

Visakhapatnam Port Trust

Scale of Rates

SECTION 1

1.1. Definitions – General

In this Scale of Rates unless the context otherwise requires, the following definitions shall apply:

- (1). "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.
- (2). "Cold move" shall mean without the power of the engine of the vessel.
- (3). "Day" shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.
- (4). "Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- (5). "Week" shall mean a period of 7 days.
- (6). "Hirer" shall mean all users of the port using any of the appliances of the Port.
- (7). "Month" shall mean the calendar month.
- (8). "POL" shall mean Petroleum, Oil and Lubricants and for the purpose of levy of vessel related charges alone, it will include LPG vessels also.
- (9). For the purpose of levying vessel related charges (excluding fishing vessels), "Residual Category" shall mean vessels other than iron ore and pellets (Mechanical handling) and POL vessels.
- (10). "STS" charges mean Ship-to-Ship transfer charges.

1.2. General Terms & Conditions

- (1). The status of the vessel, as borne out by its certification by the customs or Director General of Shipping is the relevant factor to decide whether vessel is "coastal" or "foreign-going" for the purpose of levy of vessel-related charges, and the nature of cargo or its origin will not be of any relevance for this purpose.
- (2).
 - (i). 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.
 - (ii). 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.
 - (iii). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (iv). 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.
 - (iv). 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.

- (3).
 - (i). 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 its Associates or any other Public Sector Banks as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.
 - (ii). In respect of storage charges on containers, the day of entry of the vessel in case of Import containers; and the day of arrival of the containers into the port in case of export containers shall be reckoned as the day for such conversion of dollar denominated charges.
 - (iii). The day of entry of the vessel to be considered for conversion from dollar denominated tariff to rupee tariff in case of an import container de-stuffed and utilised immediately or after some period of time.
- (4). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessels in cases of vessels staying in the Port for a longer period. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (5).
 - (i). The vessel related charges for all coastal vessel should not exceed 60% of the corresponding charges for other vessels.
 - (ii). The cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL (including crude oil) iron ore and Iron ore pellets should not exceed 60% of the normal charges cargo/container related charges.
 - (iii). 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.
 - (iv). In case of container related charges, the concession is applicable on composite box rate. Where itemised charges are levied, the concession will 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.
 - (v). Cargo/container from a foreign port which reaches an Indian Port "A" - for subsequent transshipment to Indian Port "B" - will be levied the concession 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.
 - (vi). The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian rupee.
- (6). Interest on delayed payments / refunds.
 - (i). The user shall pay penal interest on delayed payments of any charge under this Scale of Rates. The rate of interest will be 14.75% per annum
 - (ii). Like wise, the Port Trust shall pay penal interest on delayed refunds. The rate of interest will be 14.75% per annum
 - (iii). The delay in refunds by the Port will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the user whichever is later.
 - (iv). The delay in payments by the users will be counted beyond 10 days after the date of despatching the bills by the Port Trust. 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 MPT Act 1963 and / or where payment of charges in advance is prescribed as a condition in the Scale of Rates.

- (7). 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 1000 litres.
- (8). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto and inclusive 0.5 shall be taken as 0.5 unit and fractions of above 0.5 shall be treated as one unit, except where otherwise specified.
- (9). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (10). No refund shall be made if the amount refundable is less than ₹ 100. This limit of ₹ 100 shall also be applied for supplementary claims for under charges.
- (11). In case of damages to crafts, equipments, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the Port whichever is higher. The port shall refund the cost of damage received from the insurance company on admittance of its claim to the hirer from whom the cost of damage of the equipment was recovered.
- (12). The rates prescribed in the Scale of Rates are ceiling levels: likewise, rebates and discounts are floor levels. The Port Trust may, if it so desires, charge lower rates and / or allow higher rebates and discounts.

The Port Trust may also, if it so desires rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation 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.

The Port Trust should, however, notify the public such lower rates and / or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

- (13). The rates in the SOR are applicable only to the services provided by the Port. The services offered by any other authorised service provider are not governed by these rates and conditions.
- (14). All goods landed within the limits of the Port shall be assessed on import application and the fees shall be paid before the goods are removed.
- (15). All goods intended for shipment shall be assessed on export application and the fees shall be paid before the goods are shipped.
- (16). Transhipment shall be mean transfer of cargo directly from one vessel to another vessel or landed from a vessel and subsequently shipped to another vessel for further discharge at other ports.
- (17). Lighterage shall mean transfer of cargo directly from one vessel to another vessel / craft / barge for further discharge at the same Port.
- (18). The users shall not be required to pay charges for delays beyond a reasonable level attributable to the VPT.

