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**TARIFF AUTHORITY FOR MAJOR PORTS**

G.No. 216

New Delhi,

18 June, 2020

**NOTIFICATION**

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

**(T.S. Balasubramanian)**  
Member (Finance)

**Tariff Authority for Major Ports**  
**Case No. TAMP/52/2019- JNPT**

Jawaharlal Nehru Port Trust

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Applicant

**QUORUM**

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

**ORDER**

(Passed on this 1<sup>st</sup> day of June, 2020)

This case relates to the proposal received from Jawaharlal Nehru Port Trust (JNPT) for general revision of its Scale of Rates.

2.1. The JNPT has filed a proposal vide its letter No. JNPT/Fin/TAMP/6078 dated 27 September 2019 for general revision of its Scale of Rates.

2.2. As per Clauses 3.2. and 3.3 of the Tariff Policy, 2018, the JNPT had hosted the said proposal in its website for comments of users/ user organisations. Based on the proposal as hosted by JNPT in its website, some of the users/ user organisations have furnished their comments. The said comments were forwarded to the JNPT as feedback information. The JNPT has responded to the comments of the users/ user organizations.

2.3. The proposal of the JNPT was internally scrutinized in the office. Additional information/ clarification were sought from the JNPT. The JNPT has furnished the additional information/ clarification sought. A joint hearing in this case was held on 13 November 2019 at the Office of this Authority. At the joint hearing, the Users/ User Organisations and JNPT have made their submissions.

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

4.1. The Order passed by this Authority is in the process of notification in the Gazette of India which is likely to take some more time for notification. Therefore, this Authority desires that the revised SOR and Performance Standards may come into force without waiting for notification of the Speaking Order. Accordingly, this Authority notifies the revised SOR and Performance Standards of the JNPT immediately which is attached as **Annex**. The revised SOR will come into force after expiry of 30 days from the date of notification of this Order in the Gazette of India and shall be in force for a period of 3 years from the effective date of implementation of this Order.

4.2. In the meanwhile, the validity of the existing Scale of Rates shall be deemed to have been extended from 01 October 2019 till the revised SOR as notified by this Order comes into effect.

4.3. The speaking Order passed by this Authority will be notified separately and communicated to the JNPT and the relevant users/ user organisations in due course of time.

5.1. As per Clause 2.8 of the Tariff Policy, 2018, SOR will be indexed annually to inflation to the extent of 100% of the variation in Wholesale Price Index (WPI) announced by the Government of India. Such adjustment of SOR will be made every year and the adjusted SOR will come into force from 1st May of the relevant year to 30th April of the following year. Further, as per clause 3.2 of the Tariff Policy, 2018 to be read with clause 2.8 of the Tariff Policy, 2018, annual indexation in SOR at 100% of the WPI is applicable subject to achievement of Performance Standards committed by Major Port Trusts. If a particular port does not fulfil the Performance Standard, no indexation would be allowed during the next year. It is relevant here to state that in the instant case indexation factor for the years 2018-19 and 2019-20 is already considered in the ARR. The next annual indexation in SOR will be applicable from 1 May 2020 subject to achievement of Performance Standards in the year 2019-20.

5.2. Since the revised SOR of JNPT will come into effect only after May 2020, the JNPT shall apply the indexation factor on the pre-revised tariff with effect from 01 May 2020, subject to

achievement of performance standards in the year 2019-20. When the revised SOR as approved by this Order comes into effect, the JNPT shall apply the indexation factor on the said revised tariff with effect from such date, the revised SOR comes into effect, subject to achievement of performance standards by the JNPT in the year 2019-20. The indexed SOR by the JNPT has to be intimated by the port to the concerned users and to this Authority.

**(T.S. Balasubramanian)**  
Member (Finance)

**JAWAHARLAL NEHRU PORT TRUST**  
**Scale of Rates**

**CHAPTER – I**

**1.1 DEFINITIONS – GENERAL**

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

**1.2. GENERAL TERMS & CONDITIONS**

**(i). 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 License for Specified period or voyage issued by the Director General of Shipping and a custom conversion order.
- (ii). **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 License from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
- (iii). **Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate:**
- (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.
- (c). 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 cargo related charges.
- (d). 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 cargo related charges.
- (e). As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement (given below), the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.
- (f). Port and other charges:
- (i) Port dues to be levied by the Major Port Trust on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.
- (ii) The Major Port Trust shall also on the vessels of the Republic of Bangladesh levy charges for conservancy, pilotage and other specific services at par with those

charged from the coastal vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.

Note:

- 1) The provisions prescribed at (c) and (d) 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) Provisions prescribed at (f) above will be governed by Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement.
- (iv).
- (a). Vessel related charges shall be levied on Shipowners/ Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian rupees after conversion of US currency to its equivalent Indian rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or any other Public Sector Bank as may be decided by the port from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
  - (b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees based on the market buying rate notified by the Reserve Bank of India, State Bank of India or any other Public Sector Bank as may be decided by the port from time to time, prevalent on the date of entry of the vessel in case of Import containers; and on the date of arrival of the containers in the port premises in case of export containers.
- (v). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the Port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (vi). For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic meter and the unit by capacity measurement for liquids in bulk shall be 1,000 liters.
- (vii).
- (a). The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels. The cargo/container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pellets, should not exceed 60% of the normal cargo / container related charges.
  - (b). In case of cargo related charges, the concessional rate should be levied on all the relevant handling charges for ship-shore transfer and transfer from/ to quay to/ from storage yard including wharfage.
  - (c). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
  - (d). For the purpose of this concession, cargo / container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
  - (e). The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupee.
- (viii). Interest on delayed payments / refunds:
- (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the JNPT shall pay penal interest on delayed refunds.
  - (b). The rate of penal interest will be 15%. The penal interest rate will apply to both the JNPT and the port users equally.

