, 4.7.2 and 4.7.3.

- (1). No charges shall be levied for incidental movements in handling of containers.
- (2). Extra charges shall be levied for the equipment supplied as applicable.
- (3). In case of handling coastal cargo eligible for concessional tariff and for coastal containers involving ship-shore transfer from/ quay to/ from storage yard, 60% of the rates prescribed in the above Schedules will be levied.
- (4). The Port does not assume custody of the Export Cargo.
- (5). The Port lands import cargo, assumes custody of it, conveys to transit space and sorts for delivery all import cargo including cargo discharged into lighters, except cargo in bulk, live animals not in crates and other cargo for which overside delivery direct from ship is permitted in special cases by the Port and the Customs Authorities.
- (6). In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces.
- (7). In case of Cargo temporarily landed on the quay or into lighters either from a vessel berthed at Quay berth or from a vessel berthed in the moorings, Cargo shall lie at the expenses, risk and responsibility of the ship.
- (8). The charges specified at item No.4 in Section 4.7.1 will not apply for lifts each weighing 5 tonnes and above.
- (9). The charges for shifting of containers either empty or laden shall be payable by ship owner/ steamer agent. The tractor-cum-trailer for transporting container shall be supplied by the Ship Owner/ Steamer Agent concerned.

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

4.7.4.1. Levy on Time Rate Wages:

Description	Percentage of Levy on Time Rate Wage
For all Cargo availing services of cargo handling worker from Cargo Handling Division including Thermal coal availing services of cargo handling worker for wagon unloading.	150%

Notes:

1. The levy indicated above is in addition to recovery of time rate wages and piece rates payable to workers as per the respective clauses of prevailing wage settlement/ incentive scheme.
2. The above levy is payable by the stevedores to the VPT.
3. In cases where requisition for CHD labour is less than a shift based on the berthing of the vessels, the levy will be charged at actual number of hours.
4. If a vessel is completed prior to closing of a shift, the levy will be limited, to actual number of hours till completion.
5. In both the cases at Sl. No.3 and Sl. No.4, 100% wages will be recovered.

4.8. Levy for Covering Dusty Cargo within the vicinity of the port with Tarpaulin:

- 4.8.1. Levy of ₹5.30 per tonne by Stevedores/ Handling Agents and BOT operators authorized by the VPT for undertaking the service of covering all dusty import and export cargo within the vicinity of the port with Tarpaulins.
- 4.8.2. If Stevedores/ Handling Agents and BOT operators authorized by the VPT do not cover all the dusty import and export cargo within the vicinity of the port with Tarpaulins, then the port will get it done and recover the actual cost of covering all dusty import and export cargo with Tarpaulins from the concerned.

SECTION – 5
CHARGES FOR HIRE OF CRAFT/ EQUIPMENT

5.1. Floating Crane charges:

5.1.1. 140 ton Floating Crane:

Item No.	Weight of package or nature of charge	Unit	Rate (in ₹)	Rate in ₹ for second operation
1.	Upto 50 tonnes	Per hr. or part thereof	₹2639.29 per hour or part thereof subject to a minimum ₹5279.12	₹1319.65 per hour or part thereof subject to a minimum of ₹2501/-
2.	Over 50 tonnes but not exceeding 60 tonnes	Per tonne or part thereof	1137.63	568.81
3.	Over 60 tonnes	-do-	1516.84	758.42
4.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the port's ordinary working hours	Per requisition	5263.42	--
5.	For detention if the crane is kept idle owing to the lift or lifts not being ready for slinging	Per hr. or part thereof.	2631.71	--
6.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading	Per violation.	1880.88	--
7.	Additional charges for use of crane deck as a barge	Per loaded trip.	3943.77	--
8.	For use of the crane for purpose other than routine landing shipment, and delivery of cargo	Per hr. or part thereof.	17064.41	--
9.	Placing/ removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	- do -	1516.84	--
10.	For use of the crane for purpose of lifting sunken trawlers of FH	Per hour or part thereof	4616.46	--

5.1.2. 60 ton floating crane:

Item No.	Weight of each package or nature of charge	Unit	Rate (in ₹)	Rate in ₹ for second operation
1.	Upto 50 tonnes	Per hour or part thereof	₹2639.29 per hour or part thereof subject to a minimum of ₹5278.58	₹1319.65 per hour or part thereof subject to a minimum of ₹2639.29
2.	Over 50 tonnes but not exceeding 60 tonnes.	Per tonne or part thereof	1137.63	568.81
3.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the Port's ordinary working hours.	Per requisition	5263.42	--
4.	For detention, if the crane is kept idle owing to the lift or lifts not being ready for slinging.	Per hour or part thereof	2631.71	--
5.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation	758.42	--
6.	Additional charges for use of crane deck as a barge.	Per loaded trip	3943.77	--
7.	Per use of the crane for purposes other than routine landing/ shipments and delivery of cargo.	Per hour or part there of	7508.34	--

Notes:

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

5.2. Towage Charges:

5.2.1. Towage Charges (within port limits):

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	Tug upto 30 Tonne BP	Per hour or part thereof [Subject to minimum of two hours]	409.23	10,938.79
2.	Tug beyond 30 Tonne BP		818.48	21,877.58

Notes:

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

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

Item No.	Description	Unit	Rate (in ₹)
1.	Mooring boat with gang	For first 4 hours or part thereof	520.10
		For every additional hour or part thereof	195.45
2.	Pilot launch	Per movement	2929.64

5.4 Rates for the services for Pilot and Pilot launches provided for shifting of barges, loaded barges/ empty barge "dredger" etc.) from dredging in the Inner Harbour to dumping ground.

Item No.	Description	Rate per movement (in ₹)
1.	Hire charges for Pilot launch for movement of loaded barge from Inner Harbour to designated area (OH)	2929.64
2.	Hire charges for Pilot launch for completion of movement of empty barge to designated dredging area in the Inner Harbour	2929.64

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

Item No.	Description	Unit	Rate (in ₹)	Minimum Charges (in ₹)
1.	20 tonnes Electrical quay crane	Per hour or part thereof	4155	8310

Notes:

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

5.6 Mobile crane charges:

Item No.	Description	Unit	Rate (in ₹)	Minimum Charges (in ₹)
1	Mobile crane (capacity upto 45 tonnes)	Per hour or part thereof	645	1290
2	Mobile crane (capacity 75 tonnes)	Per hour or part thereof	1593	3185

5.7 Fork lift truck/ top lift carrier charges:

Item No.	Description	Unit	Rate (in ₹)
1.	Forklift trucks upto and inclusive of 5000 kgs.	Per shift of Eight hours or part thereof	2865
2.	10 Ton and 12 Ton diesel forklift truck	Per shift of Eight hours or part thereof	6595

5.8 In motion wagon weigh bridge (100 tonne)

Charge for use of 100 tonne capacity pit less in motion weigh bridge at ₹13.20/- per wagon of 8 wheels.

SECTION – 6
CHARGES FOR LICENCE (STORAGE) FEE

Item No.	Description	Unit	Rate (in ₹)	Penal Rate (in ₹)
1.	License fee for sheds: Transit sheds and storage sheds, warehouses and all covered spaces including warehouse behind G.C.B.	Per 100 Sq. Mtrs.	4710/- per week or part thereof	9420/-
2.	License fee for Open Space	License fee for this item will be as per the Schedule of Rent approved by this Authority separately with effect from the date of implementation of Order No.TAMP/48/2014-VPT dated 15 January 2016.		

Notes:

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

SECTION – 7
CHARGES FOR OTHER SERVICES

7.1. Charges for supply of water to vessels:

Item No.	Description	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	Supply of water to vessels at Shore.	Per 1000 Ltrs. or part thereof	3.762 [Subject to minimum of 18.81 US \$]	100.58 [Subject to a minimum of ₹502.88]
2.	Supply of water to vessels by Barge.	Per 1000 Ltrs. or part thereof	4.854 [Subject to minimum of 24.273 US \$]	129.77 [Subject to a minimum of ₹648.84]

Note:

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

7.2. Fire float charges:

Item No.	Description	Unit	Rate	Minimum Charges
			[in ₹]	[in ₹]
1.	For salvage and other purposes.	Per hour	2000	6000
2	For stand by duties.	Per hour	1000	3000

Note: The above charges are exclusive of overtime charges.

7.3 Fire tender charges:

Item No.	Description	Unit	Rate (in ₹)
1.	Fire Tender [All types of fire tenders]	Per hour	1000

Notes:

- Charges at actuals will be levied for fighting fires in ships lying in the port limits.
 - Overtime charges of crew will be charged extra.
- Above charges are exclusive of overtime charges.

