

**NEW MANGALORE PORT AUTHORITY**  
**SCALE OF RATES**

**CHAPTER - I**  
**Definitions and General Terms and Conditions**

**1.1 Definitions – General**

In this Scale of Rates 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 licence issued by the Competent Authority.
- (ii). “Cold move” shall mean the movement of the vessel without the power of the engine of the vessel.
- (iii). “Day” shall mean the period starting from 6 a.m. of a day and ending at 6 a.m. on the following day.
- (iv). “Foreign-going vessel” shall mean any vessel other than coastal vessel.
- (v). “Week” shall mean a continuous 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 period from 1st to end of the calendar month.
- (viii). “Sailing vessels” shall mean vessels propelled solely by wind power and includes vessels fitted with mechanical means of propulsion.
- (ix). “Ship/steamers” means any vessel propelled under power and fitted with engines.
- (x). “Shifting” means movement of vessels within the dock basin.

**1.2 General Terms & Conditions**

- (i). The status of a vessel as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as ‘coastal’ or ‘foreign-going’ for the purpose of levy of vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (ii). System of classification of vessel for levy of Vessel Related Charges (VRC)
  - (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. 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.
  - (b). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Licence for Specified period or voyage issued by the Director General of Shipping and a custom conversion order.

- (iii). Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate.
  - (a). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
  - (b). 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.
  - (c). 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.
- (iv). Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate
  - (a). 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:
    - (i). Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.
    - (ii). 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.
  - (b). 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.
- (v).
  - (a). Vessel related charges shall be levied on ship owners/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 Reference Rate notified by the Reserve Bank of India or Market Buying Rate of State Bank of India as may be specified from time to time. The date of entry of the vessel into the Port Limits 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. For this purpose, the Reference Rate as notified by the Reserve Bank of India or Market Buying Rate of State Bank of India prevalent on the date of entry of the vessel in case of import containers and on the date of arrival of containers in the Port premises in the case of export containers shall be reckoned as the day for such conversion of dollar denominated charges.
- (vi). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessel 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 the review.

- (vii). (a). The vessel related charges of all coastal vessels should not exceed 60% of the corresponding charges of 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 pallets, should not exceed 60% of the normal cargo/ container related charges.
- (viii). Interest on delayed payments/refunds:
  - (a). The User shall pay interest at the rate of 15% per annum, on the delayed payments of any charge under the Scale of Rates.
  - (b). Likewise, the Port Authority shall pay penal interest at the rate of 15% per annum on delayed refunds.
  - (c). The delay in refunds will be counted beyond twenty days from the date of completion of services or on production of all the documents required from the User whichever is later.
  - (d). Delay in payments by user will be counted only 10 days after the date of raising the bills by NMPA. This is applicable only for shortfall in the final invoice. This provision will, however, not apply to the cases where payment is to be made before availing the services/ use of port properties and/ or where payment of charges in advance is prescribed as a condition in the Scale of Rates.
- (ix). No refund shall be made unless the amount refundable is ₹100/- or more. Likewise, NMPA will not raise supplementary or under charge bills, if the amount due to Port is ₹100/- or less.
- (x). All charges worked out shall be rounded off to the next higher rupees in each category.
- (xi). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The NMPA may, if they so desire, charge lower rates and/or allow higher rebates and discounts.
- (b). The Port may also, if they so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the Users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
- (c). The Ports should notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the NMPA.
- (xii). Users shall not be required to pay charges for delays beyond a reasonable level attributable to the NMPA.

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

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

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

(a). The next annual indexation will be from 1 May 2023. The indexed SOR to be intimated by NMPA to the stakeholders.

(xiv). 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 to 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.”
- (xv). In order to decongest the ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessels related services as well as special discount will 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 9 February 2016 is approved by this Authority.]

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

[This condition is incorporated in pursuance to the MOS letter No.PD/15025/5/2012-IWT dated 25 November 2016 based on which a common adoption Order No.TAMP/4/2004-Genl dated 16 December 2016 is approved by this Authority.]

**CHAPTER-II**  
**VESSEL RELATED CHARGES**

**2.1. PORT DUES**

Vessels chargeable (Sea going vessels of 15 tonnes and above)	Rate per GRT		Frequency of payment in respect of the same vessel	
	Foreign- going Vessels (in US \$)	Coastal Vessels (in ₹)	Foreign- going Vessels (in US \$)	Coastal Vessels (in ₹)
Ships/Steamers including SPM	0.4059	6.58	Each entry	Each entry
Tugs, Launches, Sailing vessels, Barge, etc. not included above	0.0649	3.04	Each entry	Each entry
Bunker Barge	0.0649	3.04	Once During First Entry	Once During First Entry
Vessels calling exclusively for bunkering at berth	0.4059	6.58	Each entry	Each entry
Vessels calling exclusively for bunkering at Anchorage	Nil	Nil	NA	NA

**Notes:**

- (1). 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.
- (2). A vessel entering the port but not discharging or taking in any cargo or passenger (with the exception of such un-shipment and reshipment as may be necessary for the purpose of repairs) shall be charged with only 50% of the port dues with which she would otherwise be chargeable.
- (3). A LASH vessel making a 'second call' to pick up empty and/or laden fleeting LASH barges shall be treated as a vessel entering the Port but not discharging or taking any cargo or passengers therein, as described in Section 50B of the Major Port Authority Act, and shall not be charged any Port Dues.
- (4). No Port dues shall be levied in respect of:
  - (i). any pleasure yacht; or,
  - (ii). any vessel which having left the port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.
- (5). 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 the purpose of levying port dues.
- (6). Port Dues shall be levied for Coast Guard/Naval and other Government Vessels as per the rate applicable to other Ships/Steamers.
- (7). As per the Ministry of Shipping, Government of India, letter No. WTC-15025/5/2012-IWT (Vol.III) (Pt) dated 25<sup>th</sup> November 2016 regarding Clause (6) of Standard Operating Procedure/ Coastal Shipping Agreement between India and the Republic of Bangladesh, the vessels entering into India from Bangladesh

under the Coastal Shipping Agreement between India and Bangladesh shall be treated as domestic vessel engaged in Coastal Shipping and not as Foreign Going vessels and port dues shall be levied accordingly.

- (8). Non-Commercial vessels other than mentioned under Point No.7 above, fishing vessels and crafts shall be exempted from the payment of Port Dues.
- (9). (i). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (ii). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (iii). The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.

## 2.2. Berth Hire charges:

### 2.2.1. Vessel other than oil tanker

Classification of the Vessel	Rate per hour or part thereof per GRT	
	Foreign going Vessel (in US \$/cents)	Coastal Vessel (in ₹)
All vessels irrespective of GRT	USD 0.0028 subject to a minimum of USD 9.69 per hour	Rs. 0.08 subject to a minimum of ₹259.59 per hour

### 2.2.2. Oil Tankers and Other vessels

Classification of the Vessel	Rate per hour or part thereof per GRT	
	Foreign going Vessel (in US \$/cents)	Coastal Vessel (in ₹)
(i). Tankers / Oil tankers	USD 0.0040 subject to a minimum of USD 8.00 per hour	Rs.0.11 subject to a minimum of ₹213.85 per hour
<b>Rate per Vessel per Hour</b>		
(ii). Sailing vessels, Barges, Tugs (Vessels other than steamer and Tankers)	USD 5.03 Per vessel/hour	₹134.39 per vessel / hour
(iii). Fishing vessels/service boat	USD 0.80 Per vessel/hour	₹21.52 per vessel/hour
(iv). Wooden rowing boat with or without auxiliary engines	USD 0.39 Per vessel/hour	10.57 per vessel /hour
(v). Double banking (Daughter	Whenever a vessel is double banked with other	

vessel)	vessel occupying a berth, it will be charged 50% of the berth hire specified above.	
(vi). Bunker Barge	USD 5.03 Per vessel/hour	₹134.39 per vessel /hour
(vii). Vessels calling exclusively for bunkering at berth	USD 0.0040 subject to a minimum of USD 8.00 per hour per GRT	Rs.0.11 subject to a minimum of ₹213.85 per hour per GRT

**Mother Vessel:**

If the mother ships are berthed alongside a Wharf, all the charges as applicable to other Merchant vessels shall be recoverable.

