

# **SCALE OF RATES**

As on 31 Oct 2006 G. No. - 162

## **CHAPTER - I**

### **1.1. DEFINITIONS – GENERAL**

- (i). **“Coastal vessel”** shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.
- (ii). **“Foreign-going vessel”** shall mean any vessel other than Coastal vessel.
- (iii). **“Cold move”** shall mean the movement of the vessels without the main engines in operation.
- (iv). **“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.
- (v). **“Port area”** means the custom bound area / Port operational Area of the Port.
- (vi). **“Normal Container”** shall mean general type containers, not falling under special categories mentioned subsequently.
- (vii). **“Reefer Container”** shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- (viii). **“Hazardous Container”** shall mean a container containing hazardous goods as classified under IMO.
- (ix). **“Transshipment Container”** shall mean a container, which is discharged from one vessel, stored in the yard and transported through other vessel.
- (x). **“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.
- (xi). **“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 a shutout container.
- (xii). **“Back To Town Container”** shall mean a container entering the port for export but unable to be exported for whatever reason and taken back to town.
- (xiii). **“VIAN”** means Vessel Identification Advise Number.

### **1.2. GENERAL TERMS & CONDITIONS**

- (i). (a). A foreign going vessel of Indian Flag having a General Trading Licence can convert to Coastal run on the basis of a Customs Conversion Order.
- (b). A foreign going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.
- (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

- (d). In cases of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign-going rates shall be chargeable by the discharge ports.
  - (e). For dedicated Indian coastal vessels having a Coastal Licence from the Director General of Shipping, no other document will be required to be entitled to Coastal rates.
- (ii). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (iii). (a). Vessel related charges shall be levied on Shipowners/Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian rupees after conversion of US currency to its equivalent Indian rupees at the market-buying rate notified by the Reserve Bank of India. 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 prevalent on the date of entry of the vessel in case of Import containers; and on the date of arrival of the containers in the port premises in case of export containers.
- (iv). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the Port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (v). For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
- (vi). (a). The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
- (b). The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pallets, should not exceed 60% of the normal cargo / container related charges.
- (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.
- (d). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
- (e). For the purpose of this concession, cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.

- (vii). Interest on delayed payments / refunds:
- (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the JNPT shall pay penal interest on delayed refunds.
  - (b). The rate of penal interest will be 13%. 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.
- (viii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (ix). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (x). The users will not be required to pay charges for delays beyond a reasonable level attributable to the Port.
- (xi)
- (a). Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the JNPT can submit a suitable proposal to the TAMP.
  - (b). Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
  - (c). The ad hoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/ cargo; and, it must be mutually agreed upon by the Port/ Terminal and the concerned user(s).
  - (d). The final rate fixed by the TAMP will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.
- (xii)
- (a). The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The JNPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
  - (b). The JNPT may also, if it so desires, rationalize the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels. Provided that the JNPT should notify the public such lower rates and / or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

## CHAPTER – II

### VESSEL-RELATED CHARGES

#### 2.1. SCHEDULE OF PORT DUES:

Sl. No.	Vessels Chargeable	Rate per GRT		Frequency of payment in respect of the same vessel
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)	
1.	(a). Bulk Vessels	0.1386	3.64	The due is payable on each entry into the port
	(b). Container Vessels	0.1071	2.80	
	(c). Car Carrier Vessels (Ro-Ro)	0.0693	1.81	
2.	Vessels of 10 tonne and upward other than those covered above (except fishing boats)	0.1071	2.80	-do-
3.	Tug boats and river boats whether propelled by steam or diesel or other mechanical means	0.1071	2.80	-do-
4.	Off-shore vessels	-	0.94	-do-

#### Notes:

- (1). (i). Port Dues of a vessel entering the Port of Jawaharlal Nehru will be assessed on its total GRT at the rate shown against the relevant vessel group according to GRT of that vessel.
- (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 therein (with the exception of such unshipment and reshipment as may be necessary for the purposes of repairs) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (4). Port dues shall be levied at 50% of the above rates in the following cases:
  - (i). Vessel entering the port for repairs, dry docking in bunkers, provisions or water or for change of goods or discharging any sick member of the crew and sailing from the port without taking in passengers or cargo.
  - (ii). Telegraph vessel.
- (5). (i). A vessel in distress with cargo or property brought into the port shall be charged full port dues.
- (ii). A vessel in distress without any cargo brought into the port shall be charged 75% of the port dues.
- (6). A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as a vessel entering a Port, but not discharging or taking any cargo or passenger therein, and shall not be charged any Port Dues.