7.4 Trail or Pump

Item No.	Description	Unit	Rate (in ₹)
1.	For all types of Pumps	Per hour	1000

7.5 Miscellaneous charges:

Item No.	Description	Unit	Rate (in ₹)
1.	Yokohama fenders	Per day or part thereof	2807
2.	Pollution control charges including sprinkling and sweeping [Except cargoes handled by mechanical system i.e. Iron Ore, Pellets, Aluminium & cargoes at Fertiliser berth]		
	For Dry bulk	Per Tonne or part thereof	1.98
	For Break Bulk	Per Tonne or part thereof	0.66
3.	60 Ton Road Weighbridge		
	Per Truck [Loaded or Empty]		15.17
	Per Trailor [Empty]		15.17
	Per Trailor [Loaded]		30.34
4.	Shifting of fenders	Per shifting	26,380
5.	Levy on Bunkers supplied through bunker Barges/ Vessels	Per K.L	7.91
6.	Duplicate copy of bills	Each copy	65.95
7.	Certificate of payment / weighment	Each certificate	65.95
8.	Amendment copy	Each amendment	65.95
9.	Scale of Rates	Each Floppy/ Compact Disk/ Hard copy	131.90
10.	Supply of Berthing Programme		
	Without postage at TM's office	Per copy per year	1320.00
	With postage	Per copy per year	3957.00
	Additional copy	Per copy per year	330.00

7.6. Dry docking charges:

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

Item No.	Description	Unit	Foreign going vessels (in US \$)	Coastal vessels (in ₹)
1.	On the 1 st day to 14 th day	Per day	3150.15	88,531.50
2.	From 15 th to 30 th day	-do-	4723.70	1,32,754.51
3.	From 31 st day onwards	-do-	6300.28	1,77,062.99

Notes:

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

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

Sl. No.	Description	Unit rate	Length of vessel upto 50 mtrs.	Length of vessel above 50 mtrs. upto 100 mtrs.	Length of vessel above 100 mtrs.
(i).	Flat Bottom vessels	Composite rate	221590	276987	332385
(ii).	Shaped vessels		379868	506491	633114

Note:

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

7.6.1.3. Composite Docking and Undocking charges:

- (i). The Composite Docking and Undocking charges will be levied at US\$ 6704.52 per foreign going vessel and ₹188424/- per coastal vessel.
- (ii). In case of 2nd Docking, a rate of US\$ 2428.69 per foreign going vessel and ₹68256/- per coastal vessel will be levied.

7.6.1.4. Block Shifting Charges:

Block Shifting Charges will be levied on actuals.

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

Sl. No.	Particulars	Unit	Frequency of Payment	Rate per month (in ₹)
1.	Mechanised Fishing Boat	Per Boat	Per Calendar month	400
2.	Fishing Trawler [Mini] Upto 14 NRT	Per Trawler	Per Calendar month	3000
3.	Fishing Trawlers [Big] Above 14 NRT	Per Trawler	Per Calendar month	6000

Notes:

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

Sl. No.	Particulars	Unit	Berth Hire per day (in ₹)
1.	Fishing Trawler [Mini] Upto 14 NRT	Per Day or part thereof per Trawler	135.28
2.	Fishing Trawlers [Big] Above 14 NRT	Per Day or part thereof per Trawler	203.14

- (4). Fishing Trawlers/ Boats which are involved for the activities other than fishing, shall not be entitled for the charges applicable for Fishing Boats/ Trawlers.

7.6.2.2. Schedule of pilotage fees:

"If mechanised fishing boats/ fishing trawlers (Mini or Big) require the services of port's pilot for towing, then a consolidated pilotage fees of US\$ 614.25 for foreign-going vessel and **₹16418.90** for coastal vessels shall be levied".

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

Sl. No.	Particulars	Unit	Foreign going vessels (in US \$)	Coastal vessels (in ₹)
1.	Fishing Trawler [Mini] Upto 14 NRT	For each operation	9.5	253.94
2.	Fishing Trawlers [Big] Above 14 NRT	For each operation	26.6	711.02

General Notes relating to shifting charges:

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

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

Sl. No.	Particulars	Rate [in ₹] For both operations
1.	Mechanised fishing boat	8,400.00
2.	Fishing Trawler [Mini] Upto 14 NRT	33,000.00
3.	Fishing Trawlers [Big] Above 14 NRT	84,000.00

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

Sl. No.	Particulars	Rate per day [in ₹]
1.	Mechanized fishing boat	[i] For 1 st Day ₹900.00 [ii] From 2 nd Day onwards ₹450.00
2.	Fishing Trawler [Mini] Upto 14 NRT	1650.00
3.	Fishing Trawlers [Big] Above 14 NRT	3600.00

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

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

Docking and undocking charges for both operations ₹1,32,000/- per day.