**Notes:**

1. Berth hire shall be levied per hour from the time of completion of mooring of a vessel in a berth is completed.
2. (i). Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. A penal berth hire equal to berth hire charges for one day's berth hire charge (i.e. 24 hours) shall be levied 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."
- (ii). The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
3. A vessel which owing to an impending cyclone, elects to stay in the Port after being duly warned by the Port authorities, shall be charged at the specified rates for the period covered by warning and commencing in the case of a vessel which has not completed its loading or unloading at the time of warning, from the day after the loading or unloading has been completed.
4. (i). The vessel for whose convenience an adjacent berth(s) is (are) kept vacant due to the nature of cargo to be handled at that particular berth shall be charged berth hire charges applicable to the berths kept vacant in addition to berth hire charge for the berth occupied by the vessel.  
(ii). Berth Hire charges shall be levied for Coast Guard/ Naval and other Government Vessels occupying the berth or berthed alongside the wharf/diaphragm wall as applicable to other vessels.
5. Any vessel which continues to occupy any berth after the expiry of time given by the port, penal charges for unauthorized occupation of berths; without prejudice to any other course of action in accordance with the relevant provisions of law, rules and regulations, berth hire charges for the unauthorized occupation of a berth in the Port shall be levied at the following rates after giving 3 hours advance intimation or notice in writing to the agents/owner of the vessels concerned:



I	Upto 3 days or part thereof	:	At three times the rate of berth hire charges
II	Above 3 and upto 6 days	:	At four times the rate of berth hire charges
III	Above 6 and upto 9 days	:	At five times the rate of berth hire charges
IV	Above 9 days and so on for subsequent days	:	At six times the rate of berth hire charges and so on

Penal Charges shall be applicable only for the overstay period of the vessel from time/date of issue of the notice.

6. No berth hire shall be levied for the period when the vessels idle at its berths due to break down of Port equipments or power failure or any other reasons attributable to the Port.

**7. Priority Berthing or Ousting priority**

- (i). For providing priority berthing to any vessel, a fee equivalent to berth hire charges for single day (24 hours) or 75% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.
- (ii). For providing ousting priority berthing to any vessel, a fee equivalent to berth hire charges for single day (24 hours) or 100% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.
- (iii). The fee for according 'priority' /ousting as indicated above shall be charged from all vessels, except the following categories:
- (a). Vessels carrying cargo on account of the Ministry of Defence
  - (b). Defence vessels coming on goodwill visits
  - (c). Vessels hired for the purpose of Antarctica expedition by the Department of Ocean Development
  - (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.

**8. Berth Reservation**

- (i). A Shipping line requiring advance reservation for a container ship should give its scheduled arrival of ships at least 3 months in advance. In the case of other vessels, a minimum notice of 1 month should be given. The shipping line should also intimate the expected stay of the ship at the berth at the time of asking for berth reservation.
- (ii). A berth reservation equal to berth hire charges for single day (24 hours) or 25% of the berth hire for the expected stay of the ship at the berth, whichever is higher, will be charged.
- (iii). If the shipping line does not bring the ship at the pre-reserved time, then the berth reservation fee paid in advance will be forfeited.

- (iv). Liner ships should arrive within 6 hours of the commencement of the time reserved for the berths and non-liner ships should arrive within 24 hours of the time indicated for arrival of the ship.
9. As per the Ministry of Shipping, Government of India, letter No. WTC-15025/5/2012-IWT (Vol.III) (Pt) dated 25<sup>th</sup> November 2016 regarding Clause (6) of Standard Operating Procedure/ Coastal Shipping Agreement between India and the Republic of Bangladesh, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh shall be treated as domestic vessel engaged in Coastal Shipping and not as Foreign Going vessels and port dues shall be levied accordingly.
10. ₹1,540.00 per certificate will be charged for issue of entry and Clearance certificate to Master/Owner/Agent of vessel which calls at the Port for crew change and anchor within port limits without discharging or loading any cargo or passenger.
11. (i). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (ii). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (iii). The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.

### 2.3. PILOTAGE

Classification of the vessels	Rate per GRT	
	Foreign-going Vessels (in US \$)	Coastal Vessels (in ₹)
(i). For Pilotage both inward and outward		
(a). Upto 30,000 GRT	0.5204 subject to minimum of USD 1,561.00	₹13.89 subject to minimum of ₹41,670.00
(b). 30,001 to 60,000 GRT	USD 15,611 + USD 0.4165 per GRT over 30,000 GRT	₹4,16,700+ ₹11.11 per GRT over 30,000 GRT
(c). 60,001 GRT and above	USD 28,106 + USD 0.3646 per GRT over 60,000 GRT	₹7,50,000 + ₹9.72 per GRT over 60,000 GRT
(d). SPM	USD 0.3068	₹11.69

	Rate per vessel	
(ii). (a). Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessel upto GRT 199	USD 115.60	₹3,097.40
(b). GRT 200 and above	USD 173.50	₹4,644.40
(iii). (a). Bunker Barge (One time during First Entry)	USD 115.60	₹3,097.40
(b). For vessels calling exclusively at berth	As per 2.3 (i) above	As per 2.3 (i) above
(c). For vessels calling exclusively at Anchorage (Based on request)	As per 2.3 (i) above	As per 2.3 (i) above

**Notes:**

1. (i). Pilotage fee will be composite and shall include one inward and one outward movement with services of Port's Pilot/s for to and fro pilotage and towage with required number of tug/tugs, lanches of adequate capacity and shifting/s of vessels for 'Port convenience' and supply of mooring boats.
- (ii). Pilotage-charges shall be levied for Coast Guard/Naval and other Government Vessels as per the rate applicable to other vessels.
- (iii). Pilotage fees shall be collected based on the GRT of the Vessels, Deck Cargo shall be exempted from assessment of Pilotage fees.
2. No charges for shifting 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 any vessel at mooring is shifted/unberthed for undertaking dredging work/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/Pilotage is necessitated, such shifting/Pilotage shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting/ Pilotage made to reposition such shifted vessel shall also be considered as "SHIFTING FOR PORT CONVENIENCE"
  - (b). 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 re-positioning of the vessel shifted.
  - (c). Shifting of vessels (other han IOP vessels) from Berth No. 8 to any other general cargo berths after lightening operation and vice versa for shipment of export cargo for topping up/trimming operation as "SHIFTING FOR PORT CONVENIENCE" and no shifting charges shall be levied till operationalization of Berth No 17.
  - (d). Shifting of any working vessels from general cargo berth to facilitate on arrival berthing of passenger/ cruise vessels shall be considered as

“SHIFTING FOR PORT CONVENIENCE” and no shifting charges shall be levied.

3. In the event of the vessel carrying a Pilot outside the Port limits for unavoidable reasons, the Master shall be bound to leave the pilot at the next nearest port and Master, Owner or his representatives shall be responsible for the repatriation and all connected formalities thereof and also be liable to pay all expenses incurred in the matter of boarding, lodging, other reasonable expenses and repatriation of the Pilot thus over carried. In addition, compensation at the rate of ₹111.19 for coastal vessel or US\$ 4.16 for foreign going vessels per hour shall be payable by the Master of the vessel till the Pilot reports back to duty at the port.
4. (i). Shifting at the request of the vessels will attract separate shifting charges as prescribed below:

**Shifting charges:**

Classification of vessels	Rate per GRT	
	Foreign going Vessel (in US \$)	Coastal Vessel (in ₹)
(i). (a). Upto 30,000 GRT	USD 0.1298 subject to a minimum of USD 389.00	₹3.48 subject to a minimum of ₹10,443.00
(b). 30,001 to 60,000 GRT	USD 3,894 + USD 0.1038 per GRT over 30,000 GRT	₹1,04,400 + ₹2.79 per GRT over 30,000 GRT
(c). 60,001 GRT and above	USD 7,008 + USD 0.0909 per GRT over 60,000 GRT	₹1,88,100 + ₹2.44 per GRT over 60,000 GRT
	Rate per vessel	
(ii). (a). Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessel upto GRT 199	USD 28.98 per vessel	₹774.10
(b). GRT 200 and above	USD 43.44 per vessel	₹1,161.10
(iii). (a). Bunker Barge	Nil	Nil
(b). for Vessels calling for bunkering exclusively at berth	Nil	Nil

- (ii). When tugs are not used for shifting, 50% concession shall be given on shifting charges.