SECTION – 2

VESSEL RELATED CHARGES

2.1. Port Dues

SL. NO.	DESCRIPTION	UNIT	RATE PER GRT		Frequency of payment in respect of the same Vessel
			Foreign-going vessel [in US \$]	Coastal vessel [in ₹]	
1.	All category of vessels	GRT	0.2553	6.82	The due is payable for each entry into the Port.

Concession in port dues shall be extended to the following vessels:

Sl. No.	DESCRIPTION	Concession/Exemption
1.	Vessels entering the port in ballast and not carrying passengers.	25 %
2.	Vessels entering the port but does not discharge or take any cargo or passengers therein (with the exception of such unshipment and reshipment as may be necessary for purpose of repairs)	50 %
3.	(i). Any vessel of war belonging to any Foreign Prince or State (ii). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage; (iii). Any vessel belonging to or in the service of Central Government, or State Government (iv). Any vessel leaving the port limits due to cyclone threat and re-enters	100%
4.	Vessel, which paid port dues and leaves the port limits with out taking port clearance for hatch cleaning, tank washing etc, before commencement of loading and re-enters	100%

Notes:

- (i). Port dues are to be levied only once for entry of a vessel, irrespective of any change of her Name / Agent(s) / Owner(s), during the stay in the port.
- (ii). Any vessel entering the Port from outside the port limits shall be treated as fresh entry
- (iii). Port dues being an entry fee is to be realized as per the status of the vessel at the time of the entry.
- (iv). For oil tankers with segregated ballast the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnage for collection of Port dues.

2.2. Pilotage Fees

Pilotage fee is a composite fee and shall include one inward and one outward movement with services of Port's pilot, with required number of tugs / launches of adequate capacity and shifting(s) of vessels for 'port convenience". Shifting at the request of vessels will attract separate shifting charges".

2.2.1 Schedule of Pilotage Fee for vessels:

SL. NO.	DESCRIPTION	UNIT	RATE PER GRT	
			Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	ALL VESSELS			
	1] Upto and inclusive of 30,000 GRT	GRT	US \$0.4505	12.04
	2] 30,001 to 60,000 GRT		US \$ 13515 + US \$ 0.3604 per GRT over 30,000 GRT	₹ 361256 + ₹ 9.63 per GRT over 30,000 GRT
	3] 60,001 and above GRT		US \$ 24327 + US \$ 0.3153 per GRT over 60,000 GRT	₹ 650260 + ₹ 8.43 per GRT over 60,000 GRT
	4] Minimum charges payable		US \$1285	34348.05
2.	In case of cold move 25% of pilotage charges shall be levied extra for each cold move.			

2.2.2 Concession in Pilotage fees shall be extended to the following vessels

DESCRIPTION	Concession
1. For vessels shifted to roads due to exigencies of cyclone / flood / natural calamities, and brought back.	50%
2. Movement without usage of Port tugs	55%
3. Vessels availing one way pilotage services	50%

Note: The concessions in pilotage fee are applicable to the Minimum charges also.

2.2.3 Shifting Charges

SL. NO.	DESCRIPTION	UNIT	RATE PER GRT	
			Foreign-going vessel US \$	Coastal vessel (in ₹)
1.	ALL VESSELS			
	(i). Upto and inclusive of 30,000 GRT	GRT	US \$0.1802	4.82
	(ii). 30,001 to 60,000 GRT		US \$ 5406 + US \$ 0.1442 per GRT over 30,000 GRT	₹ 144502 + ₹ 3.85 per GRT over 30,000 GRT
	(iii). 60,001 and above GRT		US \$ 9731 + US \$ 0.1261 per GRT over 60,000 GRT	₹ 260104 + ₹ 3.37 per GRT over 60,000 GRT

2.2.4 General Notes relating to Pilotage/Shifting:

- (1). Movement of a vessel within the same harbour or Inner harbour to Outer harbour or vice-versa is deemed as shifting.
- (2). No shifting charges shall be levied when shifting of a vessel is done for port convenience.
- (3). "Port convenience" is defined as below:
 "If a working cargo vessel at berth/ mooring/ Jetty is shifted/ un-berthed for undertaking dredging work, hydrographic survey work or for allotting a berth for dredger or for attending to repairs to berths, for maintenance and such other similar works whereby shifting/ Pilotage is necessitated, such shifting/Pilotage is deemed as SHIFTING/ PILOTAGE FOR PORT CONVENIENCE". The shifting/Pilotage made to reposition such shifted vessel is also deemed as "SHIFTING/ PILOTAGE FOR PORT CONVENIENCE".

