

JAWAHARLAL NEHRU PORT TRUST

SCALE OF RATES

Gazette No. Dated

CHAPTER – I

1.1 DEFINITIONS –GENERAL

- (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 licence issued by the competent authority.
- (ii). '**Inland Vessel**' shall mean any vessel registered as such under the provisions of Inland Vessels Act, 1917.
- (iii). "**Foreign Going Vessel**" shall mean any vessel other than Coastal vessel *and inland vessel*.
- (iv). "**Cold move**" shall mean the movement of the vessels without the main engines in operation.
- (v). "**Hazardous Chemicals**" mean and include the chemicals referred under Schedule-I, Schedule-II and Schedule-III of Manufacture, Storage and Import of Hazardous Chemicals Rules, 1989 framed under Environment (Protection) Act, 1986 and Rules, as applicable from time to time.
- (vi). "**Port Area**" shall mean the custom notified area of the port.
- (vii). "**Port Limit**" shall mean the boundary limits of the port as notified by the Central Government in the Gazette of India in terms of Section 4 (2) of the Indian Ports Act, 1908.
- (viii). "**Normal Container**" shall mean general type containers, not falling under special categories mentioned subsequently.
- (ix). "**Reefer Container**" shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- (x). "**Hazardous Container**" shall mean a container containing hazardous goods as classified under *International Maritime Dangerous Goods (IMDG) Code*.
- (xi). "**Transshipment Container**" shall mean a container, which is discharged from one vessel stored in the yard and transported through other vessel.
- (xii). "**Over Dimensional Container**" shall mean a container, carrying over dimensional cargo beyond the normal size of standard container and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.
- (xiii). "**Shut out Container**" shall mean a container which enters into the Port as an export intake for a particular vessel (as indicated by the Vessel Identification Advice Number, i.e. VIA No.) and is not connected to the particular vessel for reasons whatsoever, then the container is termed to be shut out container.
- (xiv). "**Back To Town Container**" shall mean a container entering the port for export but unable to be exported for whatever reasons and taken back to town.
- (xv). "**VIAN**" means Vessel Identification Advice Number.

1.2. GENERAL TERMS & CONDITIONS

- (i).
 - (a). A foreign Going Vessel of Indian Flag having a General Trading Licence can convert to Coastal run on the basis of a Customs Conversion Order.
 - (b). A Foreign Going Vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage License issued by Director General of Shipping.
 - (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods *or the time of conversion, as specified in Jawahar Customs Conversion Certificate, if the conversion takes place in JNP, whichever is later shall be applicable for the purpose of calculation of tariff.*
 - (d). In cases of such conversion, coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign going vessel rates shall be chargeable by the discharge ports.
 - (e). 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.
- (ii). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign run' category for the purpose of levying vessel related charges; and the nature of cargo or its origin will not be of any relevance for this purpose.
- (iii).
 - (a). Vessel related charges shall be levied on Shipowners/Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian rupees after conversion of US currency to its equivalent Indian rupees at *the market buying rate notified by the Reserve Bank of India, State Bank of India or any other Public Sector Bank as may be decided by the port from time to time.* The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
 - (b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees based on the *market buying rate notified by the Reserve Bank of India, State Bank of India or any other Public Sector Bank as may be decided by the port from time to time,* prevalent on the date of entry of the vessel in case of Import containers; and on the date of arrival of the containers in the port premises in case of export containers.
- (iv). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the Port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (v). 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 1,000 litres.
- (vi).
 - (a). The Vessel related charges for all Coastal vessels 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 pellets, should not exceed 60% of the normal cargo / container related charges.
 - (c). In case of cargo related charges, the concessional rate should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.
 - (d). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
 - (e). For the purpose of this concession, cargo / container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
 - (f). The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupee.
- (vii). Interest on delayed payments /refunds:
- (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the JNPT shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 16.75%. The penal interest rate will apply to both the JNPT and the port user equally.
 - (c). The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
 - (d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the JNPT. This provision shall, however, not apply to the cases where payment is to be made before availing the services / use of Port Trust's properties as stipulated in the Major Port Trust Act and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.
- (viii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (ix). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (x). The users will not be required to pay charges for delays beyond a reasonable level attributable to the Port.
- (xi). (a). Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the JNPT can submit a suitable proposal to the TAMP.
- (b). Simultaneously with the submission of proposal, the proposed rate can be levied on an adhoc basis till the rate is finally notified.
- (c). The adhoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/cargo; and, it must be mutually agreed upon by the Port/Terminal and the concerned user(s).

- (d). The final rate fixed by the TAMP will ordinarily be effective only prospectively. The interim rate adopted in an adhoc manner will be recognized as such unless it is found to be excessive requiring some moderation retrospectively.
- (xii). (a). The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The JNPT may, if it so desires, charge lower rates and/or allow higher rebates and discounts.
- (b). The JNPT 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. Provided that the JNPT should 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.
- (xiii). (a) ***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 a Custom conversion order”.***
- (b) ***In case of 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 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.”***

**CHAPTER – II
VESSEL RELATED
CHARGES**

2.1. SCHEDULE OF PORT DUES:

Sr. No.	Vessels Chargeable	Rate per GRT		Frequency of payment in respect of the same vessel
		Foreign going Vessels (in US\$)	Coastal Vessels (in `)	
1	(a) Bulk Carriers	0.1878	4.94	The charges are payable on each entry into the Port.
	(b) Container vessels	0.1452	3.80	
	(c) Car Carrier Vessels (Ro-Ro)	0.0939	2.46	
2	Vessels of 10 tonne and upward other than those covered above (except fishing boats)	0.1452	3.80	- do-
3	Tug Boats and river boats whether propelled by steam or diesel or other mechanical means	0.1452	3.80	-do-
4	Off-shore vessels		1.27	-do-

Notes:

- (1). (i). Port Dues of a vessel entering the Port of Jawaharlal Nehru will be assessed on its total GRT at the rate shown against the relevant vessel group.
- (ii). Port Dues shall be applicable as coastal or foreign-going as per the status of the vessel at the time of entry into the Port.
- (2). A vessel entering the Port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise

bechargeable.

- (3). A vessel entering the port but not discharging or taking in any cargo or passenger then (with the exception of such unshipment and reshipment as may be necessary for the purposes of repairs) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (4). Port dues shall be levied at 50% of the above rates in the followingcases:
 - (i). Vessel entering the port for repairs, dry docking in bunkers, provisions or water or for change of goods or discharging any sick member of the crew and sailing from the port without taking in passengers or cargo.
 - (ii). Telegraph vessel.
- (5). (i). A vessel in distress with cargo or property brought into the port shall be charged full port dues.
 - (ii). A vessel in distress without any cargo brought into the port shall be charged 75% of the port dues.
- (6). A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as a vessel entering a Port, but not discharging or taking any cargo or passenger therein, and shall not be charged any PortDues.
- (7). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of the International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying PortDues.
- (8). **MBPT PORTDUES:**

Vessels Chargeable	Rate per GRT	Due how often chargeable in respect of same vessel
A vessel, which enters the Mumbai Port limits, but does not discharge or take in any cargo or passenger for the MBPT (with the exception of such unshipment and reshipment of cargo as may be necessary for purpose of repairs).	18% of the Port dues as prescribed in the MBPT Scale of Rates from time to time.	The due is payable on each entry into the Port.