- (c). The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
- (d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the JNPT. This provision shall, however, not apply to the cases where payment is to be made before availing the services / use of Port Trust's properties as stipulated in the Major Port Trust Act and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.
- (ix). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (x). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (xi). The users will not be required to pay charges for delays beyond a reasonable level attributable to the Port.
- (xii).
  - (a). Wherever a specific tariff for a new service/cargo/ equipment/ facility is not available in the SoR, of JNPT the concerned Major Port Trust, in accordance with the clause 7.6.1 of the Tariff Policy, 2018 can approach TAMP for notification of tariff for the said new cargo/ equipment/ service/ facility adopting the tariff and performance standards, if any, fixed for comparable cargo/ equipment/ service/ facility in any other Major Port Trust. If there is no rate available in any other Major Port Trust or if the rate available is not representative enough of the proposed new cargo/ service/ facility/ equipment then the port may file the proposal for notification of tariff for the said new cargo/ equipment/ service/ facility with reference to optimal capacity assessed following the principles of 2008 guidelines or based on rated capacity or technical specification of service/ facility/ equipment. If determination of tariff based on the above prescribed options is not possible, then the Major Port Trusts after giving sufficient reasons may propose rates based on Cost plus 16% return formula.
  - (b). As per Clause 7.6.2 of the Tariff Policy 2018, the proposal for notification of rate for use of a new equipment/ facility or a new service or new cargo shall be forwarded to the TAMP at least 60 days prior to the expected date of commissioning of the new cargo/ facility/ or a new service. For determination of tariff for new cargo/ equipment/ new service/ facility, TAMP will follow normal consultation process as prescribed.
  - (c). Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
  - (d). The ad hoc rate to be operated and the Performance Standards to be applied in the interim period must be based on the approach outlined at clause 7.6.1 of the Tariff Policy 2018 read with clause 5.7.1 of this Working Guidelines and it must be in consultation with the concerned user(s).
  - (e). The final rate fixed by the TAMP for new cargo/ service/ equipment/ facility for which rate is not prescribed in the SoR, will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognized as such unless it is found to be excessive requiring some moderation retrospectively.
- (xiii).
  - (a). The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The JNPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
  - (b). The JNPT may also, if it so desires, rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels. Provided that the JNPT should notify the public such lower rates and / or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

- (xiv). (a). The SOR is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 May 2020 subject to the JNPT achieving the Performance Standards prescribed below. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in SOR for that particular year.

The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 May of the relevant year. The SOR indexed by the JNPT to be intimated by the port to the concerned users and to the Authority.

- (xv). (a). **Coastal Ro-Ro vessels or coastal Container vessels engaged in coastal movement of automobiles:**

80% concession on both vessel related charges and cargo related charges.

- (b). (i). **Coastal Ro-Ro vessels or coastal Container vessels carrying both Exim and coastal cargo of automobiles.**

OR

- (ii). **Coastal Container vessels carrying both Exim cargo and coastal cargo of automobiles and Exim cargo and/ or coastal cargo other than automobiles:**

80% concession on vessel related charges and similar concession on cargo related charges be given for coastal cargo units of automobiles only and existing schedule of rates/ discount be made applicable for other cargoes.

The above concessions shall come into effect after expiry of a 30 days from the date of notification of the Order no. TAMP/4/2004-Genl dated 03 February 2020 in the Gazette of India and shall remain valid for a period of two years.

- (xvi). 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.

### 1.3. **PERFORMANCE STANDARDS:**

Sr. No.	Performance Parameters	Performance Standards
1	Cargo Related Services	
(a)	Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups	
	(i) Container	27000
	(ii) Dry Bulk	4198
	(iii) Liquid	7328
(b)	Average moves per hour (in TEUs) in respect of Containers	18.5
2	Vessel Related Services	
(a)	Average Turnaround Time of Vessels-Port A/c (in days)	1.72
(b)	Average Pre-Berthing Time of Vessels-Port A/c (in days)	0.16

## 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 ₹)	
01	(a) Bulk Carriers	0.2233	5.8683	



	(b) Container vessel	0.1725	4.5114	The charges are payable on each entry into the Port.
	(c) Car Carrier Vessels (Ro-Ro)	0.1117	2.9154	
02	Vessels of 10 tonne and upward other than those covered above (except fishing boats)	0.1725	4.5114	-do-
03	Tug Boats and river boats whether propelled by steam or diesel or other mechanical means	0.1725	4.5114	-do-
04	Off-shore vessels	-	1.5117	-do-

**Note**

- (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
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**

Size of Vessels	Rate per GRT
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Sr no.		Foreign going vessels (in US\$)	Coastal Vessels (in ₹)
01	Upto 30000 GRT	0.3835	10.0464
02	From 30001 upto 60000 GRT	Us \$ 11,505 for first 30000 GRT + US \$0.3073 for every additional GRT	Rs 3,01,392.00 /- for first 30000 GRT + Rs 8.0347 for every additional GRT
03	Above 60000 GRT	Us \$ 20,724 for first 60000 GRT + US \$ 0.2689 for every additional GRT	Rs 5,42,433/- for first 60000 GRT + Rs 7.0349 for every additional GRT

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

Sr No.	Size of Vessels	Rate per GRT	
		Foreign going vessels (in US\$)	Coastal Vessels (in ₹)
01	Upto 30000 GRT	0.0684	1.9640
02	From 30001 upto 60000 GRT	Us \$ 2052 for first 30000 GRT + US \$ 0.0548 for every additional GRT	Rs 58,920.00 /- for first 30000 GRT + Rs 1.5593 for every additional GRT
03	Above 60000 GRT	Us \$ 3696 for first 60000 GRT + US \$ 0.0479 for every additional GRT	Rs 105699/- for first 60000 GRT + Rs 1.3689 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 JNPT LIMITS (OTHER THEN 2.2 B)