- (7). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of the International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.
- (8). **MBPT PORT DUES:**

Vessels Chargeable	Rate per GRT	Due how often chargeable in respect of same vessel
A vessel, which enters the Mumbai Port limits, but does not discharge or take in any cargo or passenger for the MBPT (with the exception of such unshipment and reshipment of cargo as may be necessary for purpose of repairs.)	39.35% 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:**

Sl. No.	Size of Vessels	Rate per GRT	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	First 30000 GRT	0.2381	6.24
2.	Above 30000 upto 60000 GRT	0.1908	4.99
3.	Above 60000 GRT	0.1669	4.37

**2.2.B. SCHEDULE OF SHIFTING CHARGES:**

Vessels requisitioning pilot's services for shifting from one berth to another shall be charged as follows in addition to the rates prescribed in the above schedule.

Sl. No.	Size of Vessels	Rate per GRT	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	First 30000 GRT	0.0476	1.25
2.	Above 30000 upto 60000 GRT	0.0381	0.99
3.	Above 60000 GRT	0.0333	0.87

**2.2.C. SCHEDULE OF SHIFTING CHARGES FOR SHIFTING TO NHAVA JETTY, BOMBAY PORT LIMITS, ANCHORAGE BERTH OR ANYWHERE WITHIN THE JNPT LIMITS:**

Sl. No.	Size of Vessels	Rate per GRT	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	First 30000 GRT	0.1190	3.12
2.	Above 30000 upto 60000 GRT	0.0954	2.49
3.	Above 60000 GRT	0.0834	2.18

**Notes:**

- (1). The fee 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 will attract separate shifting charges.
- (2). The minimum charges under the schedule for pilotage – towage fees for each visit to the Port shall be US\$189 for Foreign-going vessels and Rs.4953.31 for Coastal vessels.

- (3). Pilotage-cum-Towage shall be charged 50% of the prescribed rates for inward and outward leg of the vessel depending upon the status of the vessel at each leg, i.e. either Foreign-going or Coastal.
- (4). No charges shall be levied for shifting of a vessel for port convenience.
  - (i). "Port convenience" is defined to mean the following:
    - (a). If a working cargo vessel at berth or /mooring is shifted / inberthed 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 on 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 can not be berthed at other berths due to draft and LOA restrictions such vessel is considered as "SHIFTING FOR PORT CONVENIENCE".
    - (d). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not 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 reasons 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 overside loading/discharge.
    - (c). Vessels which are idling at berth without doing any cargo handling operations.

**2.2.D. COLD MOVE CHARGES:**

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

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

Sl. No.	Description	Rate	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	Cancellation of requisition for the services of Pilot with less than four hours notice	63.00	1651.10
2.	Detention of Pilot for more than 30 minutes beyond the time for which the requisition is made (a). For the 1 <sup>st</sup> hour (b). For subsequent hour or part thereof	63.00	1651.10
		31.50	825.55

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

Sl. No.	Description	Rate per GRT	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	Pilotage for Vessels not requiring tug assistance	0.088	2.31
<b>Note:</b> The minimum charges for each visit to the port shall be US\$ 126 in case of Foreign-going vessels and Rs.3302.20 in case of Coastal vessels.			