5. The shifting charges prescribed above are for the movement of vessels within the dock basin. Shifting vessel from any berth to anchorage shall mean completion of Pilotage act. On re-entry by the vessel, Pilotage fees afresh shall be payable as prescribed under the schedule.
6. 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 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.

7. Where a movement of a vessel is 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 operation involved till she occupies allotted berth.
8. For piloting a vessel on COLD MOVE as certified by the Master of the vessel namely without the power of the engine of the vessel partly or fully in any operation, a surcharge of 20% shall be levied over the rates payable as per the Schedule of pilotage charges prescribed above.
9. During the course of hot movements, if a vessel fails to offer its full power for a duration not exceeding five minutes, it shall not be considered as cold move.
10. As per the Ministry of Shipping, Government of India, letter No. WTC-15025/5/2012-IWT (Vol.III) (Pt) dated 25<sup>th</sup> November 2016 regarding Clause (6) of Standard Operating Procedure/ Coastal Shipping Agreement between India and the Republic of Bangladesh, the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh shall be treated as domestic vessel engaged in Coastal Shipping and not as Foreign Going vessels and port dues shall be levied accordingly.
11. (i). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (ii). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges and cargo related charges.
- (iii). The provisions prescribed above shall be subject to adherence to the provisions prescribed in the Order No.TAMP/53/2015-VOCPT dated 26 November 2015 and amendment Order No.TAMP/53/2015-VOCPT dated 10 June 2016.

#### 2.4. Detention charges of the vessels:

SI.No.	Description	Foreign going vessel (in US \$)	Coastal Vessel (in ₹)
(i).	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice for pilotage between 0600 hours to 1800 hours or with less than 6 hours notice for pilotage between 1800 hours and 0600 hours	USD 121.79	₹3,255.64
(ii).	For detention of Pilot by a Steamer for more than		

	30 minutes beyond the time for which the requisition was made		
	(a) For 1st hour or part thereof	USD 60.91	₹1,627.18
	(b) For every subsequent hour or part thereof	USD 50.75	₹1,355.79

**Note:**

In case where a Pilot boards a ship/Steamer but has to return on being informed that this services are not required, cancellation charges specified in sub-item (i) above shall be levied. If a Pilot is made to wait for more than 30 minutes after boarding the vessel before being informed that his services are not required, charges specified in sub-item (ii) above shall be levied in addition to cancellation charges.

**2.4.1 Tug Hire Charges:**

Description	Rate per Tug hour or part thereof	
	Foreign going Vessel (in US \$)	Coastal Vessel (in ₹)
1. Tug Hire charges for SPM Operations	USD 1,510.00	₹57,583.00
2. Tug Hire charges for other than SPM Operations	USD 283.00	₹11,800.00
3. Hire charges for other Harbour Craft		
(i). Pilot Launches	USD 81.53	₹3,410.00
(ii). Mooring Launches	USD 67.26	₹2,820.00
4. Tug hire charges when requisitioned but not utilised or delayed (applicable for all tugs irrespective of their capacity).		
(i). Non-utilisation of the tug by the hirer for any reason, other than those exceptional circumstances under which the hirer has no control and is not at fault and the tug released within one hour from the time of reporting for assigned work.	USD 57.93	₹2,419.00
(ii). In the case of the tug being delayed by the hirer beyond one hour from the time the tug has reported for work due to reasons other than exceptional circumstances under which the hirer has no control and is not at fault.		
(a). For first one hour.	USD 115.64	₹4,838.00
(b). For every additional hour or part thereof.	USD 59.00	₹2,478.00
5. Cancellation charges in respect of floating craft mentioned in Sl. No.3 above, whose services have been requisitioned but not utilised or delayed. If cancellation was done without giving 3 hours Notice.		
(i). Launch (Flat Rate).	USD 9.44	₹395.30
(ii). In respect of Tug (Flat Rate).	USD 18.88	₹791.80

**Notes:**

Tug service shall be provided as part of the pilotage service (without any charge) on requisition from Master/Owners, Agents of vessels for purposes of berthing, un-berthing, shifting, mooring, re-mooring and all connected works. Tug service provided as part of shifting service shall also be without any charge.

## 2.5. ANCHORAGE FEES:

The following charges shall be levied as anchorage fee for stay of vessel (ship or steamer, sailing vessel, tugs, launches or other marine crafts) in the port waters within the notified port limits:

Sl. No.	Particulars	Rate per hour or part thereof per GRT	
		Foregin	Coastal
1.	Pre-berthing anchorage to all vessels Loading/Unloading cargo at the port	Free	Free
2.	Vessels stay at anchorage after sailing out from berth	USD 0.0008 cents subject to minimum of USD 1.5 per hour	₹ 0.021 subject to minimum of Rs 42.91/per hour
3.	Vessels other than mentioned above	USD 0.0008 cents subject to minimum of USD 1.5 per hour	₹ 0.021 subject to minimum of Rs 42.91/per hour

### Notes:

- (1). For bunkering operations:  
 (i). No Anchorage charges shall be charged for bunker barge.
- (2) No anchorage charges shall be levied for dredger deployed for dredging activity in the port
- (3) No anchorage charges for any tugs which is used for port operations.

## 2.6. Miscellaneous service charges for the use of tug:

Description	Amount (₹)
Charges per person per voyage while tug on SPM duty	5,900/-

**Note:** Permission will be provided considering operational requirements.

**CHAPTER - III**  
**SCHEDULE OF WHARFAGE CHARGES**

The rates to be paid for the use of wharves, jetties and landing places (hereinafter referred to as Wharfage dues) on goods landed at or shipped from the Port of New Mangalore shall be as specified below:-

**3.1. Break-Bulk Cargo**

Sl.	Cargo	Unit	Foreign (in ₹)	Coastal (in ₹)
1	Spices (cardamom, ginger, turmeric, coriander seed, pepper, chillies etc.)	MT	66.45	40.12
2	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen	MT	50.14	30.09
3	Yarn, cotton and wool raw, waste or manufactured staple fibre	CBM	57.72	35.11
4	Arecanuts, beedi leaves and beedies, coffee instant coffee essence or powder, magnasite illuminates monazite bauxite rutile sand, sandal wood logs, and product, Tea, Coffee/ Coffee husk, tobacco	MT	65.20	38.86
5	Asphalt, Bitumen	MT	105.32	63.95
6	Plant & Machinery (in Knock Down Conditions or otherwise)	MT	172.97	103.53
7	Over Dimensional Cargo	MT	1,185.94	711.56

**3.2. Bulk Cargo**

Sl.	Cargo	Unit	Foreign (in ₹)	Coastal (in ₹)
<b>1</b>	<b>(a) Finished Fertilizers</b>			
	MOP, SOP, Urea, DAP, NPK, CAN Ammonia Sulphate, MAP/SAP/UAP and any other Finished fertilizer	MT	45.14	26.32
	<b>(b) Fertilizer Raw Materials</b>			
	Sulphate/ Rock phosphate	MT	51.40	30.09
<b>2</b>	<b>Food Grains and Food Products</b>			
	(a) Rice, Wheat, Maize, Pulses (bags/bulk)	MT	51.40	30.09
	(b) Sugar, Sugarcandy or Cube	MT	51.40	30.09
<b>3</b>	<b>P.O.L.</b>			
	(a) Motor spirit	MT	94.34	94.34
	(b) Superior Kerosene Oil	MT	94.34	94.34
	(c) Diesel Oil	MT	94.34	94.34
	(d) Crude Oil	MT	94.34	94.34