Sr. No.	Size of Vessels	Rate per GRT	
		Foreign going vessels (in US\$)	Coastal Vessels (in ₹)
01	Upto 30000 GRT	0.1920	5.0232
02	From 30001 upto 60000 GRT	Us \$ 5760 for first 30000 GRT + US \$ 0.1536 for every additional GRT	Rs 1,50,696.00 /- for first 30000 GRT + Rs 4.0233 for every additional GRT
03	Above 60000 GRT	Us \$ 10368 for first 60000 GRT + US \$ 0.1344 for every additional GRT	Rs 271395/- for first 30000 GRT + Rs 3.5115 for every additional GRT

### Note:

- The above charges leviable for piloting-cum-towing of the vessels in and out of harbour as shown in the Schedule shall include services of pilots and tugs and other craft as may be required for one inward and one outward operations and shifting/s of vessels for 'port convenience'. Shifting at the request of the Vessels/Terminals will attract separate shifting charges.
- The minimum charges under the schedule for Pilotage – towage fees for each visit to the Port shall be US\$ 304.87 for Foreign-going vessels and Rs 7990.16 for Coastal vessels.
- 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.
- No charges shall be levied for shifting of a vessel for port convenience.

(i) "Port Convenience" is defined to mean the following:

- If a working cargo vessel at berth or / anchorage is shifted / unberthed for undertaking hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "SHIFTING

FOR PORT CONVENIENCE". The shifting made to reposition such shifted vessel is also considered as "SHIFTING FOR PORT CONVENIENCE."

- (b) If a working cargo vessel is shifted from berth to accommodate an ousting priority, vessels, which are exempted from bearing shifting charges, such shifting shall be treated "PORT CONVENIENCE".
  - (c) Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths due to draft and LOA restrictions such vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
  - (d) Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that 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
01	In case the vessel has to be brought in and taken out as cold move.	Twice the normal rates.
02	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.
03	Any shifting with cold move.	Twice the normal rates.

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

Sr. No.	Description	Rate	
		Foreign going vessels (in US\$)	Coastal Vessels (in Rs)
01	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.	90.6056	2598.68
02	Detention of Pilot for more than 30 minutes beyond the booking time for which the requisition is made.		
	a) For the first hour	90.6056	2598.68
	b) For subsequent hours or part thereof	45.3028	1299.3077

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

Sr. No.	Description	Rate	
		Foreign going vessels (in US\$)	Coastal Vessels (in Rs)
01	Pilotage for Vessels not requiring tug assistance	0.1418	3.7257

**Note:**

The minimum charges for each visit to JN Port shall be US\$ 202.95 in case of foreign going vessels and ₹ 5318.83 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 ₹.)
01	For occupying JNPT Berth All Berths including Landing Jetty	0.0060	0.1428
02	For occupying Anchorage Berth	0.0029	0.0595

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

Sr no	Description	Unit	Rate per metric tonne
01	Foreign going vessel	US\$	4.0591
02	Coastal Vessel	Rs	106.3771
03	ONGC Supply Vessels	Rs	106.3799

**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
01	Charges for collection of garbage from ships and hired port crafts.	Rs	805.3899

**Note:**

1. A composite berth hire charge shall be levied, at the rate of US\$ 0.2954 per hour or part thereof in respect of foreign-going boat/barge or a country craft and at the rate of Rs 7.74 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 alongside any of the berths or at anchorage for purposes of cargo operation or any other purpose.
2. A Composite berth hire charge shall be levied at the rate of Rs 202.95 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 alongside 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.

- (viii) 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 ₹)
01	Upto 6 hours	0.0608	1.5950
02	Above 6 hours but upto 12 hours	0.1826	4.7851
03	Above 12 hours but upto 18 hours	0.3652	9.5584
04	Above 18 hours per day or part of thereof	0.4871	12.7484

- (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 favorable 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. Noncompliance 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) in operational.
  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 favorable 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 favorable 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.
  - (iv) All Major Ports shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
  - (iv) In respect of POL /Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
  - (v) Coastal vessels which are be accorded priority berthing shall not be liable to pay priority berthing charges.
  - (vi) There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
  - (vii) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise
  - (viii) Ports should explore the possibilities of earmarking exclusive berth, storage areas and gates for coastal cargo outside the custom bonded area of the Ports to further facilitate movement of coastal cargoes.
  - (ix) Major Ports shall clearly work out the time limit within which a coastal vessel would be berthed in a particular port. This time limit may differ depending on the cargo and berth. Each Major Port should carry out a detailed exercise and issue a trade notice clearly indicating the upper time limit within which a coastal vessel would be given a berth in the port. As regards priority berthing through a specific window to coastal container vessels, Major Ports should have a detailed discussion with the PPP operator and publish the specific window for coastal container vessels. The above mentioned exercise and publication should be completed within 30 days from the date of issue of these guidelines.
  - (x) The MIS in the Port should capture data for coastal and foreign vessels cargoes separately. The data so captured shall be monitored and reported internally in the port as well as to IPA and Ministry in separate format for coastal and foreign vessels."
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 subject to a minimum of 20% discount in the applicable rates will apply to these berths. Note No.1 and 2 to the Berth Hire Charges shall also be applicable to the above mentioned berths.

### **CHAPTER – III**

#### **CHARGES FOR SERVICES RENDERED TO CONTAINERS AND CONTAINERISED CARGO GENERAL TERMS AND CONDITIONS:**

- i. Containers less than and up to 20 feet in length will be reckoned as one TEU for the purpose of tariff.
- ii. All charges for containers more than 20' in length and upto 40' in length will be 150 per cent of the applicable charges prescribed in clause 3.3.1.
- iii. Handling charges for container more than 40' length and upto 45' in length will be 200 percent of the applicable charges prescribed in clause 3.3.1.