**2.3. SCHEDULE OF BERTH HIRE CHARGES:**

Sl. No.	Description	Rate per GRT per hour or part thereof	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	<b>For occupying JNPT Berth:</b>		
	(a). Container Berth	0.0037	0.09
	(b). Landing Jetty	0.0037	0.09
2.	<b>For occupying Anchorage Berth</b>	0.0018	0.04

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

Sl. No.	Description	Unit	Rate per metric tonne
1.	Foreign-going Vessel	US\$	2.52
2.	Coastal Vessel	Rs.	66.04
3.	ONGC Supply Vessels	Rs.	66.04

**Notes:**

- (1). A composite berth hire charge shall be levied, at the rate of US\$ 0.1834 per hour or part thereof in respect of foreign-going boat/ barge or a country craft and at the rate of Rs.4.80 per hour or part thereof in respect of coastal boat/ barge or a country craft occupying any of the JNPT berths or assisting in overside 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.126 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 (1) above | 6 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 after completion unloading where ships equipment is involved.
- (v). All the vessels shall commence cargo operations within the time schedule specified below from the time the ship is brought along side the berth failing which penal berth hire charges shall be levied as prescribed in (viii) below.
- |                          |         |
|--------------------------|---------|
| (a). Bulk/Tanker Vessels | 4 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 the vessel taken to berth does not have proper heating arrangements in working condition and the discharge rate is less than the above specified rates, the 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 (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:

Sl. No.	Description	Rate per GRT	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	Upto 6 hours	0.0378	0.99
2.	above 6 hours but upto 12 hours	0.1134	2.97
3.	above 12 hours but upto 18 hours	0.2268	5.94
4.	above 18 hours per day or part of thereof	0.3024	7.92

- (ix). Penal berth hire charges mentioned above shall not be leviable if the idling of vessel is attributable to the port or to adverse tidal conditions or bad weather and rain resulting in stoppage of 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 signalling its readiness to sail.
- The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.
- (b). There shall be a " Penal berth hire " equal to one day's berth hire charge for a false signal.
- (c). The Master/Agent of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather conditions.
- (d). The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting period for want of favourable tidal conditions.
- (5). The period of 1-hour for levy of berth hire shall be reckoned from the time the vessel occupies berth/ jetty/ anchorage berths. The berth hire charges are composite charges inclusive of work beyond normal shift hours including Sundays and holidays.
- (6). For priority berthing, fees equivalent to berth hire charges for a single day or 75% of the berth hire charges for the period of stay, whichever is higher, shall be levied extra.
- (7). For Ousting priority, fees equivalent to 100% of the normal Berth hire charges for actual period of stay shall be levied extra.

- (8). The fees for according 'priority/ ousting priority' realised in advance alongwith the requisition for priority/ousting priority shall be refunded if berthing is allowed only in the normal course of the vessel's arrival turn.
- (9). The berth hire for the period in which the status of the vessel changes shall be charged on the basis of the status of the vessel at the beginning of the relevant of 1 hour.
- (10). **Berth hire charges for Shallow Water Berth, Port Craft Berth & Port Craft Jetty:**  
Schedule no.2.3 of Berth hire subject to a minimum 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.
- (11). Berth hire charges shall not be levied for the period, when a vessel idles at berth due to breakdown of port equipment or power failure or any other reasons attributable to the Port.

### CHAPTER – III

#### CHARGES FOR SERVICES RENDERED TO CONTAINERS AND CONTAINERIZED CARGO

##### GENERAL TERMS AND CONDITIONS:

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

##### A. NORMAL CONTAINERS:

SI. No.	Description	Rate per TEU (in Rs.)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
1.	From Ship to Container yard or vice versa	2210	1785	1326	1071
2.	From container yard to container Freight Station or vice versa	786	786	786	786
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	1105	1105	1105	1105
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	340	340	340	340

**B. REEFER CONTAINERS:**

Sl. No.	Description	Rate per TEU (in Rs.)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
1.	From Ship to Container yard or vice versa	2210	1785	1326	1071
2.	From container yard to container Freight Station or vice versa	786	786	786	786
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	1105	1105	1105	1105
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	340	340	340	340

**C. HAZARDOUS CONTAINERS:**

Sl. No.	Description	Rate per TEU (in Rs.)	
		Foreign Container	Coastal Container
		Loaded	Loaded
1.	From Ship to Container yard or vice versa	2763.00	1658.00
2.	From container yard to container Freight Station or vice versa	983.00	983.00
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	1381.00	1381.00
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	425.00	425.00