- (4). For shifting/pilotage of any vessel for the convenience of/ benefit of another vessel, the vessel benefited is liable to pay the shifting/pilotage charges for shifting and repositioning of the vessel shifted subject to a condition that the vessel to be berthed by shifting another vessel is informed in advance prior to its berthing about the additional liability of shifting charges.
- (5). 50% exemption in the applicable charges shall be extended for first shifting whenever the vessel shifts after lightening or for up topping.
- (6). When Tugs are not used for shifting, 55 % concession shall be given.
- (7). Where a movement of vessel aborted or had to be changed due to reasons like Tug failure, insufficiency of length, lack of proper fenders etc., for which the vessel is not at fault, no charge shall be levied for the unsuccessful operations involved till she occupies allotted berth/mooring.
- (8). If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice versa, then the consolidated pilotage should be divided into two equal halves (i.e., one for inward and the other for outward pilotage) which should be charged according to the status of the vessel prevailing at the time of taking place of relevant movement.
- (9). In case the vessel, after discharging cargo(es) shifts to anchorage for want of a suitable berth for continuation of unloading or if a vessel after loading cargo(es), shifts to anchorage for want of a suitable berth for continuation of loading then these movements shall be treated as 'shifting' and shifting charges shall be levied.
- (10). In case a tanker after completion of discharge/transshipment in the outer harbour is nominated as daughter tanker for receiving transshipment of crude oil, POL Products and if the operational requirement necessitates shifting of this tanker to the anchorage for re-berthing, the operation shall be treated as shifting only.
- (11). In case of a daughter tanker after receiving crude oil, POL products from mother tanker at outer harbour shifts to anchorage and re-enters the harbour for discharge or transshipment of crude oil, POL products such operation shall be treated as shifting only.
- (12). Similarly, in case a tanker after discharge / transshipment of part cargo (crude oil, POL products), shifted to anchorage and brought back to inner/outer harbour for transshipment/discharge operations, the same shall be treated as shiftings. The proposed provision is not applicable in case of tankers shifted to roads for poor performance/repairs.
- (13). During the course of hot movement, if a vessel fails to offer its full power for a duration not exceeding 5 minutes, it shall not be considered as cold move.

2.2.5 Detention charges shall be levied, as under if a vessel is not ready to move within half an hour from boarding of the pilot.

Sl. No.	Description	Foreign-going vessel (in US \$)	Coastal Vessel (in ₹)
1.	First half-an-hour for Inward/Outward movement	Free	Free
2.	For every subsequent half-an-hour or part thereof	399.00	10665.30
3.	Cancellation of movement of a vessel scheduled for Inward/Outward Movement - Charges to be levied in addition to the detention charges	1197.00	31995.80
4.	Fees for carriage of Pilot: Compensation per day if an outward-bound vessel carries away a pilot to sea.	157.50	4210.00

Note: In addition to the compensation prescribed at Sl No. (4) above, the Master of the vessel shall be liable to bear the expenses of the Pilot and the cost of sending him back to this Port.

2.3. Berth Hire:

2.3.1 Tariff			
SL. NO.	DESCRIPTION	RATE PER GRT PER HOUR PART THEREOF	
		Foreign-going vessel [in US \$]	Coastal vessel (in ₹)
1.	IRON ORE AND PELLETS (Mech.)		
	Up to 42000 GRT	0.00726	0.1940
	Above 42000 GRT	0.00344 (subject to a minimum of 304.92 US \$)	0.0919 (subject to a minimum of ₹ 8150)
2.	POL VESSELS		
	Upto 30000 GRT	0.00115	0.0307
	Above 30000 GRT	0.00153	0.0409
3.	RESIDUAL CATEGORY		
	(i). Crane berths		
	- Upto 30000 GRT	0.00284	0.0759
	- Above 30000 GRT	0.00382	0.1021
	(ii). Non-crane berths		
	- Upto 30000 GRT	0.00115	0.0307
	- Above 30000 GRT	0.00153	0.0409
4.	For vessels [including Work Boats] operating in port waters under Visakhapatnam Harbour Craft rules.	NA	0.105
RATE IN ₹ PER DAY PER VESSEL			
5.	For vessels under construction at HSL Jetty/moorings	Upto 3 months 4 th Month onwards	₹ 630.00 ₹ 525.00