- iv. Containers other than that of standard size requiring special devices or slings for handling will be charged twice the applicable charges under clause 3.3.1. Such a container will also include damaged containers and any other types requiring special devices.

### 3.3.1. Charges for handling and movement of containers

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

#### A. Normal containers/reefer containers

Sr No.	Description	Rate per TEU (in ₹)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
01	From ship to container yard or vice versa	3,792.11	3,062.86	2,274.77	1,837.22
02	From container yard to container freight station or vice versa	1,348.20	1,348.20	1,348.20	1,348.20
03	From container yard to railway flat or vice versa (ICD container rail only)	1,034.43	1,034.43	1,034.43	1,034.43
04	From container yard to truck or vice versa (direct delivery and export intake)	1,034.43	1,034.43	1,034.43	1,034.43

#### B. Hazardous Containers

Sr No.	Description	Rate per TEU (in ₹)	
		Foreign container loaded	Coastal container loaded
01	From ship to container yard or vice versa	4,740.14	2,843.47
02	From container yard to container freight station or vice versa	1686.72	1686.72
03	From container yard to railway flat or vice versa (ICD container rail only)	1293.04	1293.04
04	From container yard to truck or vice versa (direct delivery and export intake).	1293.04	1293.04

#### C. Transshipment containers

Sr no.	Description	Rate per TEU (in ₹)			
		Foreign container		Coastal container	
		Loaded	Empty	Loaded	Empty
01	1 – 3000 teus	2704.97	2413.27	1829.87	1654.60
02	3001 – 6000 teus	4083.81	3500.41	2450.04	2099.51
03	6001 – 9000 teus	3792.11	3208.71	2274.77	1924.24
04	Thereafter	3500.41	2917.01	2099.51	1750.20

Note:

- Rate is based on total TEUS brought by the shipping lines of agents in the same financial year.
- A container originally declared as Transshipment container, subsequently moved by rail or road will lose the identity as Transshipment container and shall be treated as normal import container and prescribed charges as applicable shall be payable.
- Sliding volume discount for Transshipment containers on incremental traffic moved between Cochin Port/ Tuticorin port and JNPT are as follows:

Volume TEUs per year	1st rebate year	2nd rebate year	3rd year rebate	4th year rebate
upto 6000 teus	nil	nil	nil	nil
6001 – 9000 teus	343.17	257.38	171.58	nil
9001 – 15000 teus	428.96	343.17	257.38	nil

- Parking space for mobile harbour container handling cranes and relevant equipment's away from berths, free of cost to port customers.

**D. Over dimensional cargo containers**

Sr No.	Description	Rate per TEU (in ₹)			
		Foreign container		Coastal container	
		Loaded	Empty	Loaded	Empty
01	From ship to container yard or vice versa	7,584.22	6,125.71	4,549.55	3,674.45
02	From container yard to container freight station or vice versa	2,698.84	2,698.84	2,698.84	2,698.84
03	From container yard to railway flat or vice versa (ICD container rail only)	1,034.43	1,034.43	1,034.43	1,034.43
04	From container yard to truck or vice versa (direct delivery and export intake)	1,034.43	1,034.43	1,034.43	1,034.43

**E. SHUTOUT CONTAINERS**

Sr No.	Description	Rate per TEU	
		Foreign-going vessel (US\$)	Coastal vessels (₹)
01	Shutout charges	60.0756	2623.59
02	Transportation of shutout container from any place in the port to quay and back to the designated area irrespective of location inside the terminal. (₹)	2187.7549	2187.75

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

1. When a vessel is required to sail with shut outs for accommodating another vessel on port request.
2.
  - a. The vessel has to sail at the first available tide if the terminal cannot complete the operations.
  - b. The vessel alongside is forced to sail so as to accommodate the incoming vessel due to tidal restrictions.
3. When containers could not be loaded on board by port due to break down of cranes.
4. When containers could not be loaded on board due to bad weather conditions.

**F. REEFER MONITORING AND CONNECTION**

Sr No.	Description	Rate per TEU			
		Foreign going vessel (in US \$)		Coastal vessel (in ₹)	
		Loaded	Empty	Loaded	Empty
01	Additional charges per 4 hours of part thereof for electricity consumption and monitoring of reefer containers	6.0090	6.0090	262.53	262.53

**Note:**

1. Additional electricity charges at the prescribed rates will be applicable in case of reefer Restow containers also.
2. In case of Flat Rack Bundle containers, the handling charges will be levied as single container. However all other charges will be levied on per container basis separately.

**OTHER SERVICES RENDERED**

Sr no.	Description	Rate per TEU (in ₹)			
		Foreign container		Coastal container	
		Loaded	Empty	Loaded	Empty
01	Shifting of containers from one yard to another yard within the terminal for customs inspection or any other purpose and subsequent loading of containers for delivery.	2479.39	2479.39	2479.39	2479.39
02	Additional service charges for stacking containers in designated yard for custom examination or for any other purpose by prior arrangement.	291.69	291.69	291.69	291.69



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

### 3.3.2 REBATES

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

Sr. no	Description	Rate per TEU (in ₹)			
		Foreign vessels		Coastal vessels	
		Loaded	Empty	Loaded	Empty
01	If the ship's gears are used for loading/unloading containers from ship to shore or vice versa - upto 20' in length	875.10	875.10	525.06	525.06
02	If the ship's gears are used for loading/unloading containers from ship to shore or vice versa - over 20' in length	1,166.80	1,166.80	700.08	700.08
03	Transshipment containers handled at shallow draught berth - upto 20' in length	437.55	437.55	262.53	262.53
04	Transshipment containers handled at shallow draught berth - over 20' in length	583.40	583.40	350.04	350.04
05	If the port user employs his own tractor trailer (TT) for transporting containers from quay to container yard or vice versa - upto 20' in length	437.55	437.55	262.53	262.53
06	If the port user employs his own tractor trailer (tt) for transporting containers from quay to container yard or vice versa - over 20' in length	657.18	657.18	394.65	394.65
07	If the user brings his own equipment for lifting containers from container yard to truck and vice versa - upto 20' in length	365.48	365.48	365.48	365.48
08	If the user brings his own equipment for lifting containers from container yard to truck and vice versa - over 20' in length	547.37	547.37	547.37	547.37
09	Rebate on shut out charges on containers shut out from private yard - up to 20' in length US\$	25.52	-	669.20	-
10	Rebate on shut out charges on containers shut out from private yard - over 20' in length US\$	38.29	-	1,003.79	-