**D. TRANSHIPMENT CONTAINERS:**

Sl. No.	Description	Rate per TEU (in Rs.)	
		Foreign Container	
		Loaded	Empty
1.	1 – 3000 TEUs	2550	2210
2.	3001 – 6000 TEUs	2380	2040
3.	6001 – 9000 TEUs	2210	1870
4.	Thereafter	2040	1700

Notes:

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

Volume TEUs per year	1 <sup>st</sup> year rebate	2 <sup>nd</sup> year rebate	3 <sup>rd</sup> year rebate	4 <sup>th</sup> year rebate
Upto 6000 TEUs	Nil	Nil	Nil	Nil
6001 - 9000 TEUs	200	150	100	Nil
9001 - 15000 TEUs	250	200	150	Nil

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

**E. OVER DIMENSIONAL CARGO CONTAINERS:**

Sl. No.	Description	Rate per TEU (in Rs.)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
1.	From Ship to Container yard or vice versa	4420	3570	2652	2142
2.	From container yard to container Freight Station or vice versa	1573	1573	1573	1573
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	2210	2210	2210	2210
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	680	680	680	680

**F. SHUTOUT CONTAINERS:**

Sl. No.	Description	Rate per TEU	
		Foreign-going vessel (In US \$)	Coastal vessels (In Rs.)
1.	Shutout Charges	35.0115	1529
2.	Transportation of shutout container from any place in the Port to quay and back to the designated area irrespective of location inside the terminal.	1275	1275

**G. REEFER MONITORING AND CONNECTION:**

Sl. No.	Description	Rate per TEU			
		Foreign-going vessel (In US \$)		Coastal vessel (In Rs.)	
		Loaded	Empty	Loaded	Empty
1.	Additional charges per 4 hours or part thereof for electricity consumption and monitoring of reefer containers	3.502	3.502	153	153

Note: Additional electricity charge at the prescribed rates will be applicable in case of Reefer Restow Containers also.

**H. OTHER SERVICES RENDERED:**

Sl. No.	Description	Rate per TEU (in Rs.)			
		Foreign Container		Coastal Container	
		Loaded	Empty	Loaded	Empty
1.	Shifting of containers from one yard to another yard within the terminal for customs inspection or any other purpose and subsequent loading of containers for Delivery.	1445	1445	1445	1445
2.	Additional service charges for stacking containers in designated yard for custom examination or for any other purpose by prior arrangement.	170	170	170	170

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.

Sl. No.	Description	Rate per TEU (in Rs.)			
		Foreign vessels		Coastal vessels	
		Loaded	Empty	Loaded	Empty
1(a)	If the ship's gears are used for loading/unloading containers from ship to shore or vice versa –				
	Upto 20' in length - Over 20' in length -	510 680	510 680	306 408	306 408
1(b)	Transshipment containers handled at Shallow draught berth				
	Upto 20' in length - Over 20' in length -	255 340	255 340	153 204	153 204
2.	If the Port user employs his own Tractor Trailer (T.T.) for transporting containers from Quay to container yard or vice versa				
	Upto 20' in length - Over 20' in length -	255 383	255 383	153 230	153 230
3.	If the user brings his own equipment for lifting containers from container yard to truck and vice versa. -				
	Upto 20' in length - Over 20' in length -	213 319	213 319	213 319	213 319
4.	Rebate on Shut out charges on Containers shut out from Private yard				
	20' in length - 40' in length -	US\$14.875 US\$22.3125	- -	390 585	- -

5. If the Port user provides lashing/unlashing gang for lashing operations of containers, then a rebate of Rs.26 per foreign container and Rs.16 per coastal container in handling charges shall be allowed. The rebate shall be limited to the number of containers actually lashed.