2.3.2. Concession in Berth Hire shall be extended in the following cases:

Particulars	Concession
(a). Vessels berthed at any Hindustan Shipyard Jetty, Dredger lay by Jetty, or at any jetty or moorings in the port waters [except fishing harbour] or vessels berthed alongside another vessel already at berth / moorings / jetty.	For Iron ore/pellets (Mech.) and POL vessels = 50% of applicable berth hire. For residual category = 50% of non-crane berth hire

2.3.3. Penalty

(1) For under performance

- (i). In case of mechanical loading of Iron ore / pellets, where there is no loading on account of ship or shipper's failure due to reasons mentioned below, penalty will be levied on the concerned parties for idling periods.
 - (a). De-ballasting of water exceeding 6 hrs. (six hours)
 - (b). Hatches not ready for loading / lack of cleaning / lack of cargo etc.
- (ii). Penalty shall be equivalent to applicable berth hire and shall be levied in addition to normal berth hire.

(2) For Overstayal of vessel

- (i). Penal berth hire equivalent to normal applicable berth hire shall be levied in addition to the berth hire charge for the period of overstayal of vessel for occupancy of the berth beyond the stipulated periods mentioned at (ii) below, provided there is a demand for the berth and a notice is served by the VPT or its authorised officials 10 hrs in advance of completion of discharge / shipment operations.
- (ii). Vessel shall be permitted to occupy the berth after completion of cargo operation without attracting penalty for period mentioned below: -
- | | | |
|------|--|--|
| (a). | Any vessel, which requires "SECURING" | 10 hrs |
| (b). | Food Grain vessels requiring fumigation and inerting | 10 hrs |
| (c). | Vessels taking bunkers through barges. | 08 hrs |
| (d). | Vessels taking water through barges. | 12 hrs [From the time of placement of barges alongside vessel] |
| (e). | Vessels taking Water / Bunkers through source other than barges. | 08 hrs |
| (f). | In all other cases | 07 hrs |
- (iii). If the overstayal of the vessel exceeds beyond 15 days even after levying penal berth hire under 2.3.3.(2)(i) then penal berth hire equivalent to 5 times of the normal berth hire for such excess period shall be levied in addition to the normal berth hire charges.

2.3.4. General Notes relating to Berth hire:

- (1). The time for the purpose of levy of berth hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.
- (2). (i). There shall be a time limit beyond which berth hire shall not apply, the berth hire shall stop 4 hrs after the time of vessel signalling its readiness to sail.
- (ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal condition or on account of inclement weather or due to absence of night navigation facilities.
- (iii). The Master/Agent of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather condition.
- (iv). There shall be penal berth hire equal to one day's berth hire charge for a false signal.
- "False signal" would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signalling readiness when a ship is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions".
- (3). No berth hire shall be levied for the period when the vessels idle at ore berths due to plant breakdown if it is continuous for one hour or more except on account of bad cargo.
- (4). In case Iron ore/pellet vessel berthed at OB1/OB2 could not commence loading due to working of earlier Iron ore/pellet vessel, then berth hire shall not be levied after 4 hrs of berthing the vessel till the commencement of loading. However, this is not applicable if the vessel is berthed at the request of the trade for purposes other than loading.