1. If the port user provides lashing/unlashing gang for lashing operations of containers, then a rebate of ₹ 44.61 per foreign container and ₹ 27.45 per coastal container in handling charges shall be allowed. The rebate shall be limited to the number of containers actually lashed.
2. Any vessel performing more than 1000 TEUs in a single call shall qualify for a rebate amounting to the following percentage of the total handling charges applicable for the vessel
  - More than 1000 TEUS but upto 1200 2%
  - More than 1200 TEUS but upto 1500 3%
  - More than 1500 TEUS but upto 1800 4%
  - More than 1800 TEUS but upto 2200 5%
  - More than 2200 TEUS but upto 2600 6%
  - More than 2600 TEUS but upto 3100 7%
  - More than 3100 TEUS but upto 3600 8%
  - More than 3600 TEUS but upto 4200 9%
  - More than 4200 TEUS 10%
3. No rebate will be admissible for back to town containers handled by private equipment.

### 3.3.3 DWELL TIME CHARGES FOR CONTAINER, STORED IN THE PORT PREMISES AND SHALLOW WATER BERTH:

Sr No.	Particulars	Rate per TEU	
		Rate per container per day or part thereof (in us\$) foreign	Rate per container per day or part thereof (in ₹) coastal

		Upto 20' in length	Over 20' to upto 40' in length	Upto 20' in length	Over 20' to upto 40' in length
01	Non-ICD import & export – loaded				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.7401	9.4803	207.62	413.53
	16-30 days	9.4803	18.9605	413.53	828.77
	Thereafter	18.9605	37.9211	828.77	1655.83
02	Non-ICD import & export – empty				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.7401	9.4803	207.62	413.53
	16-30 days	9.4803	18.9605	413.53	828.77
	Thereafter	18.9605	37.9211	828.77	1655.83
03	ICD Import & Export –Loaded moved by Road				
	First 3 days	Free	Free	Free	Free
	4-7 days	3.9342	7.8683	171.59	343.18
	8-15 days	4.7401	9.4803	207.62	413.53
	16-30 days	9.4803	18.9605	413.53	828.77
	Thereafter	18.9605	37.9211	828.77	1655.83
04	ICD Import & Export – Empty moved by Road				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.7401	9.4803	207.62	413.53
	16-30 days	9.4803	18.9605	413.53	828.77
	Thereafter	18.9605	37.9211	828.77	1655.83
05	ICD Import & Export – Loaded or Empty moved by Rail				
	First 7 days	Free	Free	Free	Free
	8-15 days	3.4624	6.9248	151.00	302.00
	16-30 days	4.1713	8.3426	181.88	363.77
	31-45 days	8.3426	16.6853	363.77	729.25
	Thereafter	16.6853	33.3706	729.25	1456.05
06	Transshipment - Loaded				
	First 10 days	Free	Free	Free	Free
	11-45 days	4.7401	9.4803	207.62	413.53
	Thereafter	9.4803	18.9605	413.53	828.77
07	Transshipment - Empty				
	First 10 days	Free	Free	Free	Free
	11-30 days	4.7401	9.4803	207.62	413.53
	31-45 days	9.4803	18.9605	413.53	828.77
	Thereafter	18.9605	37.9211	828.77	1655.83
08	Shutout – Loaded & Empty				
	1-15 days	4.7401	9.4803	207.62	413.53
	16-30 days	9.4803	18.9605	413.53	828.77
	Thereafter	18.9605	37.9211	828.77	1655.83
09	Back to Town – Loaded & Empty				
	First 3 days	Free	Free	Free	Free
	4-15 days	4.7401	9.4803	207.62	413.53
	16-30 days	9.4803	18.9605	413.53	828.77
	Thereafter	18.9605	37.9211	828.77	1655.83

Note:

- 1) The total storage period for a container shall be reckoned from the day following the day of landing upto the day of shipment/delivery/date of removal of the container and includes Sundays and holidays but excludes custom notified holidays and port non-working days.
- 2) Transshipment containers subsequently changing the mode of dispatch locally or to the container freight station for destuffing/stuffing shall lose the concessional dwell time as prescribed in item (6) & (7)

above. Dwell time charges for such containers shall be recovered at par with import containers as prescribed in item no.1 or 2 as applicable.