	(e) Naphtha	MT	94.34	94.34
	(f) Furnace Oil	MT	94.34	94.34
	(g) Grease	MT	86.49	86.49
	(h) Asphalt/ coaltar/ bitumen	MT	86.49	86.49
	(i) Crude oil through Single Point Mooring (SPM)	MT	34.08	34.07
	(j) Pet Coke (in bulk or break bulk)	MT	53.73	53.73
	(k) Slop/ Sludge Oil/ Waste Oil/ gas oil/ Reformate	MT	94.34	94.34
	(l) Others	MT	94.34	94.34
<b>4</b>	<b>Other Chemicals</b>			
	(a) Ammonia Liquid or Gas	MT	94.34	56.34
	(b) Phosphoric Acid and Styrene Monomer	MT	79.94	48.49
	(c) Sulphuric Acid	MT	79.94	48.49
	(d) Orthoxylene	MT	79.94	48.49
	(e) Ethylene Dichloride (E.D.C.)	MT	79.94	48.49
	(f) Cyclohexanone	MT	79.94	48.49
	(g) Cumene	MT	79.94	48.49
	(h) Methanol	MT	79.94	48.49
	(i) Phenol	MT	79.94	48.49
	(j) Caustic Soda Dye	MT	79.94	48.49
	(k) Acids/ Acrylic Acid/ Chemicals of all kinds in crystals liquids not specified above	MT	79.94	48.49
	(l) Benzene	MT	79.94	48.49
	(m) Mixed Xylene	MT	79.94	48.49
	(n) Para Xylene	MT	79.94	48.49
	(o) Soda Ash	MT	86.49	52.40
	(p) Sulphur	MT	79.94	48.49
	(q) Poly Propylene Granules	MT	79.94	48.49
	(r) Purified Terephthalic Acid (PTA)	MT	79.94	48.49
	(s) Poly Ethylene Terephthalate (PET)	MT	79.94	48.49
	(t) Mono Ethylene Glycol (MEG)	MT	79.94	48.49
<b>5</b>	<b>Edible Oil &amp; Other Liquids</b>			
	(a) Palm oil, vegetable Oil etc.	MT	66.85	40.62
	(b) Oil seeds	MT	66.85	40.62
	(c) Molasses	MT	66.85	40.62
<b>6</b>	<b>Iron &amp; Steel Materials</b>			
	(a) Iron and Steel Plates, Pipes, tubes, steel wire coils (irrespective of the weight of individual piece)	MT	63.95	38.86
	(b) Iron and steel scraps and drops/scraps	MT	51.40	30.09
	(c) Pig iron/ Sponge iron/ Hot rolled coils	MT	63.95	38.86
	(d) Galvanized Steel, Ingots, Tin plates, Lead material of all types	MT	105.32	62.69
	(e) Alloy Steel, Stainless Steel and Metals not otherwise specified - Ingots and products	MT	175.53	105.32
<b>7</b>	<b>Granite in any form except Granite Boulder</b>	MT	57.67	33.85
<b>8</b>	<b>Ores/ Metals</b>			
	(a) Manganese ore	MT	38.86	22.57
	(b) Perlite ore	MT	38.86	22.57

	(c) Chromite ore	MT	38.86	22.57
	(d) Bentonate&ballclay sand/ clay of any Class	MT	25.08	15.05
	(e) Rock sand	MT	35.11	21.33
	(f) Zinc concentrate	MT	112.83	67.71
	(g) Copper concentrate	MT	51.40	30.09
	(h) Copper cathode	MT	159.22	95.30
	(i) Copper wire, rods, cables, bars blocks	MT	127.88	76.48
	(j) Limestone	MT	45.14	26.32
	(k) Aluminium and Tin	MT	140.43	84.00
	(l) Iron Ore Pellets other than KIOCL	MT	45.14	45.14
	(m) Iron Ore Fines/Lumps	MT	42.63	42.63
	(n) Slag	MT	42.63	26.32
	(o) Bauxite	MT	45.14	26.32
	(p) Any other ore in bulk	MT	45.14	26.32
<b>9</b>	<b>Gas</b>			
	LPG/LNG or any gas in any other form	MT	239.81	144.15
<b>10</b>	<b>Timber &amp; Allied Products</b>			
	(a) Timber of all kinds of logs including plywood	CBM	50.14	30.09
	(b) Wood pulp and wood chips	MT	50.14	30.09
	(c) Papers of all kinds including waste papers	MT	50.14	30.09
<b>11</b>	<b>Coal and Coke in bulk</b>			
	(a) Thermal Coal (other than UPCL)	MT	31.34	31.34
	(b) Coal (other than Thermal Coal) and coke	MT	31.34	18.79
<b>12</b>	<b>Cement</b>			
	(a) upto 3.00 lakh tonnes per annum	MT	79.94	48.49
	(b) Above 3.00 lakhs tonnes and upto 4.00 lakhs Tonnes per annum	MT	66.85	40.62
	(c) Above 4.00 lakh tonnes per annum	MT	53.73	31.45
	(d) Bagged cement/ sugar/ raw sugar/ all types of bagged cargo	MT	79.94	48.49
<b>13</b>	(a) Gypsum/ Clinker	MT	38.86	22.57
	(b) Dolomite	MT	38.86	22.57
<b>14</b>	<b>Others</b>			
	(a) Raw cashew nuts	MT	45.14	26.32
	(b) Cashew kernels	MT	67.71	40.12
	(c) Cashew shell liquid	MT	51.40	30.09
	(d) Coir and coir products	MT	70.21	42.63
	(e) Ferro silicon	MT	51.40	30.09
	(f) Defence stores equipments	MT	165.49	99.05
	(g) Oil cakes and fodder of all kinds	MT	38.85	22.57
	(h) Unaccompanied personal effects	MT	127.88	76.48
	(i) Baggages accompanying passengers or Seamen free and personnel baggages, Horses and carriages/ accompanying Military personnel moving on duty Embarking from vessels and the Animal meats for providing food for them.		Free	Free
	(j) Mill Scale	MT	60.18	36.36
<b>15</b>	Salt	MT	8.77	5.02

<b>16</b>	Rice Bran	MT	38.86	22.57
<b>17</b>	Tapioca chips, flour starch, waste & tamarind Seed powder in bags	MT	46.39	27.58
<b>18</b>	Onion	MT	38.86	22.57
<b>19.a)</b>	Construction and building materials:			
	Riversand/Metal Sand/ Granule/ Jelly/Marble/Manufactured Sand (M.Sand)	MT	25.08	15.05
<b>19.b)</b>	Items other than Construction and building materials:			
	(i) Clay, chalk, fly ash in bulk	MT	50.14	30.09
	(ii) Granite boulders	MT	50.14	30.09
	(iii) Tetra Pod	MT	50.14	30.09
<b>20</b>	Conveyance- Various types, parts and accessories			
	(a) Vehicles/Equipments Imported/Exported through the Port	Each Unit	3,891.63	2,335.72
	(b) Vehicles/Equipments Imported/Exported through the Port through Ro-Ro operation.	Per vehicle/equipment	3,891.63	2,335.72
	(c) Vehicles/Equipments handled with loaded merchandise or cargoes through Ro-Ro operation	Per vehicle/equipment	1,945.81	388.66
<b>21</b>	Pipeline Transfer Operation Charges of POL Products	MT	50.14	50.14
<b>22</b>	Unenumerated goods other than the above specified	MT	50.14	30.09

**M.T = Metric Tonne**

**CBM = Cubic metre**

### 3.3. Charges for use of bunkering facility alongside berths

Description	Unit	Foreign (in ₹)	Coastal (in ₹)
For providing bunkers alongside berth(s)/anchorage through fixed pipelines or loading arms or flexible hoses of users or through mobile trucks/trainers/barges	MT	45.02	31.34

### 3.4 Composite Port Charges for Cruise Vessels

As per the Ministry orders issued from time to time.

#### Notes:

- No export cargo shall be admitted into the Port premises without the permission in writing of the authorized official of the Port. Normally export cargo for a vessel shall be admitted only after the vessel is opened for export.
- Wharfage shall be in addition to any charges towards rent for storage of goods in the quays, warehouses, transit sheds or landing places of the Port of New Mangalore.