(5). **Ousting Priority/Priority berth Hire:**

- (i). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 100 % of the berth hire calculated for the total period of actual stay at the berth, whichever is higher, shall be levied.
- (ii). For "priority berthing" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 75 % of the berth hire, calculated for the total period of actual stay at the berth whichever is higher, shall be levied.
- (iii). If a vessel is shifted from the working berth to Anchorage/idle berth/mooring to accommodate ousting priority vessel and brought back to working berth subsequently, the shiftings/ pilotage of such vessel shall be levied on the vessel enjoying ousting priority.
- (iv). Where a working berth is already vacant for want of a vessel and a vessel having priority / ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (unreadiness of documents/lack of cargo/lack of ullage/hatch cleaning/ receivers or shippers not willing to work), it is not treated as priority berthing and in such cases no priority berthing charges will be levied.
- (v). The fee for according priority/ ousting priority as indicated above shall be charged from all the vessels except the following categories:
 - (a). Vessels carrying cargo on account of Ministry of Defence.
 - (b). Defence vessels coming on goodwill visits.
 - (c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
 - (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.
 - (e). Coastal vessels which will be accorded priority berthing.
 - (f). For vessels berthed as per Port's berthing policy without availing any specific priority.
- (6). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.
- (7). No Berth hire shall be levied for the period the vessel is compelled to idle at berth for continuously for one hour or more due to non-availability/break down of all shore cranes/port equipment and any other reasons including power failure attributable to the port.
- (8). Board may consider exemption/waiver of berth hire/road stead charges for the period during which the vessel waits/remains idle at berth/jetty/mooring/anchorage due to reasons like strike by DLB/Port/Any category of Port workers.

2.3.5 Road Stead charges

Road stead charges as mentioned below are leviable for the vessels stay at roads with an exemption up to first 24 hrs. before berthing on her first arrival at the roads.

Description	Rate per GRT per hour or part thereof	
	Foreign going vessels (in US \$)	Coastal vessel (in ₹)
First 24 hrs.	Free	Free
After 24 hrs. and up to 240 hrs.	0.000049	0.0013
241 hrs. to 480 hrs.	0.000073	0.0020
481 hrs. onwards	0.000735	0.0196

Notes:

1. In case of Iron ore and pellets vessels loaded through mechanical system, no road stead charges shall be levied at the time of initial entry.
2. No road stead charges shall be levied on mother / daughter tanker meant for transhipment of POL at anchorage.

SECTION – 3**CONSOLIDATED CHARGES FOR TRANSHIPMENT/LIGHTERAGE OF CRUDE OIL/
POL PRODUCTS / DRY BULK CARGOES****3.1. Consolidated charges for transhipment/lighterage of Crude Oil and POL products in Outer Harbour.**

Sl. No.	Description	Unit	Rate [in ₹]
1.	Consolidated Charges for Transhipment/lighterage Operation of Crude Oil from mother vessel.	Per each call of mother vessel	4.25 lakhs
2.	Consolidated Charges for Transhipment/lighterage Operations of POL Product from mother vessel.	Per each call of mother vessel	3.50 lakhs
3.	Wharfage charges on Cargo transhipped/lighterage to daughter tanker and carried to other ports without discharging at this Port.	Per KL	8.50
4.	The Daughter tankers shall pay charges as per notified rates.		
5.	For any other specific services such as supply of water, launches, etc., charges shall be levied as applicable.		

Notes:

- (1). Crude Oil/ POL products transhipped/ lightened originally to daughter tanker and subsequently re-transhipped/lightened to another tanker in the same call, wharfage charges shall be levied at ₹ 2.00 per KL for second and subsequent transhipment/lighterage operations.
- (2). Consolidated Charges shall include Port dues, pilotage fee, Berth hire charges, Fire Float and wharfage charges @ ₹ 2 per KL.
- (3). In case, a Mother vessel tranships/lighten part cargo of Crude Oil/POL products to daughter tanker to carry to other ports and discharges part cargo in the Port or vice versa, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the VPT Scale of Rates instead of consolidated charges.

The element of wharfage of ₹ 2/- per KL built in consolidated charges is also payable by mother vessel for the quantity transhipped/lightened to daughter vessel.

- (4). In case Mother vessel subsequently becomes daughter tanker, Port dues, pilotage fees, wharfage and berth hire charges shall be levied at the notified rates as applicable duly adjusting the consolidated charges originally collected.
- (5). A consolidate charge of ₹ 27,000 shall be levied on Mother Tanker per each call towards preparation of fenders, shifting of fenders [Belonging to port/oil industry/ship owners] from anywhere in the port to alongside mother/daughter tanker and vice-versa, disconnection of fenders, fender hire charges and overtime towards staff. This charge is payable by mother vessel calling at the port for transhipment/lighterage operations within outer harbour.
- (6). The above consolidated charges shall be levied for transhipment/lighterage operation of crude oil/POL products carried out anywhere in the outer harbour.

3.2. Tariff for transshipment / lighterage of CRUDE/ POL Products at anchorage:

Charges on mother tanker	3 cents per GRT
Charges on daughter tanker	Foreign vessel 3 cent per GRT Coastal vessel ₹ 1.50 per GRT
STS charges	₹ 16.50 per tonne on cargo transshipped/ lightened from mother tanker.