6. Any vessel performing more than 1,000 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 TEU's but upto 1500 3%
- More than 1500 TEU's but upto 1800 4%
- More than 1800 TEU's but upto 2200 5%
- More than 2200 TEU's but upto 2600 6%
- More than 2600 TEU's 7%

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

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

Sl. No.	Particulars	Rate per container per day or part thereof (In US \$)		Rate per container per day or part thereof (In Rs.)	
		Upto 20' in length	Over 20' to upto 40' in length	Upto 20' in length	Over 20' to upto 40' in length
1.	Non-ICD Import & export - loaded				
	First 3 days	Free	Free	Free	Free
	4-15 days	2.7625	5.525	121	241
	16-30 days	5.525	11.05	241	483
	Thereafter	11.05	22.10	483	965
2.	Non ICD Import & Export- Empty				
	First 3 days	Free	Free	Free	Free
	4-15 days	2.7625	5.525	121	241
	16-30 days	5.525	11.05	241	483
	Thereafter	11.05	22.10	483	965
3.	ICD Import & export loaded – moved by road				
	First 7 days	Free	Free	Free	Free
	8-15 days	2.7625	5.525	121	241
	16-30 days	5.525	11.05	241	483
	Thereafter	11.05	22.10	483	965
4.	ICD Import & export empty moved by road				
	First 3 days	Free	Free	Free	Free
	4-15 days	2.7625	5.525	121	241
	16-30 days	5.525	11.05	241	483
	Thereafter	11.05	22.10	483	965
5.	ICD Import & Export loaded or empty moved by rail				
	First 15 days	Free	Free	Free	Free
	16-30 days	2.431	4.862	106	212
	31-45 days	4.862	9.724	212	425
	Thereafter	9.724	19.448	425	849
6.	Transshipment – Loaded				
	First 30 days	Free	Free	Free	Free
	31-45 days	2.7625	5.525	121	241
	Thereafter	5.525	11.05	241	483
7.	Transshipment - Empty				
	First 15 days	Free	Free	Free	Free
	16-30 days	2.7625	2.7625	121	121
	31-45 days	5.525	11.05	241	483
	Thereafter	11.05	22.10	483	965
8.	Shutout – loaded & empty				
	1-15 days	2.7625	5.525	121	241
	16-30 days	5.525	11.05	241	483
	Thereafter	11.05	22.10	483	965
9.	Back to Town - Loaded & Empty				
	First 3 days	Free	Free	Free	Free
	4-15 days	2.7625	5.525	121	241
	16-30 days	5.525	11.05	241	483
	Thereafter	11.05	22.10	483	965

**Notes:**

- (1). The total storage period for a container shall be reckoned from the day following the day of landing upto the day of shipment/delivery/date of removal of the container and includes Sundays and Holidays but excludes Custom notified holidays and port non 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 (4) 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 (4) above. In such cases additional shifting charge will be applicable for movement of container to 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.
- (9). In case of 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 containers will be charged from the day following the day of completion of 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 shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following:
  - (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 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 Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.
- (12). The storage charges shall not accrue for the period during which the JNPT is not in a position to deliver containers for reasons attributable to it when requested by the user.

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

**HATCH COVER CHARGES**

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

Description	Rate per Hatch Cover	
	Foreign-going vessels (in US \$)	Coastal vessels (in Rs.)
When placing it on the quay	52.513	1376
Without placing it on the quay	21.00	551

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

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

Description	Rate per TEU			
	Foreign-going vessels (in US\$)		Coastal vessels (in Rs.)	
	Loaded	Empty	Loaded	Empty
(a). Hatch to hatch shifting (involving 1 move only)	17.502	17.502	459	459
(b). Other than (a) mentioned above	70.015	70.015	1838	1838

### 3.3.5. STORAGE CHARGES ON UNCLEARED GOODES:

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

Description	Rate per metric tonne per day (in Rs.)
Storage of cargo in covered space destuffed from the long standing containers in case the original consignee comes forward to take delivery of cargo	25.50
Warehouse rental charges from 6 <sup>th</sup> day till 20 <sup>th</sup> day (both days inclusive) after the date of confirmation of sale of the uncleared cargo. First 5 working days are free.	76.50
Warehouse rental charges from 21 <sup>st</sup> day onwards after the date of confirmation of sale of the uncleared cargo.	102.00