3. Request for amendment in import / export applications or documents shall be accompanied by a fee of ₹10/- which shall not be refunded.
4. 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 corresponding charges for normal cargo/container related charges.
5. **Method of calculating wharfage:**
  - (i). All goods intended for shipment shall be assessed on export application and wharfage shall be paid before the goods are shipped.
  - (ii). All goods landed within the limits of the Port of New Mangalore shall be assessed on import application and the wharfage shall be paid before the goods are delivered.
  - (iii). The wharfage dues shall be calculated on the manifested tonnage of the vessel's cargo in the case of imports, iron and steel scrap, ores and other goods in bulk
  - (iv). In the case of cargo other than that mentioned in sub-rule (iii), the wharfage shall be calculated in accordance with the unit specified against each item of the goods in the Schedule of Wharfage given above.
  - (v). The wharfage dues shall be calculated on the total tonnage of each item of goods. For this purpose, the gross and not the net tonnage of each package as specified in the relative invoice or other shipping document shall be taken, subject to fresh check by the Port if the circumstances so require. In the absence of these documents or in the absence of the specification of gross tonnage therein the tonnage arrived at by actual test-check shall be taken as gross tonnage.
  - (vi). For the purpose of calculating the dues in the Scale of rates –
    - (a). One unit by weight means 1 tonne (1000 kilograms)
    - (b). One unit by measurement means 1 cubic meter
    - (c). One unit by liquid measurement (capacity) means 1000 liters
  - (vii). In calculating the gross weight or measurement by volume or capacity or an individual item, fractions upto and including 0.50 shall be reckoned as 0.50 and fractions over 0.50 shall be reckoned as one unit
  - (viii). Assessment on packages containing articles of a miscellaneous character shall be levied based on the rate applicable for individual cargo items
  - (ix). Where marks are indistinguishable and the cargo is landed in bulk or under such conditions that the tonnage is not readily ascertainable in that case;
    - (a). if the cargo is landed at the Wharf, the tonnage shall be ascertained by taking the actual measurement and converting it at one cubic meter to a tonne,
    - (b). if the cargo is conveyed by craft from a vessel at the outer roads, the licenced carrying capacity of the craft shall be taken as the tonnage.

- (x). Before classifying any cargo as 'unenumerated 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.

**6. Refund:**

No refund of dues shall be made in respect of goods lost over board or jetties within the limits of the Port. However, in the case of goods thrown overboard or jettisoned but not salvaged, refund of wharfage will be considered on production of a certificate from the authorized official of the Port Authority, justifying the circumstances under which the goods were jettisoned or thrown overboard. In case the goods are salvaged and landed within the port limits, the wharfage dues would be charged on a pro-rata basis.

**7. Porterage (Handling of Cargo) at wharf or jetties**

- (i). The Port shall not assume custody of any export cargo and handle the same at the wharf or jetties.
- (ii). Import cargo covered by Oversight Delivery Order (ODO) and for all bulk cargoes (import), NMPA doesn't assume the Custody of cargo.
- (iii). The Port may assume custody at shore and convey to transit space and sort for delivery all import general cargo and other cargo for which oversight delivery direct from ships is permitted in special case by the Port and the Customs except the bulk cargo and for this service in addition to wharfage, the following charges shall be levied namely
  - (a). Actual labour charges incurred by the Port plus 20% overhead
  - (b). Crane hire charges as per rates prescribed in the Scale of Rates, if Crane is provided by the Port
  - (c). Fork lift hire charges as per rates prescribed in the Scale of Rates, if Forklift is provided by the Port
  - (d). Overtime allowance admissible
- (iv). In case of ship to shore transfer and transfer from quay/ to storage yard operations in respect of coastal cargo eligible for concessional tariff, 60% of the rates prescribed in the above schedule will be levied

**8. Tranship Goods**

- (i). Cargo landed on and shipped from the wharf, except as otherwise provided shall be charged full wharfage. The transshipment charges in respect of coastal cargo / vessel shall be at the concessional rate as prescribed for coastal cargo.
- (ii). Though cargo originally manifested at Port of shipment for transshipment landed on the Wharf and cargo manifested for local and subsequently amended at the Port of New Mangalore for transshipment shall be charged 85% of the applicable wharfage
- (iii). Cargo discharged oversight or shipped oversight (ship to ship) shall be charged 50% of the applicable wharfage rate except in respect of food grains manifested

for Indian Ports and transhipped to smaller vessels from cargo tankers or bulk carriers within the Port limits.

- (iv). Wharfage shall be levied at Rs.1/- per tonne on food grains manifested for Indian Ports and transhipped into a smaller vessel from tanker or bulk carrier at the Port. This charge shall not be levied in respect of transhipped quantity landed at this Port
- (v). In case cargo from foreign Port lands at NMPA for subsequent transhipment to an Indian Port on coastal voyages, 50% of the transhipment rate prescribed for foreign going and 50% of that prescribed for coastal leg shall be levied.

#### 9. Goods exempted from wharfage

The following categories of goods shall be exempted from the wharfage charges:

- (i). Bonafide consumable/non consumable ship stores.
- (ii). Passenger and seaman's bonafide baggage and personal effects accompanying them.
- (iii). Empty gunnies and twines sent to ship to facilitate landing or loading of cargoes in bulk or for replacing wet or torn bags.
- (iv). Goods consigned to or by the New Mangalore Port Authority
- (v). Postal Mail bags.

### **CHAPTER – IV CONTAINER CHARGES**

#### 4.1. (a). Wharfage charges for Hazardous containers:

Sl. No	Container Size	Rate per container			
		Empty		Loaded	
		Foreign(in ₹)	Coastal(in ₹)	Foreign(in ₹)	Coastal(in ₹)
1	Upto 20'	157.26	94.34	786.26	471.77
2	Above 20' and upto 40'	235.88	141.54	1,179.39	707.63
3	40' and above	314.50	188.71	1,572.51	943.52

#### (b). Wharfage Charges for other types of containers (including Reefer containers):

Sl. No	Container Size	Rate per container			
		Empty		Loaded	
		Foreign(in ₹)	Coastal(in ₹)	Foreign(in ₹)	Coastal(in ₹)
1	Upto 20'	104.83	62.90	524.17	314.50
2	Above 20' and upto 40'	157.26	94.34	786.26	471.77

3	Above 40'	209.68	125.80	1048.33	629.00
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#### 4.2. Storage charges

Sl.	Container Size	Rate per container per day or part thereof	
		Foreign (in US \$)	Coastal (in ₹)
1	Upto 20'	0.56	24.91
2	Above 20' and upto 40'	1.12	49.78
3	Above 40'	1.68	74.69

#### Notes:

1. 1 day free period shall be allowed on containers whether landed/shipped either empty or stuffed
2. Free period prescribed above excludes Customs notified holidays and port's non-working days.
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 date of landing of container, whichever is earlier subject to the following conditions:
  - (i). The consignee can issue a letter of abandonment at any time
  - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that,
    - (a). the line shall resume custody of container along with cargo and either take back it or remove it from the Port premises; and
    - (b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (iii). The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
  - (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Custom orders for release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the Port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.
4. Storage charge on container shall not accrue for the period when the NMPA is not in a position to deliver/ship container when requested by the user

5. If operational area is licensed on rental terms to users, storage charge on containers/Transit storage charges on cargo stored there at shall not be levied again.

#### 4.3. Re-Stowcharges:

Container manifested for other destination, unloaded and reloaded in the same vessel in the same voyage, the following rates will be levied:

Sl.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign(in ₹)	Coastal(in ₹)	Foreign(in ₹)	Coastal(in ₹)
1	Upto 20'	40.62	24.91	66.85	40.62
2	Above 20' and upto 40'	60.30	36.70	100.91	60.28
3	Above 40'	79.94	48.49	133.66	79.94

#### General Notes:

- Wharfage on containers is collected irrespective of the contents of the containers.
- The stuffed cargo removed from the container and cargo meant for stuffing in the container stacked in transit area other than the space allotted on lease for that purpose will be liable for Transit storage as applicable to the cargo specified in Chapter V Transit storage.
  - Containerised import cargo**  
For levy of Transit storage, the free days for import cargo destuffed from the container shall count from the date following the date of destuffing.
  - Containerised Export cargo**  
For levy of Transit storage, the free days for export cargo shall be reckoned from the date on which cargo is admitted in the transit area and Transit storage leviable, if any shall be computed from the day following the completion of free days till the cargo has been stuffed into containers.
- The applicant shall accept all risks and responsibilities for goods stored at the rental space allotted and shall make his own arrangement for security of the goods stored in such spaces. Hire charges for port equipment whenever utilised by the shipper will be charged separately according to the Scale of Rates in force from time to time.

