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FIN-FA/39/2023-JNP/24721/970

29th April, 2024

TRADE NOTICE

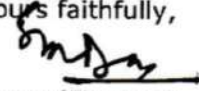
To,

1. All Shipping Agencies/Lines operating at JN Port
2. All Vessel Operators operating at JN Port
3. BCHAA/MANSA/INSA/CSLA

Tariff Authority for Major Ports vide its order dated 1st June 2020 revised the scale of rates of Jawaharlal Nehru Port Authority (JNPA) (formerly known as Jawaharlal Nehru Port Trust) vide Gazette Notification No. 251 dated 03rd July 2020 and provided for 19.03% increase in Vessel related charges (VRC), but JNPA hadn't increased the tariff of Vessel Related Charges till date. Now, it has been approved by the Competent Authority of JNPA to increase the Vessel Related Charges by 5% from the existing rates applicable. The details of revised scale of rates of Vessel Related Charges are attached herewith. **The increase in tariff will be effective from 01st September 2024.**

It is to clarify that since the revised rates will come into effect from midnight of 31st August 2024, all vessels which are berthed upto midnight of 31st August 2024 shall attract Port Dues and Pilotage at old rates and for berth hire beyond midnight of 31st August 2024, new rates will apply since it is on hourly basis. In case a vessel arrives on 29th or 30th August 2024 and stays beyond 31st August 2024, berth hire for actual number of hours upto midnight of 31st August 2024 will be levied at old rates and thereafter new rates. While sailing out after midnight of 31st August 2024, Pilotage charges will be applicable at new rates.

Yours faithfully,


General Manager (Finance)

Enclosed: Revised Scale of Rates – Vessel Related Charges

Copy to:

1. PS to Chairman/ Dy. Chairman
2. All HOD'S, Dy. Conservator
3. DGM(MS) – for publishing on JNPA website
4. All Terminal Operators at JN Port (NSICT, GTI, NSIGT, BMCT, NSFT, NSDT, BPCL)

Revised Vessel Related Charges with effect from 01st September 2024

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	0.1970	5.1720	The charges are payable on each entry into the Port.
	(b) Container vessels	0.1521	3.9785	
	(c) Car Carrier Vessels (Ro- Ro)	0.0985	2.5718	
2	Vessels of 10 tonne and upward other than those covered above (except fishing boats)	0.1521	3.9785	- do-
3	Tug Boats and river boats whether propelled by steam or diesel or other mechanical means	0.1521	3.9785	-do-
4	Off-shore vessels	---	1.3356	-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 be chargeable.
- (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 following cases:
 - (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 Port Dues.
- (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 Port Dues.

(8). **MBPT PORT DUES:**

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-TOWAGE FEE:**

Sr. No.	Size of Vessels (in GRT)	Rate per GRT					
		Foreign going vessels (in US\$)			Coastal Vessels (in ₹)		
1	Upto 30000 GRT	0.3383			8.8663		
2	From 30001 upto 60000 GRT	US \$	10149	for first 30000 GRT	₹ 265989	/- for first 30000 GRT	
		+ US \$	0.2711	for every additional GRT	+ ₹ 7.0902	for every additional GRT	
3	Above 60000 GRT	US \$	18283	for first 60000 GRT	₹ 478696	for first 60000 GRT	
		+ US \$	0.2372	for every additional GRT	+ ₹ 6.2093	for every additional GRT	

2.2. B. **SCHEDULE OF SHIFTING CHARGES FOR SHIFTING WITHIN THE SAME TERMINAL:**

Sr. No.	Size of Vessels (in GRT)	Rate per GRT					
			Foreign going vessels (in US\$)			Coastal Vessels (in ₹)	
1	Upto 30000 GRT		0.0604			1.7354	
2	From 30001 upto 60000 GRT	US \$	1811	for first 30000 GRT	₹	52063	for first 30000 GRT
		+ US \$	0.0483	for every additional GRT	+ ₹	1.3745	for every additional GRT
3	Above 60000 GRT	US \$	3260	for first 60000 GRT	₹	93297	for first 60000 GRT
		+ US \$	0.0422	for every additional GRT	+ ₹	1.2079	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 2.2 B)

Sr. No.	Size of Vessels	Rate per GRT					
			Foreign going vessels (in US\$)			Coastal Vessels (in ₹)	
	(in GRT)						
1	Upto 30000 GRT	US \$	0.1694		₹	4.43	
2	From 30001 upto 60000 GRT	US \$	5081	for first 30000 GRT	₹	132930	for first 30000
		+ US \$	0.1355	for every additional GRT	+ ₹	3.5448	for every additional GRT
3	Above 60000 GRT	US \$	9144	for first 60000 GRT	₹	239274	for first 60000 GRT
		+ US \$	0.1185	for every additional GRT	+ ₹	3.10	for every additional GRT

Notes:

- (1). The above charges are 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/Terminals will attract separate shifting charges.
- (2). The minimum charges under the schedule for Pilotage – towage fees for each visit to the Port shall be **US\$ 268.94** for Foreign-going vessels and **₹7048.37** 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
 - (d). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessels 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 MOVE CHARGES:

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 ₹)
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.	79.93	2,292.32
2	Detention of Pilot for more than 30 minutes beyond the booking time for which the requisition is made.		
	(a) For the first hour	79.93	2,292.32
	(b) For subsequent hours or part thereof	39.96	1,146.16

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

Sr. No.	Description	Rate	
		Foreign going vessels (in US\$)	Coastal Vessels (in ₹)
1	Pilotage for Vessels not requiring tug assistance	0.1251	3.2855

Note: The minimum charges for each visit to JN Port shall be **US\$ 179.03** in case of foreign going vessels and **₹4691.90** in case of Coastal vessels.