2.2. A. SCHEDULE OF PILOTAGE-CUM-TOWAGEFEE:

Sr. No.	Size of Vessels (in GRT)	Rate per GRT	
		Foreign going vessels (in US\$)	Coastal Vessels (in Rs.)
1.	Upto 30000 GRT	0.3227	8.46
2	From 30001 upto 60000 GRT	US \$ 9681 for first 30000 GRT +US \$ 0.2586 for every additional GRT	Rs.2,53,800/- for first 30000 GRT + Rs, 6.76 for every additional GRT
3	Above 60000 GRT	US \$ 17439 for first 60000 GRT + US \$ 0.2261 for every additional GRT	Rs.4,56,600/- for first 30000 GRT + Rs,5.92for every additional GRT

2.2. B. SCHEDULE OF SHIFTING CHARGES FOR SHIFTING WITHIN THE SAMETERMINAL:

Sr. No.	Size of Vessels	Rate per GRT	
		Foreign going vessels (in US\$)	Coastal Vessels (in `)
1.	Upto 30000 GRT	0.0644	1.69
2	From 30001 upto 60000 GRT	US \$ 1932 for first 30000 GRT + US \$ 0.0517 for every additional GRT	Rs.50,700/- for first 30000 GRT + Rs,1.34for every additional GRT
3	Above 60000 GRT	US \$ 3483for first 60000 GRT + US \$ 0.0451 for every additional GRT	Rs.90,900/- for first 30000 GRT + Rs,1.17 for every additional GRT

2.2. C. SCHEDULE OF SHIFTING CHARGES FOR SHIFTING FROM ONE TERMINAL TO ANOTHER, BOMBAY PORT LIMITS, ANCHORAGE OR ANYWHERE WITHIN THE JNPT LIMITS (OTHER THAN 2.2B)

Sr. No.	Size of Vessels	Rate per GRT	
		Foreign going vessels (in US\$)	Coastal Vessels (in `)
1.	Upto 30000 GRT	0.1613	4.22
2	From 30001 upto 60000 GRT	US \$ 4839 for first 30000 GRT + US \$ 0..1292 for every additional GRT	Rs.1,26,600/- for first 30000 GRT + Rs,3.38 for every additional GRT
3	Above 60000 GRT	US \$ 8715for first 60000 GRT + US \$ 0.1130 for every additional GRT	Rs.2,28,000/- for first 30000 GRT + Rs,2.95 for every additional GRT

Notes:

- (1). The above charges leviable for piloting-cum-towing of the vessels in and out of harbour as shown in the Schedule shall include services of pilots and tugs and other craft as may be required for one inward and one outward operations and shifting/s of vessels for 'port convenience'. Shifting at the request of the Vessels/Terminalswill attract separate shiftingcharges.

- (2). The minimum charges under the schedule for Pilotage – towage fees for each visit to the Port shall be **US\$ 256.13** for Foreign-going vessels and **Rs.6712.73** for Coastal vessels.
- (3). Pilotage-cum-Towage shall be charged 50% of the prescribed rates for inward and outward leg of the vessel depending upon the status of the vessel at each leg i.e. either Foreign-going or Coastal.
- (4). No charges shall be levied for shifting of a vessel for port convenience. (i). "Port Convenience" is defined to mean the following:
 - (a). If a working cargo vessel at berth or / anchorage is shifted / unberthed for undertaking hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE."
 - (b). If a working cargo vessel is shifted from berth to accommodate an ousting priority, vessels, which are exempted from bearing shifting charges, such shifting shall be treated "PORT CONVENIENCE".
 - (c). Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions such vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
 - (d). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel cannot be berthed at the adjacent berth due to length restrictions such shifting is also considered as "SHIFTING FOR PORT CONVENIENCE."
 - (e). Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reason is also considered as "SHIFTING FOR PORT CONVENIENCE."
- (ii). Whenever a vessel is shifted from berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority or the shifting is treated as for PORT CONVENIENCE when the priority vessel is exempted from payment of such charges. However, this benefit will not be applicable in the following cases:
 - (a). Non-cargo vessel which in any case have to vacate berth when cargo vessels arrive.
 - (b). Vessels using the berth exclusively for over side loading/discharge.
 - (c). Vessels which are idling at berth without doing any cargo handling operations.

2.2. D. COLD MOVECHARGES:

Sr. No.	Description	Rate
a)	In case the vessel has to be brought in and taken out as cold move.	Twice the normal rates.
b)	In case the vessel has one way cold move with engines shut off and the other way normal move with engines running.	One and half times the normal rates.
c)	Any shifting with cold move.	Twice the normal rates.

2.2. E. CANCELLATION CHARGES AND DETENTION CHARGES FOR PILOTS:

Sr. No.	Description	Rate	
		Foreign going vessels (in US\$)	Coastal Vessels (in Rs.)
1	a) Cancellation of requisition of Pilot with more than 4 hours notice.	Nil	Nil
	b) Cancellation of requisition for the services of Pilot with less than four hours notice.	85.38	2237.57
2	Detention of Pilot for more than 30 minutes beyond the booking time for which the requisition is made.		
	(a) For the first hour	85.38	2237.57
	(b) For subsequent hours or part thereof	42.69	1118.79

2.2. F. PILOTAGE FEE FOR VESSELS NOT REQUIRING TUG ASSISTANCE:

Sr. No.	Description	Rate per GRT	
		Foreign going Vessels (in US\$)	Coastal Vessels (in Rs.)
1	Pilotage for Vessels not requiring tug assistance	0.1193	3.13

Note: The minimum charges for each visit to JN Port shall be **US\$ 170.76** in case of foreign going vessels and **Rs.4475.14** in case of Coastal vessels.