- 3) Transshipment containers subsequently changing the mode of dispatch by rail to ICD shall be treated as other ICD containers for the purpose of levy of dwell time charges fees and shall be charged at the rates in item (3) & (4) above. In such cases additional shifting charge will be applicable for movement of container from container yard to ICD yard.
- 4) A container from foreign port landing at the jnpt for subsequent Transshipment to an Indian port on a coastal voyage or vice versa would be charged at 50% of the Transshipment charges prescribed for foreign going vessels and 50% of that prescribed for coastal category.
- 5) Normal import containers subsequently changing the mode of dispatch by rail to ICD will enjoy the free period applicable to normal import container only. In such cases additional shifting charges will be applicable for movement of container from container yard to ICD yard.
- 6) The total storage period for a shutout container shall be calculated from the day following the day when the container has become shutout till the day of shipment/delivery.
- 7) Over high and over dimensional containers shall attract thrice the normal applicable charges.
- 8) Hazardous containers shall attract 1.25 times the normal applicable charges. The above charges shall be applicable for all types of charges like handling, dwell time, shut-out, etc.
- 9) In case of stuffing/de-stuffing the containers inside the port, the dwell time charges will be applicable as follows:
  - (i) Prior to stuffing, dwell time charges as applicable to empty containers will be charged.
  - (ii) Free period and dwell time charges as applicable to loaded export/import containers will be charged from the day following the day of completion of stuffing/ de-stuffing and intimation to port.
- 10) In the case of auction containers, after the auction is over, the empty containers will attract the dwell time charges as empty containers from the following day the destuffing is completed.
- 11) The storage charges on abandoned FCL containers/shipper owned containers (whether import/export/Transshipment) shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing/arrival of the container, whichever is earlier subject to the following:
  - (i) The consignee/consignor can issue a letter of abandonment at any time.
  - (ii) If the consignee/consignor chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that-
    - (a).The line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and
    - (b).The line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
  - (iii) The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all the necessary actions are taken by the shipping lines for destuffing of cargo.
  - (iv) Where the container is seized/confiscated by the custom authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the customs order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized/confiscated containers should be moved by the line / consignee from the port premises to the customs bonded area and in that case the storage charge shall cease to apply from the day on such removal.
- 12) The storage charges shall not accrue for the period during which the JNPT is not in a position to deliver containers for reasons attributable to it when requested by the user.

### **3.3.4 CHARGES FOR MISCELLANEOUS SERVICES RENDERED TO THE CONTAINER VESSELS HATCH COVER CHARGES**

**A. OPENING OF HATCH COVER AND REPLACING IT:**

Sr. no.	Description	Rate per hatch cover	
		Foreign-going vessels (in US\$)	Coastal vessels (in ₹)
01	When placing it on the quay	90.11	2361.06
02	Without placing it on the quay	36.03	945.45

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

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

Sr. no.	Description	Rate per TEU			
		Foreign-going vessels (in US\$)		Coastal vessels (in ₹)	
		Loaded	Empty	Loaded	Empty
01	(a) hatch to hatch shifting (involving 1 move only)	30.0306	30.0306	787.57	787.57
02	(b) other than (a) mentioned above	120.1345	120.1345	3153.71	3153.71

**3.3.5 STORAGE CHARGES ON UNCLEARED GOODS:**

Dwell time charges to be levied in respect of cargo which are sold in accordance with sections 61 and 62 of major port trusts act, 1963-

Sr no.	Description	Rate per metric tonne per day (in ₹)
01	Storage of cargo in covered space destuffed from the long standing containers in case the original consignee comes forward to take delivery of cargo	43.75
02	Warehouse rental charges from 6th day till 20th day (both days inclusive) after the date of confirmation of sale of the uncleared cargo. First 5 working days are free.	131.26
03	Warehouse rental charges from 21st day onwards after the date of confirmation of sale of the uncleared cargo	175.02

**3.3.6. PROCEDURE AND CHARGES FOR INTER TERMINAL TRANSFER OF TRANSHIPMENT OF CONTAINERS BETWEEN THE JNPT AND OTHER TERMINAL****A. Procedure for handling transshipment (TP) containers:**

- (i) TP Containers discharged at the JNPT and bound to be loaded at other BOT terminal, will be Offloaded by JNPT in the designated export yard directly.
- (ii) Similarly, TP Containers discharged at the other BOT terminals, the same will be offloaded at JNPCT in the respective yard when it is arrived by a trailer from BOT terminals.

**B. Charges for handling TP Containers between JNPT and BOT TERMINALS:**

- (i). If a container is discharged by the JNPT and loaded by the BOT terminals and vice versa, the charges will be as under:  
50% of transshipment container handling charges and LIFTOFF /LIFT ON charges as per the JNPT Scale of Rates will be charged to the Line by the JNPT. For the same container The BOT terminal will charge 50% of the transshipment container handling charges as per its Scale of Rates and, in addition, also levy a charge of towards inter-terminal transfer as per its Scale of Rate.

**3.3.7** Inter Terminal rail handling charges is Rs. 400/- for 20' Container and Rs. 800/- for 40' container at all the JNPT Terminals.

**3.3.8** Port levies Mandatory Usage charges of Rs. 155/- per container on all containers (Except Transshipment and coastal handled at JNPCT w. e.f. 5<sup>th</sup> September, 2019 and Rs. 165/- w.e.f. 5<sup>th</sup> September, 2020.

**3.3.9** Port will collect Toll charges on behalf of M/s Mumbai JNPT Port Road Company Limited (M/s.MJPRCL) Rs. 267/- per TEU.

**3.3.10** Port will collect DPD charges from importers as mentioned below

Sr. no.	Category	Bill charges applicable
1	Containers declared in as DPD in 1 <sup>st</sup> code in IAL and clears directly from the Terminal under DPD (1 <sup>st</sup> code <group code> DPD and 2 <sup>nd</sup> code DPD in IAL)	One DPD charge i.e. Rs. 1688 +GST for 20'container and Rs.2532/- +GST for 40'container.
2	Container/s declared as DPD in 1 <sup>st</sup> code of IAL but not cleared by importer under DPD and shifted/transferred to CFS after 48 hrs. as nominated by concerned Shipping Agency in Import Advance List (IAL) (1 <sup>st</sup> code <group code> DPD and 2 <sup>nd</sup> code DPD in IAL)	One DPD charge i.e. Rs.1688 +GST for 20'container and Rs. 2532/- + GST for 40'container <b>Plus</b> One Shifting charge i.e. Rs 2023/- +GST for 20' container and Rs. 3034.5/- +GST for 40' container.
3	Container/s declared as Preferred CFS in 1 <sup>st</sup> code in IAL and nominated to a CFS (with out of charge)(1 <sup>st</sup> code <group code>CFS and 2 <sup>nd</sup> code DPD in IAL)	<b>NIL</b>
4	Container/s declared as DPD in 1 <sup>st</sup> code of IAL but changed to CFS before 48 hrs. (1 <sup>st</sup> code <group code> DPD and 2 <sup>nd</sup> code DPD in IAL). Latter on Changed to CFS after discharge as per shipping line request and moved to CFS.	One DPD charge i.e. Rs.1688 +GST for 20'container and Rs. 2532/- + GST for 40'container <b>Plus</b> One Shifting charge i.e. ₹. 2023/- +GST for 20' container and Rs. 3034.5/- +GST for 40' container.