2.3. SCHEDULE OF BERTH HIRE CHARGES:

Sr. No.	Description	Rate per GRT per hour or part thereof	
		Foreign going vessels (in US\$)	Coastal Vessels (in ₹)
1	For occupying JNPT Berth		
	All Berths including Landing Jetty	0.0053	0.1279
2	For occupying Anchorage Berth	0.0025	0.0568

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

Sr. No.	Description	Unit	Rate per metric tonne
1	Foreign going vessel	US\$	3.5806
2	Coastal Vessel	₹	93.8355
3	ONGC Supply Vessels	₹	93.84555

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 port craft
1	Charges for collection of garbage from ships and hired port crafts.	₹	710.4443

Notes:

- (1). A composite berth hire charge shall be levied, at the rate of **US\$ 0.2606** per hour or part thereof in respect of foreign-going boat/barge or a country craft and at the rate of **₹6.83** 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 **₹179.03** 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 - 2 Hours.
 - (b). All other than vessels at (a) above - 4 Hours.
- (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 1 Hour

- (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 per hour.
- (b). Carbon Black Feed Stock 300 MT per hour (c). Bright Stock 40 MT per hour.

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.

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

Sr. No.	Description	Rate per GRT	
		Foreign Going Vessels (in US\$)	Coastal Vessels (in ₹)
1	Upto 6 hours	0.0537	1.41
2	Above 6 hours but upto 12 hours	0.1611	4.22
3	Above 12 hours but upto 18 hours	0.3221	8.43
4	Above 18 hours per day or part of thereof	0.4297	11.25

- (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 cargo operation.
- (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 be levied.
- (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 false signal.

"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 maneuvering characteristics.
 5. All dues to the port relating to the ship not having been settled.
 6. Original valid port clearance not on board.
 7. Certificate of Health Inspection not on board.
 8. Immigration NOC not on board.
 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.
- (7) **Guidelines on priority berthing of coastal vessels:**
- (i) "Coastal vessels" is defined as any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the Director General of Shipping/competent authority.
 - (ii) Major ports shall accord priority berthing at least on one berth, to dry bulk/general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth for handling of Coastal Thermal Coal already existing in major Ports, if any.
 - (iii) All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
 - (iv) In respect of POL/Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
 - (v) Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
 - (vi) There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.

- (vii) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise
 - (viii) Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
 - (ix) Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing though 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."
- (8). For Ousting priority, fees equivalent to 100% of the normal Berth Hire charges for actual period of stay shall be levied extra.
- (9). 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.
- (10). 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.
- (11). 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.
- (12). Berth hire charges for Shallow Water Berth, Port Craft and Port Craft Jetty:

Schedule No.2.3 of Berth Hire 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 MISCELLANEOUS CHARGES

3.1. LICENCE FEE FOR PASSENGER LAUNCHES AND CARGO LIGHTERS:

License Fees at the rate of **235.20-** 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 fulfilment 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 Vessel Act.
- (ii). The launches/boats must be manned as per Statutory Requirement Specified.

3.2. WHARFAGE ON BUNKERING OIL SUPPLIED TO VESSELS:

Sr. No.	Item	Rate per MT (In `)
1	Wharfage on bunkering oil supplied to vessels	42.67

3.3. PENALTY CHARGE FOR CANCELLATION OF VIA ISSUED EARLIER:

Sr. No.	Item	Rate per Occasion per VIA (in `)
1	Penalty charges for cancellation VIA issued earlier	1905.75

3.4. HIRE CHARGES FOR FLOATING CRAFT:

Sr. No.	Name of the Craft	Rate per hr. or part thereof (In `) Rs.)
1.	Tug (Bollard Pull 30 T)	15246
2.	Tug (Bollard Pull 50 T)	17787
3.	Tug (Bollard Pull 60 T)	24774.75
4.	Pilot Launch	2859.15
5.	Security Launch	2541
6.	VIP Launches (Speed Launches)	1651.65

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

3.5. MANPOWER HIRING CHARGES:

Sr. No.	Classification X	Rate per person per hr. (In `)
1	Manpower hiring charges-Managerial	243.6
2	Manpower hiring charges- Non Managerial	182.7

Notes:

1. Manpower hiring charges shall be paid for a minimum of 4 hours.

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.

3.6. Mobile Fire Tender Service Charges.

Sr. No	Description	Rate per hour
1.	Fire Tender service charge provided during emergency	3805.951485

Notes:

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