2.3. SCHEDULE OF BERTH HIRECHARGES:

Sl.No.	Description	Rate per GRT per hour or part thereof	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1	For occupying JNPT Berth		
	All Berths including Landing Jetty	0.0050	0.1220
2	For occupying Anchorage Berth	0.0024	0.0542

2.4. SCHEDULE OF FRESH WATER CHARGES (for water supplied to vessels for their own use):

Sr. No.	Description		Rate per metric tonne
1	Foreign going vessel	US\$	3.41
2	Coastal Vessel	Rs.`	89.49
3	ONGC Supply Vessels	`Rs.	89.49

2.5. SCHEDULE OF GARBAGE COLLECTION CHARGES:

Sr. No.	Description	Unit	Rate per ship / hired port craft per visit of the garbage collector to the ship / hired portcraft
1	Charges for collection of garbage from ships and hired port crafts.	Rs.	678

Notes:

- (1). A composite berth hire charge shall be levied, at the rate of **US\$ 0.2485** per hour or part thereof in respect of foreign-going boat/barge or a country craft and at the rate of **Rs.6.51** per hour or part thereof in respect of coastal boat/barge or a country craft occupying any of the JNPT berths or assisting in over side operation of a steamer berth along side any of the berths or at anchorage for purposes of cargo operation or any other purpose.
- (2). A Composite berth hire charge shall be levied at the rate of **Rs.170.76** per day or part thereof in respect of small crafts (*), passenger launches or country crafts other than those hired by the JNPT, mooring at the landing jetty or any other berth.
*(A small craft shall mean a vessel not more than 20 meters in length).
- (3). (i). Vessels shall be permitted to occupy the berth after completion of cargo operation without attracting Penal berth hire charges for the periods mentioned below:
 - (a). Container/Car carrier vessels - 2Hours.
 - (b). All other than vessels at (a) above - 4Hours.
- (ii). Cargo operation in respect of the container vessel shall be considered complete after container lashings for which a period of 4 hours will be allowed after completion of loading.
- (iii). Cargo operation in respect of the export of Rice, Wheat and Direct Reduced Iron shall be considered complete after inerting/fumigation and survey. The time allowed for fumigation, inerting and survey shall be reckoned as 24 Hours after completion of loading operations.
- (iv). Cargo operation in respect of the export of Liquid Cargo shall be considered complete after pigging out/flushing out operations. The time for flushing out/pigging out shall be reckoned as 8 Hours.
- (v). All the vessels shall commence cargo operations within the time schedule specified below from the time the ship is brought along side the berth failing which penal berth hire charges shall be levied as prescribed in note - (viii) below.
 - a) Bulk/Tanker Vessels 3 and half Hours
 - b) All other Vessels 1Hour

- (vi). Vessels idling the Port's Cargo operation facilities due to not being ready to work even though the port is ready for its operation shall attract penal berth hire charges as prescribed in Note (viii) below. For the purpose of levy of penal berth hire charges, idling shall mean suspension/stoppage for any reason of cargo handling operation continuously for more than two hours.
- (vii). Vessels carrying liquid cargo like Furnace Oil, Carbon Black Feed Stock (CBFS) and Bright Stock, viscous grades of lube oil, must have adequate heating arrangements on board the vessel to ensure and maintain the following average discharges rates for effective working of 20 hours per day.
 - (a). Furnace oil 400 MT perhour.
 - (b). Carbon Black Feed Stock 300 MT perhour
 - (c). Bright Stock 40 MT perhour.

In case it is observed that a vessel taken to berth does not have proper heating arrangements in working condition and the discharge rate is less than the above specified rates, JNPT reserves the right to pull the vessel out at the cost and risk of the vessel agent in case any other vessel is waiting for berthing or to charge the penal berth hire mentioned at Note - (viii) below, if the vessel is permitted to continue discharge.

- (viii). Penal berth hire charges shall be levied as follows in addition to berth hire charges beyond the prescribed hours mentionedabove:

Sr. No.	Description	Rate per GRT	
		Foreign Going Vessels (in US\$)	Coastal Vessels (in Rs.)
1	Upto 6 hours	0.0512	1.34
2	Above 6 hours but upto 12 hours	0.1537	4.03
3	Above 12 hours but upto 18 hours	0.3073	8.05
4	Above 18 hours per day or part of thereof	0.4098	10.73

- (ix). Penal berth hire charges mentioned above shall not be leviable if the idling of vessels is attributable to the port or to adverse tidal conditions or bad weather and rain either before commencing cargo operation or during cargo operation on or after completion of cargooperation.
 - (x). If the berth is not immediately required, the port at its discretion, may allow a vessel to occupy berth after completion of cargo operation till such time as declared by the Port without attracting the penal berth hire. In this case normal berth hire charges shall belevied.
- (4) (a). There shall be a time limit beyond which berth hire shall not apply; berth hire shall stop 4 hours after the time of vessel signaling its readiness to sail.
- The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
- (b). There shall be a "Penal Berth Hire" equal to one day's berth hire charge for a falsesignal.

"False Signal is defined as inability of the vessel to sail at the pilot booked time or at the pilot boarding time, if the pilot boards on booked time but vessel sails after the booked time due to any of the following reasons:

1. Incomplete cargo operations inclusive of lashings and checking of reefer containers and documentation.
2. Inadequate GM (Metacentric Height)
3. Failure of Main Engine or any other machinery which may affect / delay the unmooring operations / sailing.
4. Non-availability of full power as per ship's manoeuvring characteristics.
5. All dues to the port relating to the ship not having been settled.
6. Original valid port clearance not onboard.
7. Certificate of Health Inspection not onboard.
8. Immigration NOC not onboard.
9. Non compliance with any of the port or statutory rules, regulations and requirements.
10. All crew not on board as per the minimum safe manning certificate of the vessel.
11. Actual draft more than the declared draft resulting in cancellation of sailing.
12. Navigational equipment (s) inoperational.
13. Any other reason attributable to Vessel / Vessel Agents."

- (c). The Master/Agent of the vessel shall signal readiness to sail only in accordance with the favourable tidal and weather conditions.
- (d). The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions.
- (5). The period of 1 hour for levy of berth hire shall be reckoned from the time the vessel occupies berth/ jetty / anchorage berths. The berth hire charges are composite charges inclusive of work beyond normal shift hours including Sundays and holidays.
- (6). For priority berthing, fees equivalent to berth hire charges for a single day or 75% of the berth hire charges for the period of stay, whichever is higher, shall be levied extra.

(a) Guidelines on priority berthing of coastal vessels as issued by TAMP:

- (i) “Coastal vessels” is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/competent authority.**
- (ii) Major ports shall accord priority berthing at least on one berth, to dry bulk/general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth for handling of Coastal Thermal Coal already existing in major Ports, if any.**
- (iii) All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.**
- (iv) In respect of POL/Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.**
- (v) Coastal vessels which are accorded priority berthing shall not be liable to pay priority berthing charges.**
- (vi) There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.**
- (vii) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise**
- (viii) Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.**
- (ix) Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal**

container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.

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

- (7). For Ousting priority, fees equivalent to 100% of the normal Berth Hire charges for actual period of stay shall be levied extra.
- (8). The fees for according 'priority/ ousting priority' realized in advance along with the requisition for priority/ousting priority shall be refunded if berthing is allowed only in the normal course of the vessel's arrival turn.
- (9). The berth hire for the period in which the status of the vessel changes shall be charged on the basis of the status of the vessel at the beginning of the relevant hour.
- (10). Berth hire charges shall not be levied for the period, when a vessel idles at berth due to breakdown of port owned equipment or power failure or any other reasons attributable to the Port.
- (11). Berth hire charges for Shallow Water Berth, Port Craft and Port Craft Jetty:

Schedule No.2.3 of Berth Hire subject to a minimum of 20% discount in the applicable rates will apply to these berths. Note No.1 and 2 to the Berth Hire Charges shall also be applicable to the above mentioned berths.