#### 4.4. Hire charges of Spreaders for Container Handling:

Sl.No.	Description	Rate per hour or part thereof (in ₹)
1.	20' Spreader	200.50
2.	40' Spreader	300.10

#### 4.5. Container Handling charges

Sl.	Container Size	Rate per container
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No		Empty		Loaded	
		Foreign(in ₹)	Coastal(in ₹)	Foreign(in ₹)	Coastal(in ₹)
1	Upto 20'	245.06	146.78	512.38	307.96
2	Above 20' and upto 40'	366.91	220.16	769.22	461.28
3	Above 40'	488.79	293.54	1026.08	615.90

#### 4.6. Electricity and monitoring charges for Reefer container

Sl.No.	Container Size	Rate per 4 hours or part thereof per container (in ₹)
1	Upto 20' containers	210.98
2	Above 20' and upto 40' containers	255.53
3	Above 40' containers	301.40

#### 4.7. Container Scanning Charges:

Sl.No.	Description	Rate per TEU (in ₹)
1	Container Scanning Charges	241.79

#### Notes relating to Schedule 4.7:

- (1). The tariff prescribed for container scanning is applicable to all import and export laden containers whether it is scanned or not.
- (2). The tariff prescribed will be valid for period of 15 years from the date it comes into effect subject to automatic annual indexation.
- (3). 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 1<sup>st</sup> January 2020 and 1<sup>st</sup> 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 1<sup>st</sup> May of the relevant year to 30<sup>th</sup> April of the following year. The first annual indexation in tariff shall be on 1 May 2021."

#### Notes:

1. No private equipment shall be permitted into the port premises without prior permission of the NMPA.
2. The hire charges shall commence from the time the equipment is made available for use.
3. If the equipment is detained without use, detention charges shall be leviable at the rate of ₹100 per hour or part thereof.
4. A charge of ₹350 per equipment will be recovered if a requisition is cancelled in writing before the commencement of the period of hire, provided no such charges shall be recovered if the notice of cancellation was received before action was taken by the NMPA to comply with the requisition. In case where no written notice of cancellation is received before the commencement of the period of hire or where the equipment is used only for a portion of the period applied for, charges

payable for the full period of requisition shall be recovered. If the NMPA are unable to supply the equipment to suit their convenience either for the entire period of requisition or for a part thereof, no charge shall be recovered for the period of non-supply of the equipment.

5. (i). The hirer shall not put on the equipment hired or cause to be put on them by his agents or employees or other persons working under such hirer, any load heavier than the lifting capacities of the said equipment.
  - (ii). The hirer shall be liable to pay a penalty of ₹500 per every breach of the above condition whenever he is found guilty of such breach by the NMPA
  - (iii). The cost of damage, if any, caused to the equipment by its being used in contravention of the above condition, shall, in addition to the penalty referred to above, be recovered from the hirer and shall include even the replacement value of the equipment if the damage caused makes such a recovery necessary. On admittance of the claim of damages of the equipments from the insurance company, the same shall be refunded to the hirer from whom the cost of the damage was collected.
6. The NMPA shall not be responsible to the hirer or any person for any loss or damage or injury to the life of the person arising directly or indirectly from the use of the equipment during the period of its supply for hire. The hirer shall indemnify the NMPA against all loss or damage or injury to life arising directly or indirectly from the use of the equipment during the period of the supply on hire to any property belonging to the Port including the equipment, or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The hirer shall also indemnify the NMPA for all liabilities under the Workmen's Compensation Act, 1923.
  7. When equipment are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges shall be calculated as if the hire was for a continuous period by totaling up the broken periods of work instead of rounding off each spell of work separately.
  8. In case of breakdown of equipment due to mechanical defects, the period taken to repair shall be deducted in calculating the hire charges.
  9. Wherever separate rate for coastal container handling are not prescribed, the admissibility and extent of concession will be governed by clause (v) of Schedule 1.2-General Terms & conditions.

#### **4.8. Mandatory User Charges:**

The Mandatory User Charges for the Logistics Data Bank (LDB) service to be rendered by National Industrial Corridor Development Corporation Limited (formerly known as Delhi-Mumbai Industrial Corridor Development Corporation Limited) passed by Order of TAMP vide Case No.TAMP/40/2021-MUC dated 15th day of September 2021 and notified vide Gazette No-420 dated 28th September 2021 applicable to all Major Ports and private terminals operating thereat.

**CHAPTER-V**  
**TRANSIT STORAGE**

**5.1 . Imports**

Transit storage charges at the following rates shall be levied in respect of all goods left in the port's Transit sheds or open space after the expiry of the free days and free periods till their delivery is effected.

Sl. No.	Classification	Unit	Rate
1	Goods lying in the Transit sheds or in the open transit space	Per wharfage unit per day	(a) first week 5.02 (b) second week ₹8.77 (c) succeeding period ₹12.54

**Notes:**

**1. Free days**

- (i). Free days prescribed below shall exclude customs holidays and Port's non working days.
- (ii). Seven working days (excluding customs holidays and Port's non-working days) following the date of the complete discharge of the goods from the vessel on to jetties, quays or wharves shall be allowed as free period.  
When goods are landed from the vessel into lighters, barges or other floating craft, the seven working days shall be calculated from the date of complete discharge of goods from the lighters, barges or other floating craft on the jetties, quays or wharves.
- (iii) The first week after the expiry of the free days is considered as normal transit storage charges and subsequent weeks are considered as demurrage charges
- (iv). In the case of salvaged goods, the free days shall be reckoned from the day following the date of notification of salvage by the Receiver or wrecks in the Official Gazette of Karnataka State.

**2. Free period:**

The following free periods shall be allowed in addition to the free days prescribed above:

- (i). Periods during which the goods are detained by the Collector of Customs for examination under sub-section (3) and (4) of section 144 of the Customs Act 1962 (152 of 1962), other than the ordinary process of appraisalment and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of importers, plus one working day. The Customs holidays shall also be treated as free periods in addition.
  - (ii). Periods during which the goods are detained by any public Health Authority whether cleared or destroyed.
3. **Survey of Goods**  
If the goods are detained for survey, then a period not exceeding seven days excluding Customs holidays and Port's non-working days, from the date of completion of discharge from the vessel may be excluded while calculating the storage charges provided the goods are removed within twenty four hours after the completion of the survey.
4. **Empty or partially empty packages.**  
Transit storage charges shall be payable on packages landed empty or partially empty.
5. **Transit Storage charges on Sundays and Port Holidays**  
Once Transit storage charges begin to accrue, no allowance shall be made for Sundays and port holidays
6. **Delivery of goods**  
Goods shall not be delivered to owners or consignees unless all dues leviable thereon, including transit storage charges are paid.
7. **Congestion of goods**  
If at any time the Port apprehends a serious congestion in the transit area which may effect rapid transit of goods through the Port, it may direct the owners or consignees of any specified goods to remove such goods from the port premises within a specified period.
8. If the goods are not removed within a specified period, the Port may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or consignees. Goods so removed shall be charged Transit storage charges at the rates prescribed in the Schedule of Transit storage (Imports) at (c) in SI.No.1 or 2 whichever is applicable.

## 5.2. EXPORTS

Transit storage charges at the rate of Rs **5.02** per wharfage unit shall be levied after the expiry of the free days.

### Notes:

#### 1. Free days

- (i). Free days shall exclude the Customs holidays and port non-working days
- (ii). All cargo except salvaged goods (a) Twenty One day free days(excluding Customs holidays and Port's non-working days) from the actual date of the receipt

of goods in the transit area. (b) From the date the vessel is berthed for working cargo to the date of the vessel completes loading.

- (iii). For salvaged goods, three days (excluding Customs holidays and port's non-working days) from the date on which the goods were actually salvaged.

## **2. Shut out cargo**

- (i). In the case of goods shut out from shipment and if removed outside, in addition to the free days mentioned in Note 1, the working day next to the date of completion of taking in of the exports by the vessel also be allowed as a free day.
- (ii). In the case of goods shut out by one vessel and subsequently shipped by another vessel the free days shall count from the date of the first shut out, upto ten days excluding Customs holidays and port's non-working days. The total free period, however, shall not be more than 21 days as specified in Note 1.
- (iii). Cargo intended for export but not actually shipped will be allowed free days up to only seven days excluding Customs holidays and port's non-working days from the actual date of receipt of the goods in the transit area.

## **3. Free periods**

In addition to the free days prescribed above, the period during which goods are detained by the Collector of Customs for examinations under Sub section (3) and (4) of Section 17 and for chemical test under Section 144 of the Customs Act, 1962, other than the ordinary processes or appraisal and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of the exporters, plus one working day shall also be allowed as free period. The Customs holidays shall also be treated as free periods in addition.