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

#### A. Procedure for handling transshipment (TP) containers:

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

#### B. Charges for handling TP containers:

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

50% of transshipment container handling charges as per the JNPT Scale of Rates will be charged to the Line by the JNPT. For the same container the NSICT will charge 50% of the transshipment container handling charges as per its Scale of Rates; and, in addition, also levy a charge of Rs. 1428/- (for 20') and Rs. 2142/- (for 40') towards inter-terminal transfer.
- (ii). If a container is discharged by the NSICT and loaded by the JNPT at its terminal, the charges will be as under:

The NSICT will charge 50% of transshipment container handling charges to the Line as per its Scale of Rates. For the same container the JNPT will charge 50% of TP handling charges as per its Scale of Rates; and, in addition, also levy a charge of Rs.1282/- (for 20') and Rs.1923/- (for 40') towards inter-terminal transfer.

**CHAPTER – IV**

**CHARGES FOR DRY BULK AND GENERAL CARGO**

**4.1. WHARFAGE:**

Sl. No.	Classification	Rate per metric tonne (in Rs.)	Coastal rate per metric tonne (in Rs.)
1.	Cereals/Pulses/Oilseeds	32.50	19.50
2.	Foodgrains	32.50	19.50
3.	Oil Cakes	32.50	19.50
4.	Sugar	37.50	22.50
5.	Salt	32.50	19.50
6.	Pig Iron	97.50	58.50
7.	Steel and Metal Scrap	65.00	39.00
8.	Steel Pipes		
	a) Length less than 12 mtrs.	117.50	70.50
	b) Length 12 metres or more	135.00	81.00
9.	Steel Coils	107.50	64.50
10.	Iron Ore Pellets	57.50	57.50
11.	Iron Ore fines and lumps	37.50	37.50
12.	Bauxite	50.00	30
13.	Direct Reduced Iron/Hot Briquette iron	57.50	34.50
14.	Sized coal having not more than 10 mm dia-meter	37.50	22.50
15.	Asbestos	75.00	45.00
16.	Arms and ammunition	125.00	75.00
17.	Over dimensional Cargo	625.00	375.00
18.	Break Bulk	107.50	64.50
19.	Machinery parts	107.50	64.50
20.	Limestone	55.00	33.00
21.	Cement		
	– upto 5.0 lacs tonnes per annum	42.50	25.50
	– above 5.0 lacs tonnes per annum	38.25	22.95
22.	Cement Clinker	42.50	25.50
23.	Wood pulp	42.50	25.50
24.	Paper rolls	42.50	25.50
25.	Timber/Wood/Bamboo	75.00	45.00
	Per Cum	65.00	39.00
26.	Steel Slab / steel billets	135.00	81.00
27.	Unenumerated Items	135.00	81.00
28.	Cargo abandoned/excess landed/confiscated by customs, uncleared/condemned by Port Health Authority and ultimately destroyed by JNPT/salvaged.	50.00	30.00

**Note:**

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

**4.1.2. VOLUME DISCOUNT FOR HANDLING CEMENT:**

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

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

#### 4.2. HANDLING CHARGES (WITH GRAB UNLOADER):

Handling charges for steel coils and General Cargo with Grab unloader shall be Rs.50/- per Metric Tonne for foreign cargo and Rs.30/- per tonne for coastal cargo.

##### Notes:

- (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 overside 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 5.1 shall be levied at the rates given below:

Sl. No.	Item	Rate per metric tonne per day or part thereof (in Rs.)
1.	<b>Import</b>	
	1-7 days	Nil
	8-14 days	8.00
	15 - 21 days	16.00
	Thereafter	32.00
2.	<b>Export</b>	
	1 - 15 days	Nil
	Thereafter	8.00

##### Notes:

- (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.8 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.

**4.4. WEIGHING CHARGES:**

- (1). The charges for using weigh bridge facility by the users for any cargo shall be Rs.2 per MT.