CHAPTER – III

CHARGES FOR SERVICES RENDERED TO CONTAINERS AND CONTAINERISED CARGO

GENERAL TERMS AND CONDITIONS:

- (i). Containers less than and upto 20 feet in length will be reckoned as one TEU for the purpose of Tariff.
- (ii). All charges for containers more than 20' in length and upto 40' in length will be 150 per cent of the applicable charges prescribed in clause 3.3.1.
- (iii). Handling charges for container more than 40' length and upto 45' in length will be 200 per cent of the applicable charges prescribed in clause 3.3.1.
- (iv). Containers other than that of standard size requiring special devices or slings for handling will be charged twice the applicable charges under clause 3.3.1. Such a container will also include damaged containers and any other types requiring special devices.

3.3.1. CHARGES FOR HANDLING AND MOVEMENT OF CONTAINERS:

The following consolidated charges for handling and movement of container shall be payable by the Shipping Lines or Agents of vessels or cargo agents for services rendered in respect of containers and containerized cargo passing through the port.

A. NORMAL CONTAINERS/REEFERCONTAINERS:

Sr. No.	Description	Rate per TEU (in Rs.)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
1	From Ship to Container Yard or vice versa	3589.00	2899.00	2153.00	1739.00
2	From Container Yard to Container Freight Station or vice versa	1276.00	1276.00	1276.00	1276.00
3	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	1795.00	1795.00	1795.00	1795.00
4	From Container Yard to Truck or vice versa (direct delivery and export intake)	552.00	552.00	552.00	552.00

B. HAZARDOUSCONTAINERS:

Sr. No.	Description	Rate per TEU (in Rs.)	
		Foreign Container Loaded	Coastal Container Loaded
1	From Ship to Container Yard or vice versa	4487.00	2693.00
2	From Container Yard to Container Freight Station or vice versa	1596.00	1596.00
3	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	2243.00	2243.00
4	From Container Yard to Truck or vice versa (direct delivery and export intake).	690.00	690.00

C. TRANSHIPMENTCONTAINERS:

Sr. No.	Description	Rate per TEU (in Rs.)		Rate per TEU (in Rs.)	
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
1	1 – 3000 TEUs	4141.00	3589.00	2485.00	2153.00
2	3001 – 6000 TEUs	3865.00	3313.00	2319.00	1988.00
3	6001 – 9000 TEUs	3589.00	3037.00	2153.00	1822.00
4	Thereafter	3313.00	2761.00	1988.00	1656.00

Notes:

- (1). Rate is based on total TEUs brought by the Shipping Lines or agents in the same financial year.
- (2). A container originally declared as transshipment container, subsequently moved by rail or road will lose the identity as transshipment container and shall be treated as normal import container and prescribed charges as applicable shall be payable.
- (3). Sliding Volume discount for transshipment containers on incremental traffic moved between Cochin Port/Tuticorin Port and JNPT are as follows:

Volume TEUs per year	1st year rebate	2nd year rebate	3rd year rebate	4th year rebate
Upto 6000 TEUs	Nil	Nil	Nil	Nil
6001 – 9000 TEUs	280.00	210.00	140.00	Nil
9001 – 15000 TEUs	350.00	280.00	210.00	Nil

- (4). Parking space for mobile harbour container handling cranes and relevant equipments away from berths, free of cost to port customers.

D. OVER DIMENSIONAL CARGOCONTAINERS:

Sr. No.	Description	Rate per TEU (in Rs)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
1	From Ship to Container Yard or vice versa	7178.00	5798.00	4307.00	3479.00
2	From Container Yard to Container Freight Station or vice versa	2555.00	2555.00	2555.00	2555.00
3	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	3589.00	3589.00	3589.00	3589.00
4	From Container Yard to Truck or vice versa (direct delivery and export intake)	1104.00	1104.00	1104.00	1104.00

E. SHUTOUTCONTAINERS:

Sr. No.	Description	Rate per TEU	
		Foreign-going vessel (US\$)	Coastal Vessels (Rs.)
1	Shutout Charges	56.8586	2483.10
2	Transportation of shutout container from any place in the Port to quay and back to the designated area irrespective of location inside the terminal.(`)	2070.60	2070.60

Shut out charges are not to be levied on the following instances:

1. When a vessel is required to sail with shut outs for accommodating another vessel on Portrequest.
2. (a). ThevesselhastosailatthefirstavailabletideiftheTerminalcannotcomplete theoperations.
(b). The vessel along side is forced to sail so as to accommodate theincoming vessel due to tidalrestrictions.
3. When containers could not be loaded on board by Port due to break downof cranes.
4. When containers could not be loaded on board due to bad weatherconditions.

F. REEFER MONITORING ANDCONNECTION:

Sr. No.	Description	Rate per TEU			
		Foreign going vessel (In US \$)		Coastal Vessel (In Rs.)	
		Loaded	Empty	Loaded	Empty
1	Additional charges per 4 hours of part thereof for electricity consumption and monitoring of reefer containers	5.6872	5.6872	248.50	248.50

Note: Additional electricity charges at the prescribed rates will be applicable incaseofReefer Restow Containersalso.

G. OTHER SERVICESRENDERED:

Sr. No.	Description	Rate per TEU (in Rs.)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty

1	Shifting of containers from one yard to another yard within the terminal for customs inspection or any other purpose and subsequent loading of containers for Delivery.	2347.00	2347.00	2347.00	2347.00
2	Additional service charges for stacking containers in designated yard for custom examination or for any other purpose by prior arrangement.	276.00	276.00	276.00	276.00

Note: The consolidated charges as above include the following elements, viz. stevedoring, use of Gantry crane, use of transfer crane, wharfage on tare weight of containers, wharfage on containerized cargo, transportation and contribution towards railway infrastructure.

3.3.2. REBATES:

With the prior permission of JNPT authorities, rebates as follows shall be applicable to port users for carrying out various operations with their own arrangements when the JNPT equipments are out of order or not available because they are hired to other user or for any other reason.