## **4. Congestion of goods**

If at any time the Port apprehends a serious congestion in the transit sheds or other spaces allotted for the goods in transit to the detriment of the rapid transit of goods through the Port, it may direct the owner or consignor or Agents of any specified goods to remove such goods from the Port premises within a specified period. If the goods are not removed within such period, Port may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or shipper/agents. Transit Storage charges shall be levied on such goods in accordance with the rate specified for Transit storage on export cargo.

## **5. Transhipment of Goods**

The free period shall be allowed for the transhipment cargo up to 28 days excluding Customs holiday and port's non-working days from the date of receipt of the goods.

### **General Notes:**

1. Transit Storage charge on both import and export cargo shall not accrue for the period when the NMPA is not in a position to deliver/ship cargo when requested by the user.
2. If operational area is licensed on rental terms to users, storage charge on cargo stored there-at shall not be levied again.

### 5.3. Dwell Time Charges for Motor Vehicle / Equipments (Import/Export/Transshipment)

Sl. No.	Description	Gross Weight of the Motor Vehicle/Equipment in MT	
		Less than 10 Ton	More than 10 Ton
1.	1 - 10 days	Free	Free
2.	10 - 20 days	₹194.33/- per day per vehicle / equipment	₹388.66/- per day per vehicle / equipment
3.	Thereafter	₹388.66/- per day per vehicle / equipment	₹778.58/- per day per vehicle / equipment

#### Notes:

- Free days shall exclude the Customs holidays and Port non-working days.
- The Dwell charges shall be levied for storage inside the Port other than the area leased out for the purpose of storage of vehicle/equipment.
- Dwell time for import/transshipment of motor vehicle/equipment shall be calculated from the day following the day of landing.
- Dwell time for export of motor vehicle/equipment shall be calculated from the day following the day of receipt in NMPA.
- Shut out charges for not loading on the vessel for which the vehicle/equipment is brought in is `50/- per vehicle/equipment.

## CHAPTER - VI OTHER CHARGES

### 6.1. Charges for supply of water

Description	Rate per K.L./Tonne	
	Foreign-going Vessels(in US \$)	Coastal Vessels(in ₹)
Water Charges	USD 5.90	156.66

### 6.2. Marshalling yard usage charges

Sl.No.	Description	Rate per M.T. (in ₹)
1.	Use of Marshalling yard outside wharf	20.68
2.	Use of Marshalling yard including private siding inside the wharf	26.32
<b>3.</b>	<b>Marshalling yard usage charges for handling containers (outside wharf):</b>	<b>Rate per Box (in ₹)</b>
(i).	For 20" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	50.14
(ii).	For 40" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	75.23
(iii).	20" Dry/ FR/ OT Laden	501.50
(iv).	40" Dry/ FR/ OT Laden	626.86
(v).	20" Reefer/ Tank Container Laden	626.86
(vi).	40" Reefer/ Tank Container Laden	752.25
<b>4.</b>	<b>Marshalling yard usage charges including private siding inside the wharf for handling containers:</b>	<b>Rate per Box (in ₹)</b>
(i).	For 20" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	62.69

(ii).	For 40" Empty (Flat Rack/ Open Top/ Dry/ RF/ Tank)	100.30
(iii).	20" Dry/ FR/ OT Laden	626.86
(iv).	40" Dry/ FR/ OT Laden	777.32
(v).	20" Reefer/ Tank Container Laden	777.32
(vi).	40" Reefer/ Tank Container Laden	902.70

### 6.3. Fees for issue of Licence to C&F Agency

Sl.No.	Description	Rate (in ₹)
1	New Licence	30,597 for two calendar years
2	Renewal within the period of licence for a further period of two calendar years	3,672 per licence
3	For issue of duplicate licence when the original is lost or defaced	367 per licence
4	For temporary licence for a period not exceeding one year	12,240 for one calendar year

**Note:**

Renewal licence shall be effected only if the licence has handled cargo / container of a minimum four vessels per annum at the port during the perviouslicence period. Failure to renew the licence within one month of expiry entails cancellation of the licence.

### 6.4. Fees for issue of licence to Steamer Agency

Sl.No.	Description	Rate (in ₹)
1	New Licence	30,597 for two calendar years
2	Renewal within the period of licence for a further period of two calendar years	3,672 per licence
3	For issue of duplicate licence when the original is lost or defaced	367 per licence
4	For temporary licence for a period not exceeding one year	12,240 for one calendar year

**Note:**

Renewal of licence shall be effected only if the licence has handled:

- Minimum four vessels per annum or
- Containers of a minimum four vessels per annum at the port during the previouslicence period. Failure to renew the licence within the specified period entails cancellation of the license.

### 6.5. Charges for carrying out Bollard Pull Test:

Sl.No.	Particulars	Rate per hour or part thereof	
		Foreign-going vessels (in US \$)	Coastal vessels (in ₹)
(i).	Charges for carrying out Bollard Pull Test*	562.00	15,360.00

Bollard pull test charges are applicable to the tugs which are not hired by the port and are availing the facility.

**6.6. Hire charges for cargo handling equipment**

SI.No.	Equipment	Rate per hour or part thereof(in ₹)	
1	10 MT capacity Fork Lift Truck	₹ 915.23 subject to minimum of ₹3,574.92	
2	Tata Truck Model LPT 909/36	₹ 719.65 subject to minimum of ₹5,627.57	
3	3 Ton Forklift Trucks	Foreign (in ₹)	Coastal (in ₹)
		₹155.46 subject to a minimum of ₹305.19	₹92.77 subject to a minimum of ₹182.12

**Notes:**

1. No private equipment shall be permitted into the port premises without prior permission of the NMPA.
2. The hire charges shall commence from the time the equipment is made available for use.
3. If the equipment is detained without use, detention charges shall be leviable at the rate of `100 per hour or part thereof.
4. A charge of `350 per equipment will be recovered if a requisition is cancelled in writing before the commencement of the period of hire, provided no such charges shall be recovered if the notice of cancellation was received before action was taken by the NMPA to comply with the requisition. In case where no written notice of cancellation is received before the commencement of the period of hire or where the equipment is used only for a portion of the period applied for, charges payable for the full period of requisition shall be recovered. If the NMPA are unable to supply the equipment to suit their convenience either for the entire period of requisition or for a part thereof, no charge shall be recovered for the period of non-supply of the equipment.
5. (i). The hirer shall not put on the equipment hired or cause to be put on them by his agents or employees or other persons working under such hirer, any load heavier than the lifting capacities of the said equipment.  
(ii). The hirer shall be liable to pay a penalty of `500 per every breach of the above condition whenever he is found guilty of such breach by the NMPA.  
(iii). The cost of damage, if any, caused to the equipment by its being used in contravention of the above condition, shall, in addition to the penalty referred to above, be recovered from the hirer and shall include even the replacement value of the equipment if the damage caused makes such a recovery necessary.
6. The NMPA shall not be responsible to the hirer or any person for any loss or damage or injury to the life of the person arising directly or indirectly from the use of the equipment during the period of its supply for hire. The hirer shall indemnify the NMPA against all loss or damage or injury to life arising directly or indirectly from the use of the equipment during the period of the supply on hire to any property belonging to the Port including the equipment, or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The hirer shall also indemnify the NMPA for all liabilities under the Workmen's Compensation Act, 1923.



7. When equipment are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges shall be calculated as if the hire was for a continuous period by totaling up the broken periods of work instead of rounding off each spell of work separately.
8. In case of breakdown of equipment due to mechanical defects, the period taken to repair shall be deducted in calculating the hire charges.
9. Wherever coastal rates are not prescribed for cargo/container handling, the admissibility and extent of concession will be governed by clause (v) of Schedule 1.2 – General Terms and conditions.

**6.7. Charges for use of Harbour Mobile Cranes installed by the private operators:**

The hire charges for HMC installed by private operators authorized by NMPA will be governed by separate Order No.TAMP/41/2019-NMPT approved by TAMP on 29 November 2019 & notified in the Gazette of India on 17 December 2019. The rate approved is effective from 25<sup>th</sup> February 2020 & will remain valid for a period of 5 years subject to automatic annual indexation at 100% of the WPI from second year onwards.