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

(i).	For first day	₹48000/- per day
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(ii).	From 2 nd day to 10 th day	₹39000/- per day
(iii).	From 11 th day to 20 th day	₹48000/- per day
(iv).	From 21 st day to 30 th day	₹78000/- per day
(v).	From 31 st day to 37 th day	₹138000/- per day
(vi).	From 38 th day to 44 th day	₹168000/- per day
(vii).	From 45 th day to 51 st day	₹198000/- per day
(viii).	From 52 nd day to 58 th day	₹228000/- per day
(ix).	From 59 th day onwards	₹258000/- per day

Notes:

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

7.6.2.8 Levy on bunkers:

Nomenclature	Unit	Rate [in ₹]
Levy on bunkers to fishing trawlers/ mechanized fishing boats	Per litre	0.05

7.6.2.9 Charges for disposal of oil bilge:

Sl. No.	Description	Unit	Rate (in ₹)
1.	Disposal of Oil bilge residues from ships		
	a) Hire charges for Fixed Oil Boom	Per ship per shift of 8 hours or	3680
	b) Hire charges for Floating Oil Boom	part thereof	9487.50

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

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

Description	UNIT	Rate (in ₹)
Charges for Operation of Mobile X-Ray Container Scanning System	TEU	152.00

Notes:

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

7.8. Schedule of Rate for direct handling of thermal coal by rail-cum-sea route from various collieries through load port of Visakhapatnam:

I. Schedule of Charge

(in ₹ per tonne)	
Description	Rate for foreign and coastal thermal coal
Receiving of thermal coal from mine heads of Mahanadi Coal Fields Limited (MCL)/IB Valley at Visakhapatnam Port, unloading at designated rail siding, movement of cargo to stack yard, from stack yard to berth, heaping of cargo and loading into vessels.	₹190.80

Notes:

- Cargo unloading** means unloading of coal from all the wagons by engaging the required manpower and equipment.
- Rake** means a railway rake consisting of about 58 wagons each with a capacity to carry about 56 tonnes.
- Tariff** specified in this SOR refers to the service of receiving coal rakes at the port, unloading coal at the designated rail siding, transporting unloaded coal to the designated stack yard for storage, transporting coal from the stack yard to the berth and heaping and loading coal into the nominated vessel.
Tariff does not include railway freight from source mines and charges at VPT viz., railway terminal charges, wagon haulage charges, wharfage, storage plot rent and HMC charges.

II. Performance Standards

Activity	Performance Standard
Unloading of coal from placement of rake at the designated siding till completion of unloading from wagons.	9 hours

Note:

Time taken for handling a rake for the purpose of evaluation of performance standards is "Time taken from placement of rake at designated rail siding till completion of unloading cargo".

**SECTION – 8
CHARGES FOR ISSUAL OF LICENCE**

(Rate in ₹)

Sl. No.	Particulars	Rate per license		
		Duration	Fresh	Renewal
1.	Stevedoring	3 years	100000	100000
2.	Ship repairing	1 year	3825	3825
3.	Chipping and painting	1 year	2000	2000
4.	Ship Chandelling	1 year	825	825
5.	Other trader licenses	1 year	550	550
6.	Co-opering license	1 year	175	175
7.	Fresh water issue license	1 year	7925	7925

Note: Late fee of ₹200/- shall be levied if the application for renewal is not received before one month of the expiry of the license.

Performance Standards

(in tonnes)

Cargo	Average of last five years 2014-2018
1. Cargo Related Services	
Coking Coal (Conv)	7891
Steam Col (Conv)	7175
Thermal Coal	16774
Fertiliser (Raw Materials)	
Fertilizers (Mech)	3803
Sulphur (Mech)	3124
Rock Phosphate (Mech)	5627
Fertilizer (Conv)	6366
Sulphur (Conv)	4466
Rock Phosphate (Conv)	4624
POL	
Export POL - IH	6338
Import POL - IH	5263
LPG	10517
Crude Oil Imp.	70883
Trnsp. Crude - MT+DT	26543
Trnsp. POL - MT + DT	21307
Imp. POL-OH	12765
II. Vessel Related Services	
a) Average Turn Round Time of Vessel (days)	4.14
b) Average Pre-Berthing Time of Vessels (days)	1.36