Sr. No.	Description	Rate per TEU (in Rs.)			
		Foreign vessels		Coastal vessels	
		Loaded	Empty	Loaded	Empty
1.a)	If the ship's gears are used for loading/unloading containers from ship to shore or vice versa –				
	Upto 20' in length	714.00	714.00	428.40	428.40
	Over 20' in length	952.00	952.00	571.20	571.20
1.b)	Transshipment containers handled at Shallow draught berth				
	Upto 20' in length	357.00	357.00	214.20	214.20
	Over 20' in length	476.00	476.00	285.60	285.60
2	If the Port user employs his own Tractor Trailer (TT) for transporting containers from Quay to container yard or vice versa -				
	Upto 20' in length	357.00	357.00	214.20	214.20
	Over 20' in length	536.20	536.20	322.00	322.00
3	If the user brings his own equipment for lifting containers from container yard to truck and vice versa				
	Upto 20' in length	298.20	298.20	298.20	298.20
	Over 20' in length	446.60	446.60	446.60	446.60
4	Rebate on Shut out charges on Containers shut out from Private yard				
	Upto 20' in length US\$	20.8250	-	546.00	-
	Over 20' in length US\$	31.2375	-	819.00	-

5. If the Port User provides lashing/unlashing gang for lashing operations of containers, then a rebate of **Rs. 36.40** per foreign container and **Rs. 22.40** per coastal container in handling charges shall be allowed. The rebate shall be limited to the number of containers actually lashed.
6. Any vessel performing more than 1000 TEUs in a single call shall qualify for a rebate amounting to the following percentage of the total handling charges applicable for the vessel:

- More than 1000 TEUs but upto 1200 2%
- More than 1200 TEUs but upto 1500 3%
- More than 1500 TEUs but upto 1800 4%
- More than 1800 TEUs but upto 2200 5%
- More than 2200 TEUs but upto 2600 6%
- More than 2600 TEUs 7%

7. No rebate will be admissible for back to town containers handled by private equipments.

3.3.3. DWELL TIME CHARGES FOR CONTAINER, STORED IN THE PORT PREMISES:

Sr. No.	Particulars	Rate per container per day or part thereof (In US\$) Foreign		Rate per container per day or part thereof (In `) Coastal	
		Upto 20' in length	Over 20' to upto 40' in length	Upto 20' in length	Over 20' to upto 40' in length
1	Non-ICD Import & Export – Loaded				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.4863	8.9726	196.50	391.38
	16-30 days	8.9726	17.9452	391.38	784.39
	Thereafter	17.9452	35.8904	784.39	1567.16
2	Non-ICD Import & Export -Empty				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.4863	8.9726	196.50	391.38
	16-30 days	8.9726	17.9452	391.38	784.39
	Thereafter	17.9452	35.8904	784.39	1567.16
3	ICD Import & Export –Loaded moved by Road				
	First 3 days	Free	Free	Free	Free
	4-7 days	3.7235	7.4470	162.40	324.80
	8-15 days	4.4863	8.9726	196.50	391.38
	16-30 days	8.9726	17.9452	391.38	784.39
	Thereafter	17.9452	35.8904	784.39	1567.16
4	ICD Import & Export – Empty moved by Road				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.4863	8.9726	196.50	391.38
	16-30 days	8.9726	17.9452	391.38	784.39
	Thereafter	17.9452	35.8904	784.39	1567.16
5	ICD Import & Export – Loaded or Empty moved by Rail				
	First 7 days	Free	Free	Free	Free
	8-15 days	3.277	6.55	142.91	285.82
	16-30 days	3.9480	7.8959	172.14	344.29
	31-45 days	7.8959	15.7918	344.29	690.20
	Thereafter	15.7918	31.5836	690.20	1378.78
6	Transshipment - Loaded				
	First 10 days	Free	Free	Free	Free
	11-45 days	4.4863	8.9726	196.50	391.38
	Thereafter	8.9726	17.9452	391.38	784.39
7	Transshipment - Empty				
	First 10 days	Free	Free	Free	Free
	11-30 days	4.4863	8.9726	196.50	391.38
	31-45 days	8.9726	17.9452	391.38	784.39
	Thereafter	17.9452	35.8904	784.39	1567.16
8	Shutout – Loaded & Empty				
	1-15 days	4.4863	8.9726	196.50	391.38
	16-30 days	8.9726	17.9452	391.38	784.39
	Thereafter	17.9452	35.8904	784.39	1567.16

9	Back to Town – Loaded & Empty				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.4863	8.9726	196.50	391.38
	16-30 days	8.9726	17.9452	391.38	784.39
	Thereafter	17.9452	35.8904	784.39	1567.16

Notes:

- (1). The total storage period for a container shall be reckoned from the day following the day of landing upto the day of shipment/delivery/date of removal of the container and includes Sundays and Holidays but excludes Custom notified holidays and port non workingdays.
- (2). Transshipment containers subsequently changing the mode of dispatch locally or to the container freight station for destuffing/stuffing shall loose the concessional dwell time as prescribed in Item (6) & (7) above. Dwell time charges for such containers shall be recovered at par with import containers as prescribed in item No.1 or 2 asapplicable.
- (3). Transshipment containers subsequently changing the mode of dispatch by rail to ICD shall be treated as other ICD containers for the purpose of levy of Dwell time charges fees and shall be charged at the rates in item (3) & (4) above. In such cases additional shifting charge will be applicable for movement of container from container yard to ICDyard.
- (4). A container from foreign port landing at the JNPT for subsequent transshipment to an Indian Port on a coastal voyage or vice versa would be charged at 50% of the transshipment charges prescribed for foreign going vessels and 50% of that prescribed for coastalcategory.
- (5). Normal import containers subsequently changing the mode of dispatch by rail to ICD will enjoy the free period applicable to normal import container only. In such cases additional shifting charges will be applicable for movement of container from container yard to ICDyard.
- (6). The total storage period for a shutout container shall be calculated from the day following the day when the container has become shutout till the day of Shipment/delivery.
- (7). Over high and over dimensional containers shall attract thrice the normal applicablecharges.
- (8). Hazardous containers shall attract 1.25 times the normal applicable charges.
The above charges shall be applicable for all types of charges like handling, dwell time, shut-out,etc.
- (9). In case of stuffing/de-stuffing the containers inside the port, the dwell time charges will be applicable asfollows:
 - (i). Prior to stuffing, dwell time charges as applicable to empty containers will becharged.
 - (ii). Free period and dwell time charges as applicable to loaded export/import containers will be charged from the day following the day of completion of stuffing/ de-stuffing and intimation toPort.
- (10). In the case of auction containers, after the auction is over, the empty containers will attract the dwell time charges as empty containers from the following day the destuffing iscompleted.
- (11). The storage charges on abandoned FCL containers/shipper owned containers (whether import/export/transshipment) shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing/arrival of the container, whichever is earlier subject to thefollowing:
 - (i). The consignee/consignor can issue a letter of abandonment at any time.

- (ii). If the consignee/consignor chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that-
- (a) the Line shall resume custody of container along with cargo and either take back it or remove it from the Port premises; and
- (b) the Line shall pay all Port charges accrued on the cargo and container before resuming custody of the container.
- (iii). The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all the necessary actions are taken by the shipping lines for destuffing of cargo.
- (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Customs 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 moved by the line / consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.
- (12). The storage charges shall not accrue for the period during which the JNPT is not in a position to deliver containers for reasons attributable to it when requested by the user.