**CHAPTER - V**

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

**5.1. STEVEDORING CHARGES:**

Sl. No.	Item	Rate per vehicle/equipment (in Rs.)	Coastal Rate (in Rs.)
1.	Import/Export	35.00	21.00
2.	Transshipment	40.00	24.00

**5.2. WHARFAGE CHARGES:**

Sl. No.	Item	Rate as a % of the following	Coastal Rate (in Rs.)
1.	Import	0.50 of the CIF Value	0.30 of Coastal Bill of Lading Value
2.	Export	0.50 of the FOB Value	0.30 of Coastal Bill of Lading Value
3.	Transshipment	0.65 of the CIF/FOB Value	0.195 of Coastal Bill of Lading Value

**5.3. DWELL TIME CHARGES:**

**A. IMPORT/EXPORT/TRANSHIPMENT:**

Sl. 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			
1.	1-15 days	Free	Free	Free	Free
2.	16-30 days	25.00	50.00	100.00	200.00
3.	Thereafter	50.00	100.00	200.00	400.00

**B. BACK TO TOWN:**

Sl. 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			
1.	0-3 days	Free	Free	Free	Free
2.	4-14 days	25.00	50.00	100.00	200.00
3.	15-21 days	50.00	100.00	200.00	400.00
4.	Thereafter	100.00	200.00	400.00	800.00

**Notes:**

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

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

Sl. No.	Description	Rate per vehicle (in Rs.)
1.	Motor Vehicles of less than 16.5 HP	195.00
2.	Motor Vehicle of Rs.16.5 HP or above	290.00

**CHAPTER - VI****MISCELLANEOUS CHARGES****6.1. LICENCE FEE FOR PASSENGER LAUNCHES AND CARGO LIGHTERS:**

Licence Fees at the rate of Rs.200 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, Licence 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.

**6.2. WHARFAGE ON BUNKERING OIL SUPPLIED TO VESSELS:**

Sl. No.	Item	Rate per metric tone (in Rs.)
1.	Wharfage on bunkering oil supplied to vessels	25.00

**6.3. PENALTY CHARGE FOR CANCELLATION OF VIA ISSUED EARLIER:**

Sl. No.	Item	Rate per occasion per VIA (in Rs.)
1.	Penalty charges for cancellation VIA issued earlier	1000.00

**6.4. HIRE CHARGES FOR FLOATING CRAFT:**

Sl. No.	Name of the Craft	Rate per hour or part thereof (in Rs.)
1.	Tugs	10000.00
2.	Pilot Launches	1500.00
3.	Survey Launch	3000.00
4.	Mooring Launch	800.00
5.	M.L. Shevali/Apporva	1500.00

**Notes:**

(1). Hire charges for floating craft shall be paid for a minimum of four hours.

**6.5. MANPOWER HIRING CHARGES:**

Sl. No.	Classification	Rate per person per hour (in Rs.)
1.	Managerial	100.00
2.	Others	75.00

**Notes:**

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

(2). The liability of personnel risk and compensation under any statute in force has to be borne separately by the party requisitioning services of the JNPT personnel.

**CHAPTER - VII****ESTATE RELATED CHARGES****7.1. ESTATE RENTALS:**

Sl. No.	Item	Rate per sq. mtr. or part thereof per month or part thereof (in Rs.)
1.	License Fee for office accommodation allotted to commercial agencies, banks, Government anywhere in the port except the old building of JNPT and Township area	166.38
2.	License Fee for office accommodation allotted to various agencies in the old buildings of JNPT.	85.00

Sl. No.	Item	Rate per sq. mtr. or part thereof per month or part thereof (in Rs.)
3.	License Fee for open space allotted to: (A). All lessees other than Government Dept. (a). <b>Developed Space:</b> (i). Inside Port area (ii). Outside Port area (b). <b>Undeveloped Space:</b> (i). Inside Port area (ii). Outside Port area for construction and maintenance of warehouses (iii). Outside Port area for any purpose above in Section 1-3(A) (b) (ii) (B). Government Departments (a). <b>Developed Space</b> (i). Inside Port area (ii). Outside Port area (b). <b>Undeveloped Space</b> (i). Inside Port area (ii). Outside Port area	16.00 14.00 14.00 7.00 25.00 8.00 7.00 7.00 6.00
4.	Rent for residential Accommodation allotted in Port Township to  (a). Employee of other Government agencies and Public Sector undertakings: (i). 'A' Type (ii). 'B' Type (iii). 'C' Type (b). Employee of other than 'a' mentioned above (i). 'A' Type (ii). 'B' Type (iii). 'C' Type	<b>Per flat per month or part thereof</b>  1300.00 2000.00 2600.00 2800.00 3700.00 4800.00