**3.3.11** Dwell time charges will be applicable for DPD containers, as per clause no.3.3.3 in this SOR.

#### CHAPTER- IV CHARGES FOR DRY BULK AND GENERAL CARGO

##### 4.1. Wharfage

Sl. No.	Classification	Rate per metric tonne (in Rs.)	Coastal rate per metric tonne (in ₹.)
1	Cereals/Pulses/Oilseeds	55.77	33.46
2	Food grains	55.77	33.46
3	Oil Cakes	55.77	33.46
4	Sugar	64.35	38.61
5	Salt	55.77	33.46
6	Pig Iron	167.30	100.38
7	Steel and Metal Scrap	111.53	66.92
8	Steel Pipes/ Rails		
	a) Length less than 12 mtrs.	201.61	120.97
	b) Length 12 meters or more	231.64	138.98
9	Steel Coils	184.45	110.67
10	Iron Ore Pellets	98.66	98.66
11	Iron Ore fines and lumps	64.34	64.34
12	Bauxite	85.79	51.48
13	Direct Reduced Iron/Hot Briquette iron	98.66	59.20

14	Sized coal having not more than 10 mm diameter	64.34	38.61
15	Asbestos	128.69	77.21
16	Arms and ammunition	214.48	128.69
17	Over dimensional Cargo	1072.40	643.44
18	Break Bulk	184.45	110.67
19	Machinery parts	184.45	110.67
20	Limestone	94.37	56.62
21	Cement	72.92	43.75
22	Cement Clinker	72.92	43.75
23	Wood pulp	72.92	43.75
24	Paper rolls	72.92	43.75
25	Timber/Wood/Bamboo	128.69	77.21
	Per Cu mtr	111.53	66.92
26	Steel Slab / steel billets/ steel plates	231.64	138.98
27	Unremunerated Items	231.64	138.98
28	Cargo abandoned/excess landed/confiscated by customs, uncleared/condemned by Port Health Authority and ultimately destroyed by JNPT/salvaged.	85.79	51.48

**Note:**

- (i) Before classifying any cargo under “unspecified” category under the wharfage schedule, the relevant customs classification should be referred to find out whether the cargo could be classified under any of the specific categories mentioned in the wharfage schedule
- (ii) Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of vessels takes place within the Port limits, wharfage shall be payable on such vessels.

#### 4.1.2 Volume Discount for Handling Cement

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

Sr no	Traffic	Discount
01	Upto 300000 MTS	NIL
02	Above 300000 but upto 400000 MTS	5% of Wharfage charges on exceeded quantity.
03	Above 400000 but upto 500000 MTS	10% of Wharfage charges on exceeded quantity.
04	Above 500000 MTS	15% of Wharfage charges on exceeded quantity.

#### 4.2 Handling charges (with grab unloader)

Handling charges for steel coils and General Cargo with Grab unloader shall be Rs.85.79/- per Metric Tonne for foreign cargo and Rs.51.48/- per tonne for coastal cargo.

**Note:**

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

7) Items of goods free of Wharfage:

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

#### 4.3. Dwell time charges

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

Sr no.	Item	Rate per metric tonne per day or part thereof (in ₹.)
01	<b>Import</b>	
	1-7 days	Nil
	8-14 days	13.7271
	15-21 days	27.4542
	Thereafter	54.9084
02	<b>Export</b>	
	1-15 days	Nil
	Thereafter	13.7271

**Note:**

1. In case of import, dwell time shall be calculated from the day following the day the vessel discharge is completed.
2. In case of export, dwell time shall be calculated from the day following the day of receipt of cargo in JNPT.
3. The export cargo which could neither be exported/nor found suitable for export shall be taken back to town by the consignor on payment of dwell time charges. A free period of 3 days will be allowed for such cargo from the day following the day of entry in JNPT and thereafter the dwell time charges shall be levied at the rate of Rs.11.20 per metric tonne per day or part thereof.
4. Free dwell time allowed shall be exclusive of custom notified holidays and port non-working days.
5. The demurrage shall not accrue for the period during which the JNPT is not in a position to deliver cargo for reasons attributable to it when requested by the user.
6. A day comprises of three shifts of eight hours each, commencing at 07.00 hours of previous day and ending at 07.00 hours of the next day.

#### 4.4 WEIGHING CHARGES

The charges for using weigh bridge facility by the users for any cargo shall be Rs.4.90/- per MT

### CHAPTER - V CHARGES FOR LIQUID CARGO

#### 5.1 DEFINITIONS

- (i) "Vaporizer" means by which liquid nitrogen is vaporized for use of pigging of dock lines after completion of cargo operation of class hazardous chemicals.
- (ii) "Compressor" means equipment by which compressed air is supplied for pigging of dock lines after completion of cargo operation of vessel at jetty.
- (iii) "Pigging" means clearing/ emptying/ cleaning of dock lines before/ after cargo operation using compressed air/ nitrogen/ water.