3.3.4. CHARGES FOR MISCELLANEOUS SERVICES RENDERED TO THE CONTAINER VESSELS:

HATCH COVER CHARGES

A. OPENING OF HATCH COVER AND REPLACING IT:

Description	Rate per Hatch Cover	
	Foreign-going vessels (in US\$)	Coastal Vessels (in Rs)
When placing it on the quay	85.2811	2234.62
Without placing it on the quay	34.104	894.82

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

B. ONE HATCH TO ANOTHER HATCH OR WITHIN THE SAME HATCH:

Description	Rate per TEU			
	Foreign-going vessels (in US\$)		Coastal Vessels (in Rs.)	
	Loaded	Empty	Loaded	Empty
(a) Hatch to hatch shifting (involving 1 move only)	28.4232	28.4232	745.42	745.42
(b) Other than (a) mentioned above	113.7044	113.704	2984.91	2984.91

3.3.5. STORAGE CHARGES ON UNCLEARED GOODS:

Dwell time charges to be levied in respect of cargo which are sold in accordance with Sections 61 and 62 of Major Port Trusts Act, 1963-

Description	Rate per metric tonne per day (in Rs)
Storage of cargo in covered space destuffed from the long standing containers in case the original consignee comes forward to take delivery of cargo	41.41
Warehouse rental charges from 6th day till 20th day (both days inclusive) after the date of confirmation of sale of the uncleared cargo. First 5 working days are free.	124.24
Warehouse rental charges from 21st day onwards after the date of confirmation of sale of the uncleared cargo.	165.65

3.3.6. PROCEDURE AND CHARGES FOR INTER TERMINAL TRANSFER OF TRANSHIPMENT OF CONTAINERS BETWEEN THE JNPT AND THENSICT

A. Procedure for handling transshipment (TP) containers:

- (i). TP Containers discharged at the JNPT and bound to be loaded at the NSICT will be transported by the JNP TTs; and the JNP RTGCs will discharge these containers in the NSICT yard of 4G.
- (ii). Similarly, TP Containers discharged at the NSICT and bound to be loaded at the JNPT will be discharged by the NSICT by using its RTGCs and TTs in CY31 of the JNPT.

B. Charges for handling TP Containers between JNPT and NSICT/NS(I)GT:

- (i). If a container is discharged by the JNPT and loaded by the NSICT/NS(I)GT at its terminal, the charges will be as under:

50% of transshipment container handling charges as per the JNPT Scale of Rates will be charged to the Line by the JNPT. For the same container The NSICT/NS(I)GT will charge 50% of the transshipment container handling charges as per its Scale of Rates and, in addition, also levy a charge of towards inter-terminal transfer as per its Scale of Rate.
- (ii). If a container is discharged by the NSICT/NS(I)GT and loaded by the JNPT at its terminal, the charges will be as under:

The NSICT will charge 50% of transshipment container handling charges to the Line as per its Scale of Rates. For the same container the JNPT will charge 50% of TP handling charges as per its Scale of Rates; and, in addition, also levy a charge of **Rs.2081.97** (for 20' container) and **Rs.3122.95** (for 40' container) towards inter-terminal transfer.

C. Charges for handling TP Containers between JNPT and GTI:

- (i) **If a container is discharged by the JNPT and loaded by the GTI at its terminal, the charges will be as under:**

50% of transshipment container handling charges as per the JNPT Scale of Rates will be charged to the Line by the JNPT. For the same container
The GTI will charge 50% of the transshipment container handling charges as per its Scale of Rates and, in addition, also levy a charge of towards inter-terminal transfer as per its Scale of Rate.
- (ii) **If a container is discharged by the GTI and loaded by the JNPT at its terminal, the charges will be as under:**

The GTI will charge 50% of transshipment container handling charges to the Line as per its Scale of Rates. For the same container the JNPT will charge 50% of TP handling charges as per its Scale of Rates; and, in addition, also levy a charge of Rs.1656 (for 20' container) and Rs.2485 (for 40' container) towards inter-terminal

transfer.

- 3.3.7. Inter Terminal Rail Handling charges is **Rs.400/-** for 20' Container and **Rs.800/-** for 40' container at all the JNPT Terminals.
- 3.3.8. **Port levies Mandatory User Charges (MUC) of Rs.125/- per container on all containers (except transshipment and coastal) handled at JNPT w.e.f. 11th July 2016. Thereafter, it will be increased by Rs.10/- per container per annum during the year 2017-18 and 2018-19 respectively.**
- 3.3.9. **Port will collect Toll charges on behalf of M/s. Mumbai JNPT Port Road Company Limited (M/s.MJPRCL). The Toll charges is Rs.240/- per TEU for 20' container and Rs.480/- for above 20' containers.**
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CHAPTER-IV

CHARGES FOR DRY BULK AND GENERAL CARGO

4.1. WHARFAGE:

Sl. No.	Classification	Rate per metric tonne (in Rs.)	Coastal rate per metric tonne (in Rs.)
1	Cereals/Pulses/Oilseeds	52.78	31.67
2	Food grains	52.78	31.67
3	Oil Cakes	52.78	31.67
4	Sugar	60.90	36.54
5	Salt	52.78	31.67
6	Pig Iron	158.34	95.00
7	Steel and Metal Scrap	105.56	63.34
8	Steel Pipes/Rails		
	a) Length less than 12 mtrs.	190.82	114.49
	b) Length 12 meters or more	219.24	131.54
9	Steel Coils	174.58	104.75
10	Iron Ore Pellets	93.38	93.38
11	Iron Ore fines and lumps	60.90	60.90
12	Bauxite	81.20	48.72
13	Direct Reduced Iron/Hot Briquette iron	93.38	56.03
14	Sized coal having not more than 10 mm dia-meter	60.90	36.54
15	Asbestos	121.80	73.08
16	Arms and ammunition	203.00	121.80
17	Over dimensional Cargo	1015.00	609.00
18	Break Bulk	174.58	104.75
19	Machinery parts	174.58	104.75
20	Limestone	89.32	53.59
21	Cement		
	– up to 5.0 lacstons per annum	69.02	41.41
	– above 5.0 lacstons per annum	62.12	37.27

22	Cement Clinker	69.02	41.41
23	Wood pulp	69.02	41.41
24	Paper rolls	69.02	41.41
25	Timber/Wood/Bamboo	121.80	73.08
	Per Cu mtr	105.56	63.34
26	Steel Slab /Steel billets/Steel plates	219.24	131.54
27	Unenumerated Items	219.24	131.54
28	Cargo abandoned/excess landed/confiscated by customs, uncleared/condemned by Port Health Authority and ultimately destroyed by JNPT/salvaged.	81.20	48.72

Note:

Before classifying any cargo under "unspecified" category under the wharfage schedule, the relevant customs classification should be referred to find out whether the cargo could be classified under any of the specific categories mentioned in the wharfage schedule.

4.1.2. VOLUME DISCOUNT FOR HANDLING CEMENT:

Vessels carrying Cement will be eligible for availing discounts on incremental traffic.