**6.8. Charges for use of Harbour Mobile Crane installed by the port:**

The rate for 63T HMC installed by the port will be governed by the rates approved by this Authority vide separate Order No.TAMP/51/2019-NMPT dated 29.11.2019 notified in the Gazette of India on 17.12.2019. The rate approved will come into effect after expiry of 15 days from date of notification of the order passed in the Gazette of India and will remain valid for a period of 5 years subject to automatic annual indexation at 100% of the WPI from second year onwards.

Dry Bulk Cargo	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal cargo other than thermal coal and iron ore/ pallets
	49.85	29.91

Note: For Thermal Coal, Iron Ore and Iron pellets cargos, the rate specified under foreign categories will apply to coastal cargo.

(ii). **For Break Bulk Cargo:**

(A). Steel & Bagged Cargo	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal
	121.38	72.83

(B). Other than Steel & Bagged Cargo	Ceiling rate per Hour or part thereof (in ₹)	
	Foreign	Coastal
	31,275.42	18,765.99

(iii). **For Containers:**

Normal Containers including reefer containers	Foreign (in ₹)		Coastal (in ₹)	
	Loaded	Empty	Loaded	Empty
Upto 20'	2,097.27	999.34	1,258.61	600.09
20' to 40'	3,146.53	1,499.61	1,887.92	899.52
Hazardous Containers				
Upto 20'	2,517.23	1,200.18	1,510.58	719.37
20' to 40'	3,775.84	1,799.07	2,265.26	1,079.68

**Notes:**

- (i). No shifting charges shall be levied by the port in case shifting of a vessel from berth to another berth/ anchorage becomes necessary due to breakdown/ non- performance of MHC.

**6.9. Miscellaneous Charges****I. Charges for taking photographs or shooting films in the harbour premises:**

Sl.	Classification	Rate (in ₹)
1	For shooting of films by film making company or private parties	5,36,350.00 per day or part thereof
2	For still photographs of export/import cargoes or vessel on request of port user	1,234.00 per day or part thereof

**Notes:**

- The permission shall be issued by the NMPA or any official authorised by it.
- Still photographs taken and shooting film by the State and Central Govt. for education and scientific purposes and in connection with Govt.Publicity and shipping activities are exempted from paying charges.
- Any other cases of taking still photographs and shooting of films within the perimeter wall or in the Port premises shall be at the discretion of the NMPA on merit of each case.
- The charges shall be paid in advance and no refund of such payments shall be allowed for any failure/cancellation of the programme.
- If the cancellation of programme is at the instance of the Port or under extraordinary circumstances the charges paid shall be refunded subject to the claim in time.
- The hire charges for any craft and or appliance of the Port if any, that are supplied and used by the film making company or by those taking photographs shall be levied as per the respective provisions of the Scales of Rates in addition to charges payable under this scale.

**II. Fees of issue of passes/licence for entry into the wharf:**

Sl.No.	Classification	Rate (in ₹)
1	For issue Entry pass for individual (per head)	
i)	Daily	5.37
ii)	One month	107
iii)	Six months	214.5
iv)	One year	429
2	Issue of entry pass for bus, authorized trucks carrying passengers (per vehicle per day)	129
3.a)	Issue of entry pass for commercial vehicles	
i)	Daily	21.45
ii)	One month	429
iii)	Six months	750
iv)	One year	1340
b)	Issue of entry pass for Individual and Commercial Vehicles	
i)	Daily	26.81
ii)	One month	482
iii)	Six months	804
iv)	One year	1609
4. a)	Issue of entry pass for light motor vehicles (Car/ Jeep/ Van)	
i)	Daily	10.72
ii)	One month	268
iii)	Six months	643
iv)	One year	1072
b)	Issue of entry pass for individual and light motor vehicles (Car/Jeep/Van)	
i)	Daily	16
ii)	One month	322
iii)	Six months	804
iv)	One year	1340
5	Issue of entry pass for private cargo handling equipment	
i)	Daily	128.72
ii)	One month	804
iii)	Six months	3754
iv)	One year	6436

**Notes:**

1. The deposit cost of the RFID card will be ₹150/- (Rupees One Hundred and Fifty only).
2. The Deposit cost of the RFID Tag will be ₹210/- (Rupees Two Hundred and Ten only).
3. This deposit cost of the RFID card and Tag is refundable after physical verification of the card / tag if is in usable condition. RFID card and Tag are reusable.

4. The entry passes shall be issued by the NMPA.
5. The payment of the charge will not automatically entitle a person to get a pass.
6. The temporary pass shall be valid for a day for which it is obtained from zero to zero hours.
7. The NMPA may issue temporary passes free of charge to the distinguished guests to the port, visiting staff of other Major Ports and other Govt. Officers/officials connected with the Port Authority and visiting the Wharf on official duty. No charges shall also be collected from the employees of the Port holding valid identity cards and other shipping interests holding valid photo passes issued by the NMPA.
8. Only persons who have harbour entry passes will be issued with temporary vehicles entry passes on payment of the above prescribed fee and it is not transferable.
9. No refund will be allowed for the charges once paid for temporary vehicle entry passes issued by the Port.
10. Drivers of vehicles (with permanent entry passes) are exempted from the payment for entry into the Wharf.
11. No refund will be allowed for the charges once paid for the entry passes issued for the vehicles covered by item above for unexpired period.
12. Vehicles i.e. carriers of goods belonging to the New Mangalore Port Authority and other major Port Authorities alone shall be exempted from holding an entry passes.
13. Any other vehicles not covered by above may be exempted from charge under the scale of rates at the discretion of the NMPA.
14. No refund is permissible for the unexpired period of entry passes.
15. Whenever damage to the NMPA property is caused by any vehicle plying within the NMPA foreshore premises, the owner of the vehicle shall accept liability thereof and pay the damages resulting therefrom.

**III. Fees for the hire of weighing scale and for the issue of certificates of weights:**

(1)	For hire of weighing scales	₹1.74 per tonne or part thereof
(2)	For issue of certificate of total tonnage of cargo	₹5.16 subject to a minimum of ₹24.62 per certificate

**Notes:**

1. The attendant labour shall be supplied by the parties concerned in all cases.
2. Charges shall be levied in accordance with the above scale when it is necessary for the Port to weigh goods, e.g. for the purpose of assessing the amount of wharfage payable in respect of the goods.

3. No refund of hire charges shall be allowed in case a notice of cancellation of requisition is not sent to the authorised officer of the NMPA in writing so as to reach him at least 2 hours prior to the commencement of the period of hire.
4. A fee of ₹10/- each shall be levied for a duplicate certificate of payment issued by the port authorities.

**IV. Charges for the use of weigh bridges:**

Description	Amount
Weighment of cargo on the Port Lorry weigh bridge	₹47.63 per truck both ways

**Notes:**

1. The weighbridge shall be used only for weighing lorries or carts etc., with or without loads.
2. The fee under item (1) above shall cover hire charges of passing the cart or lorry etc., both empty and loaded over the weighing platform.
3. If any empty lorry after recording the tare weight on the ports weigh bridge within the wharf area is not brought to the ports weigh bridge during the same day with a load for recording the gross weight, a fee of ₹7.00 per lorry shall be payable by the party on whose behalf the tare weight is asked to be recorded.
4. The weigh bridge shall be manned by the NMPA.
5. The NMPA shall not be responsible to the hirer or any person for any loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge during the period of its hire. The hirer shall indemnify the NMPA against all loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the port. The hirer shall also indemnify the NMPA for all liabilities under the Workmen's Compensation Act, 1923.

**V. Charges for the use of electric pump for supply of sea water:**

Description	Amount (₹)
Charges for the use of electric pump for supply of sea water	2391.46 per hour

**Notes:**

1. Total monthly hours will be rounded off to nearest units, i.e., Hours for calculation of monthly demand.
2. The charges prescribed above for supply of sea water will be charged as per actual usage of electric pump.

**Annexure-II****Performance standards**

<b>Sl No</b>	<b>Performance standards</b>	<b>Unit</b>	<b>Calendar Year 2022, 2023 &amp; 2024</b>
1	Cargo Related Services		
a)	Average Ship berth day output (in respect of Major Cargos)	Tonnes	18,500
2	Vessel Related services		
a)	Average Turnaround Time of Vessels (Port Account)	Hours	38.00
b)	Average Pre-berthing time of Vessels (Port Account)	Hours	12.50