#### 5.2. WHARFAGE CHARGES FOR LIQUID CARGO AT JNPT SHALLOW WATER BERTH

Sl. No.	Cargo Items	Foreign Rate per metric tonne (in ₹ )	Coastal rate per metric tonne (in ₹ )
1.		Acids	

(i).	All types of Acids	171.80	103.08
2.	Unenumerated Chemicals		
(i).	Acetone	212.23	127.34
(ii).	Aniline Oil	212.23	127.34
(iii).	Butyl Acetate	212.23	127.34
(iv).	Chloroform	212.23	127.34
(v).	N Butanol	212.23	127.34
(vi).	Phenol	212.23	127.34
(vii).	Toluene	212.23	127.34
(viii).	VAM	212.23	127.34
(ix).	Other Unenumerated Chemicals	212.23	127.34
3.	Chemicals		
(i).	MEG	171.80	103.08
(ii).	SM	171.80	103.08
(iii).	But Acry	171.80	103.08
(iv).	CG	171.80	103.08
(v).	Mix Xylene	171.80	103.08
(vi).	Linear alkyl benzene	171.80	103.08
4.	<b>Edible Oil</b>	90.97	54.58
5.	<b>Molasses</b>	70.73	42.44
6.	<b>POL - F</b>		
(i).	Base Oil	85.89	85.89
7	HSD	77.79	77.79

#### **NOTES:**

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

#### **CHAPTER – VI**

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

##### **6.1 STEVEDORING CHARGES**

Sr no	Item	Rate per vehicle/ equipment (in ₹)	Coastal Rate (in ₹)
01	Import/Export	60.05	35.54
02	Transhipment	68.63	40.44

##### **6.2 WHARFAGE CHARGES**

Sr. No.	Item	Rate as a % of the following	Coastal Rate as a % of the following.
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1	Import	0.6128 % of the CIF Value	0.3677 % of Coastal Bill of Lading Value
2	Export	0.6128 % of the FOB Value	0.3677 % of Coastal Bill of Lading Value
3	Transshipment	0.7966 % of the CIF/FOB Value	0.2390 % of Coastal Bill of Lading Value

### 6.3 DWELL TIME CHARGES

#### A. IMPORT/EXPORT/TRANSHIPMENT

Sr. no	Days	Gross weight of the motor vehicle/equipment in MT			
		< 1.0	>= 1.0 / <= 5.0	>= 5.0 / <= 10.0	>= 10.0
Rate per day/per vehicle or equipment					
01	1-15 days	Free	Free	Free	Free
02	16-30 days	43	86	172	343
03	Thereafter	86	172	343	686

#### B. BACK TO TOWN

Sr. no.	Days	Gross weight of the motor vehicle/equipment in MT			
		< 1.0	>= 1.0 / <= 5.0	>= 5.0 / <= 10.0	>= 10.0
Rate per day/per vehicle or equipment					
01	0-3 days	Free	Free	Free	Free
02	4-14 days	43	86	172	343
03	15-21 days	86	172	343	686
04	Thereafter	172	343	686	1373

#### Notes:

- 1) The Dwell time charges shall be levied for storage inside the Port other than the area leased out for the purposes of storage of cars.
- 2) Dwell time for import/transshipment of motor vehicles shall be calculated from the day following the last day of landing.
- 3) Dwell time for export/back to town of motor vehicles shall be calculated from the day following the day of receipt in the JNPT.
- 4) The port user will have to pay an amount equivalent of 0.5% of FOB/CIF value as the case may be in addition to the wharfage charges as mentioned above if the ports equipment is used for loading/unloading of motor vehicles.
- 5) Any vehicle meant for export taken back to town for any reason is termed as back to town vehicle and will be subject to dwell time as given in above schedule.
- 6) Shut out charges for not loading on the vessel for which the vehicle/equipment is brought in is Rs.61.28 per vehicle/equipment.

### 6.4 RECOVERY CHARGES FOR USE OF SPECIALIZED INFRASTRUCTURE FOR RECEIVING AND HANDLING VEHICLES ARRIVING BY TRAIN

Sr no.	Description	Rate per vehicle (in ₹.)
01	Motor Vehicles of less than 16.5 HP	335
02	Motor Vehicle of ₹.16.5 HP or above	498

## CHAPTER – VII MISCELLANEOUS CHARGES

### 7.1. LICENCE FEE FOR PASSENGER LAUNCHES AND CARGO LIGHTERS:

Licence Fees at the rate of ₹267/- per annum will be charged for passenger launches/boats, mechanically propelled harbour crafts, cargo lighters, mechanically propelled deep sea trawlers, dump barges and other small crafts excluding non-mechanically propelled fishing boats, plying within the port limits of Jawaharlal Nehru Port, License will be issued subject to fulfillment of the following conditions :

- (i). The applicant should be in possession of a valid passenger boat's survey certificate issued by the MMD under the Relevant Provision of Indian Vessel Act.

(ii).The launches/boats must be manned as per Statutory Requirement Specified.

#### 7.2. WHARFAGE ON BUNKERING OIL SUPPLIED TO VESSELS:

Sr. No.	Item	Rate per MT (In ₹)
1	Wharfage on bunkering oil supplied to vessels	42.90

#### 7.3 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	1,800

#### 7.4. HIRE CHARGES FOR FLOATING CRAFT:

Sr. No.	Name of the Craft	Rate per hr. or part thereof (In ₹)
1.	Tug (Bollard Pull 30 T)	14,300
2.	Tug (Bollard Pull 50 T)	16,700
3.	Tug (Bollard Pull 60 T)	23,300
4.	Pilot Launch	2,700
5.	Security Launch	2,400
6.	VIP Launches (Speed Launches)	1,600

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

#### 7.5. MANPOWER HIRING CHARGES:

Sr. No.	Classification	Rate per person per hr. (In ₹)
1	Manpower hiring charges-Managerial	240
2	Manpower hiring charges- Non Managerial	180

**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.

#### 7.6. MOBILE FIRE TENDER SERVICE CHARGES.

Sr. No.	Description	Rate per hour (in ₹)
1	Fire Tender service charge provided during emergency	3,624.72

**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.