Traffic	Discount
Upto 300000 MTS	NIL
Above 300000 but upto 400000 MTS	5% of wharfage charges on exceeded quantity
Above 400000 but upto 500000 MTS	10% of wharfage charges on exceeded quantity
Above 500000 MTS	15% of wharfage charges on exceeded quantity

4.2. HANDLING CHARGES (WITH GRAB UNLOADER):

Handling charges for steel coils and General Cargo with Grab unloader shall be **Rs.81/-** per MT for Foreign Cargo and **Rs.49/-** per Tonne for Coastal Cargo.

Notes:

- (1). Package exceeding dimensions of 6 mtrs. X 2.5 mtrs. X 2.5 mtrs. or 3 MT in wt. shall be charged at rate applicable to Over Dimensional Cargo.
- (2). Definition of Over Dimensional cargo shall not apply to steel pipes/coils slabs/steel billets.
- (3). Wharfage charges on Timber/Wood/Bamboo shall be based on per MT or Per Cubic meter whichever is beneficial to the Port.
- (4). In respect of vessels carrying on overside operation of loading and unloading of cargo without involving usage of berths, wharfage charges at the rate of 75 percent of applicable rate shall be levied.
- (5). In respect of vessels carrying on loading and unloading of operation of cargo at the anchorage berth, wharfage charges at the rate of 50 percent of applicable rate shall be charged.
- (6). Any cargo temporarily unloaded from a vessel on the jetty and reshipped back into the same vessel during the same voyage, will be liable to pay the import as well as export wharfage charges as may be applicable depending on the type of the cargo.
- (7). Items of goods free of Wharfage:

- (i). Bonafide passengers' baggage and personal effect accompanying them.
- (ii). Postal articles/mail bags, manifested or unmanifested.
- (iii). Ships stores and provisions for crew for consumption during voyage other than bunkering oil.

4.3. DWELL TIME CHARGES:

Dwell time charges per day for items specified in clause 4.1 shall be levied at the rate given below:

Sr. No.	Item	Rate per MT per day or part thereof (In Rs.)
1	Import	
	1-7 days	Nil
	8-14 days	12.99
	15-21 days	25.98
	Thereafter	51.97
2	Export	
	1-15 days	Nil
	Thereafter	12.99

Notes :

- (1). In case of import, dwell time shall be calculated from the day following the day vessel discharge is completed.
- (2). In case of export, dwell time shall be calculated from the day following the day of receipt of cargo in JNPT.
- (3). The export cargo which could neither be exported/nor found suitable for export shall be taken back to town by the consignor on payment of dwell time charges. A free period of 3 days will be allowed for such cargo from the day following the day of entry in JNPT and thereafter the dwell time charges shall be levied at the rate of **Rs. 12.99** per month per MT per day or part thereof.
- (4). Free Dwell time allowed shall be exclusive of custom notified holidays and port non-working days.
- (5). The demurrage shall not accrue for the period during which the JNPT is not in a position to deliver cargo for reasons attributable to it when requested by the user.

4.4. WEIGHING CHARGES:

- (1) The charges for using weigh bridge facility by the users for any cargo shall be **Rs 4.64** per MT.

4.6 Liquid Cargo

CHAPTER - I

4.6.1. Definitions

- (i). **"Vaporizer"** means by which liquid nitrogen is vaporized for use of pigging of dock lines after completion of cargo operation of class hazardous chemicals.

- (ii). **“Compressor”** means equipment by which compressed air is supplied for pigging of dock lines after completion of cargo operation of vessel at jetty.
- (iii). **“Pigging”** means clearing/ emptying/ cleaning of dock lines before/after cargo operation using compressed air/ nitrogen/ water.

CHAPTER-II

4.6.2 WHARFAGE CHARGES FOR LIQUID Cargo at JNPT Shallow Water Berth

Sr. No.	Tariff category	Foreign rate per metric tonne (in `)	Coastal rate per metric tonne (in `)
1. BASE OIL			
1	Base Oil	73.58	73.58
2. CHEMICALS:			
1	MEG, Styrene, Butyl Acrylate, Crude Glycol, LAB, Xylene	147.18	88.31
2	Unenumerated chemicals	181.82	109.08
3. OTHER LIQUID CARGO:			
1	Edible Oil	77.93	46.76
2	Acid	147.18	88.31
3	Molasses	60.60	36.36

NOTES:

- (a) JNPT Shallow Water Berth will provide only wharf facilities. Pumping in/out through pipelines shall be arranged by importers/exporters through tank farm operators registered with the JNPT.
- (b) Handling of liquid bulk cargo will normally be permitted through pipelines only.
- (c) Assessment of cargo shall be done on the basis of the description of the cargo as given in the bill of entry/coastal bill of lading in case of import cargo and shipping bill in the case of export cargo, that best fits the item description covered under the schedule.
- (d) Before classifying any cargo under unspecified category in the wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the schedules.
- (e) Wharfage dues shall be collected at the rates specified in the schedule on the basis of the manifested tonnage/measurement or volume of cargo given in the bill of entry/bill of lading/coastal bill of lading in the case of import cargo and shipping bill/ bill of coastal goods in the case of export cargo.
- (f) The gross tonnage/measurement shall be reckoned with as specified in the related document such as out-turn report / intake certificate duly signed by central excise/ ullage certificate issued by ship's surveyor.

- (g) Requests for amendments in the import or export application or import general manifest or delivery order shall be accompanied by certificate duly signed by central excise/customs.

CHAPTER – V

CHARGES ON MOTOR VEHICLES OR ANY OTHER EQUIPMENTS PASSING THROUGH THE PORT

5.1. STEVEDORINGCHARGES:

Sr. No.	Item	Rate per vehicle/ equipment (In Rs.)	Coastal Rates (In `)
1	Import/Export	49.00	29.40
2	Transhipment	56.00	33.60

5.2. WHARFAGECHARGES:

Sr. No.	Item	Rate as a % of the following	Coastal Rates (In `)
1	Import	0.50% of the CIF Value	0.30% of Coastal Bill of lading value
2	Export	0.50% of the FOB Value	0.30% of Coastal Bill of lading value
3	Transhipment	0.65% of the CIF/FOB Value	0.195% of Coastal Bill of lading value

5.3. DWELL TIMECHARGES:

A. IMPORT / EXPORT /TRANSHIPMENT:

Sr. No.	Days	Gross Wt. of the motor vehicle / equipment in MT			
		< 1.0	>=1.0	>=5.0	>=10.0
			<5.0	<10.0	
Rate per day/per vehicle or equipment					
1	1-15 days	Free	Free	Free	Free
2	16-30 days	35.00	70.00	140.00	280.00
3	Thereafter	70.00	140.00	280.00	560.00

B. BACK TOTOWN:

Sr. No.	Days	Gross Wt. of the motor vehicle / equipment in MT			
		< 1.0	>=1.0	>=5.0	>=10.0
			<5.0	<10.0	
Rate per day/per vehicle or equipment					
1	0-3 days	Free	Free	Free	Free
2	4-14 days	35.00	70.00	140.00	280.00
3	15-21 days	70.00	140.00	280.00	560.00
4	Thereafter	140.00	280.00	560.00	1120.00

Notes:

- (1). The Dwell Time charges shall be levied for storage inside the Port other than the area leased out for the purposes of storage of cars.
- (2). Dwell Time for import / transshipment of motor vehicles shall be calculated from the day following the last day of landing.