**GENERAL NOTE:**

All the conditions / notes stated herein under to govern the rates prescribed under Estate related charges of Chapter VII shall apply to the extent they are not inconsistent with the conditions prescribed in the Land Policy Guidelines announced by the Government in February/ March 2004. In case of disagreement, the conditions prescribed by the Government in the Land Policy Guidelines shall prevail.

**Notes:**

- (1). The term "Government Department" excludes all "Public Sector Undertakings" and "Corporations" formed under any Central or State Government Acts"
- (2). The cost of water and electricity consumed by the occupant will be charged extra.
- (3). The rate of license fee mentioned at item 1 above is as prescribed in the Scale of Rates notified on 19 March 1997 which has to be escalated by 10% with effect from 1 January 1998 and thereafter by the same percentage after every two years and shall be increased by 5% with effect from 1 January 2004. From 24 February 2004, the date of announcement of the revised Land Policy Guidelines, the rates shall be escalated by 2% per annum.
- (4). The rate of license fee mentioned at 2 and 3 above are as prescribed in the Scale of Rates notified on 19 March 1997 which are to be escalated by 10% with effect from 1 April 1998 and thereafter by the same percentage after every two years as per the existing terms and

conditions till 23 February 2004. From 24 February 2004, the date of announcement of the revised Land Policy Guidelines, the rates shall be escalated by 2% per annum.

- (5). The JNPT shall re-fix the base of lease every five years.

**7.2. WATER CHARGES:**

Sl. No.	Item	Unit	Rate
1.	Water Charges from occupants of quarters (except JNPT and CISF employees, shops and other buildings in township and building in the port premises except port users building (PUB))	Rs. per month or part thereof	60.00
2.	Water charges from occupants of Port Users' Building (PUB)	Percentage of Rent	5%
3.	Water charges from lessees and tenants etc. other than at Sl.No.1	Rs. Per metric tonne	40.00
4.	Charges for water supplied to consumers (for resale etc.) excluding the following: (i). Lessees and tenants, and (ii). Vessel for her own use	Rs. per metric tonne	110.00

**NOTES:**

- (1). The rate of water charges mentioned under section 2 above, shall be increased by 10 percent with effect from 1<sup>st</sup> April 1998 and every two year thereafter.

**7.3. ELECTRICITY CHARGES:**

Sl. No.	Item	Rate
1.	Electrical energy consumed by the occupants of (i). Port Users Building (ii). Container Freight Station (iii).Township premises incl. Residential Quarters, Shopping Centre, Canteen, Departmental Stores, etc. (iv). Premises in Administration Building (v). Old Buildings within the Port. (vi). Any other lessees and tenants.	As per the prevailing scale of Maharashtra State Electricity Board applicable to the appropriate class of consumer category (such as domestic, non-domestic, high tension etc.) plus 5 percent of the total Electricity Bill amount as overheads.

**NOTES:**

- (1). The above rates mentioned in Section 9.3.1(iii) shall not apply to JNPT employees and CISF employees.

**7.4. RATES FOR ALLOTMENT OF OPEN SPACE TO THE PAPs IN THE HAWKERS' ZONE IN THE JNPT PREMISES:**

- (A). UPFRONT LEASE PREMIUM PAYMENT:  
 (a). Rs.15,000/- for a plot of 4.5 sq. mtrs.  
 (b). Rs.32,500/- for a plot of 10 sq. mtrs.
- (B). ANNUAL LEASE RENT  
 Re.1/- per sq. mtr. per annum subject to a 30% escalation in the rent after every five years.

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