- (3). Dwell Time for export / back to town of motor vehicles shall be calculated from the day following the day of receipt in the JNPT.
- (4). The port user will have to pay an amount equivalent of 0.5% of FOB/CIF value as the case may be in addition to the wharfage charges as mentioned above if the ports equipment is used for loading/unloading of motor vehicles.
- (5). Any vehicle meant for export taken back to town for any reason is termed as back to town vehicle and will be subject to dwell time as given in above schedule.
- (6). Shut out charges for not loading on the vessel for which the vehicle/equipment is brought in `50/- per vehicle/equipment.

5.4. RECOVERY CHARGES FOR USE OF SPECIALIZED INFRASTRUCTURE FOR RECEIVING AND HANDLING VEHICLES ARRIVING BY TRAIN:

Sr. No.	Description	Rate per vehicle (In `)
1	Motor vehicles of less than 16.5 HP	273.00
2	Motor vehicles of `16.5 HP or above	406.00

**CHAPTER – VI
MISCELLANEOUS CHARGES**

6.1. LICENCE FEE FOR PASSENGER LAUNCHES AND CARGOLIGHTERS:

Licence Fees at the rate of **Rs. 224/-** per annum will be charged for passenger launches/boats, mechanically propelled harbour crafts, cargo lighters, mechanically propelled deep sea trawlers, dump barges and other small crafts excluding non-mechanically propelled fishing boats, plying within the port limits of Jawaharlal Nehru Port, License will be issued subject to fulfillment of the following conditions :

- (i). The applicant should be in possession of a valid passenger boat's survey certificate issued by the MMD under the Relevant Provision of Indian VesselAct.
- (ii). The launches/boats must be manned as per Statutory RequirementSpecified.

6.2. WHARFAGE ON BUNKERING OIL SUPPLIED TOVESSELS:

Sr. No.	Item	Rate per MT (In Rs)
1	Wharfage on bunkering oil supplied to vessels	40.60

6.3. PENALTY CHARGE FOR CANCELLATION OF VIA ISSUEDEARLIER:

Sr.No.	Item	Rate per Occasion per VIA (in Rs.)
1	Penalty charges for cancellation VIA issued earlier	1,815

6.4. HIRE CHARGES FOR FLOATINGCRAFT:

Sr. No.	Name of the Craft	Rate per hr. or part thereof (In
1.	Tug (Bollard Pull 30 T)	14520
2.	Tug (Bollard Pull 50 T)	16940
3.	Tug (Bollard Pull 60 T)	23595
4.	Pilot Launch	2723
5.	Security Launch	2420
6.	VIP Launches (Speed Launches)	1573

Note: Hiring charges shall be paid for minimum of 4Hours.

6.5. MANPOWER HIRINGCHARGES:

Sr. No.	Classification	Rate per person per hr. (In Rs.)
1	Manpower hiring charges-Managerial	232.00
2	Manpower hiring charges- Non Managerial	174.00

Notes:

1. Manpower hiring charges shall be paid for a minimum of 4hours.
2. The liability of personal risk and compensation under any statute in force has to be borne separately by the party requisitioning services of the JNPT Personnel.

6.6. Mobile Fire Tender ServiceCharges.

Sr. No.	Description	Rate per hour
1	Fire Tender service charge provided during emergency	3,630.00

Notes:

1. Once the fire tender service is provided, the charges will be levied for a minimum of 4hours.
2. The charges is payable only when the services are requisitioned by the users or terminal operators or CFSs,etc.

NOTE: 1. Only 6.3 and 6.5 changes have been made as same pertains to Revenue – CT Section.

2. Changes have been made in respect of 6.6 as the same pertains to Revenue-Estate Section.

3. With regards to additions clause under various notes, the same is marked BOLD under revised Draft Scale of Rate.

CHAPTER – V

**CHARGES ON MOTOR VEHICLES OR ANY OTHER EQUIPMENTS
PASSING THROUGH THE PORT**

5.5. STEVEDORINGCHARGES:

Sr. No.	Item	Rate per vehicle/ equipment (In Rs.)	Coastal Rates (In `)
1	Import/Export	56.84	34.10
2	Transshipment	64.96	38.98

5.6. WHARFAGECHARGES:

Sr. No.	Item	Rate as a % of the following	Coastal Rates (In `)
1	Import	0.50% of the CIF Value	0.30% of Coastal Bill of lading value
2	Export	0.50% of the FOB Value	0.30% of Coastal Bill of lading value
3	Transshipment	0.65% of the CIF/FOB Value	0.195% of Coastal Bill of lading value

5.7. DWELL TIMECHARGES:

A. IMPORT / EXPORT /TRANSHIPMENT:

Sr. No.	Days	Gross Wt. of the motor vehicle / equipment in MT			
		< 1.0	>=1.0	>=5.0	>=10.0
			<5.0	<10.0	
Rate per day/per vehicle or equipment					
1	1-15 days	Free	Free	Free	Free
2	16-30 days	40.60	81.2	162.40	324.80
3	Thereafter	81.2	162.4	324.80	649.60

B. BACK TOTOWN:

Sr. No.	Days	Gross Wt. of the motor vehicle / equipment in MT			
		< 1.0	>=1.0	>=5.0	>=10.0
			<5.0	<10.0	
Rate per day/per vehicle or equipment					
1	0-3 days	Free	Free	Free	Free
2	4-14 days	40.60	81.20	162.40	324.80
3	15-21 days	81.20	162.40	324.80	649.60
4	Thereafter	162.40	324.80	649.60	1299.20

Notes:

- (7). The Dwell Time charges shall be levied for storage inside the Port other than the area leased out for the purposes of storage of cars.
- (8). Dwell Time for import / transshipment of motor vehicles shall be calculated from the day following the last day of landing.
- (9). Dwell Time for export / back to town of motor vehicles shall be calculated from the day following the day of receipt in the JNPT.
- (10). The port user will have to pay an amount equivalent of 0.5% of FOB/CIF value as the case may be in addition to the wharfage charges as mentioned above if the ports equipment is used for loading/unloading of motor vehicles.
- (11). Any vehicle meant for export taken back to town for any reason is termed as back to town vehicle and will be subject to dwell time as given in above schedule.

- (12). Shut out charges for not loading on the vessel for which the vehicle/equipment is brought in `50/- pervehicle/equipment.

5.8. RECOVERY CHARGES FOR USE OF SPECIALIZED INFRASTRUCTURE FOR RECEIVING AND HANDLING VEHICLES ARRIVING BYTRAIN:

Sr. No.	Description	Rate per vehicle (In `)
1	Motor vehicles of less than 16.5 HP	316.68
2	Motor vehicles of `16.5 HP or above	470.00