Notes:

- (1). No further discount which is applicable to coastal vessel, shall be extended.
- (2). Mother tanker and daughter tankers are completely exempted from payment of roadstead charges.
- (3). If STS operations are carried out by the importer/ship owner directly no STS charges shall be levied. However, importer/ship owner shall make their own arrangements for loading master, shifting of fenders supply and arrangement of flexibles and standby tugs etc.
- (4). If the daughter tanker after receiving cargo from the mother vessel at anchorage shifts to outer harbour for discharge and / or transshipment/ lighterage operations, then the tanker shall pay Port charges as per the notified rates applicable for discharge and/or transshipment/ lighterage operations. In such case the amount already collected for the operations at anchorage from the daughter tanker towards port charges as indicated above shall be adjusted against the notified rates.
- (5). For the tankers with segregated ballast, the reduced gross tonnage indicated in the 'remarks' column of its International Tonnage Certificate will be taken to be the gross tonnage for collection of port dues.
- (6). The above rates are inclusive of charges for services like provision of one tug as stand-by by VPT, provision of 2nd tug to undertake towage of fender string to lighterage site from Port, inter ship and back to Port after completion of mother vessel, routine on-site fender maintenance between STS operation as per loading master's instructions and handling of flexible hoses for the STS operation. All other services other than mentioned above shall be charged as per rates prescribed in this Scale of Rates. Port fenders, subject to availability and suitability, shall be supplied at the rates prescribed in this Scale of Rates.
- (7). In case a daughter tanker after completion of transshipment/lighterage at anchorage shifts to outer harbour for transshipment/lighterage and / or discharge and again shifts to anchorage for receiving the cargo from the mother tanker, all such movements shall be treated as shifting only.

3.3. Tariff for transshipment / lighterage of Dry cargo at Inner Harbour / Outer Harbour:

- ❖ A rebate of 25% in Port dues, pilotage and berth hire shall be extended to both mother/daughter vessels/barges engaged in transshipment/lighterage of dry bulk cargo and carried to other ports.
- ❖ A wharfage of ₹ 6 per tonne shall be levied on such transshipment/lighterage and carried to other ports. The said wharfage rate is not applicable on dry bulk cargo transshipped / lightened and carried to terminals of the BOT operators operating in the VPT.
- ❖ Lighterage/uptopping charges @ ₹ 3 per tonne shall be levied in addition to wharfage for discharge/loading at other berths (excluding BOT berths).

SECTION-4

CARGO RELATED CHARGES

4.1. Wharfage:

Item No.	Nomenclature	Unit	Foreign Rate (in ₹)	Coastal Rate (in ₹)
1.	Alcohol	Per Tonne	200.00	120.00
2.	Acetone	Per Tonne	165.00	99.00
3.	All types of Coal, Coke and Coal tar pitch	Per Tonne	26.00	15.60
4.	Alumina (bulk),	Per Tonne	30.00	18.00
5.	Aluminum, Alumina Sow Ingots, Alumina Billets and Alumina products	Per Tonne	22.00	13.20
6.	Asphalt/bitumen, Barytes, Feldspar, Chrome Ore	Per Tonne	16.50	9.90
7.	Cement clinker (including cement)	Per Tonne	17.00	10.20
8.	Manganese Ore	Per Tonne	9.90	5.95
9.	Ammonium Nitrate	Per Tonne	35.00	21.00
10.	Blast furnace slag, Bentonite, Dolomite chips, River sand and fly ash	Per Tonne	13.00	7.80
11.	Calcined petroleum coke	Per Tonne	30.00	18.00
12.	Caustic Soda	Per Tonne	25.00	15.00
13.	Cereals, food grains, Pulses & Sugar	Per Tonne	22.00	13.20
14.	Charge chrome, Ferro Manganese, Ferro Silicon, Silicon Manganese, Highcarbon Ferrochrome, and other ores.	Per Tonne	38.00	22.80
15.	Other Chemicals	Advalorem	0.44%	0.264%
16.	Petroleum Products (Except LPG)	KL	49.00	49.00
17.	Crude oil:			
	(a). Crude oil at VPT berths	Per Tonne	39.00	39.00
	(b). Crude oil at SPM	Per Tonne	17.00	17.00
18.	Edible Oils	K.L.	16.00	9.60
19.	Electrical goods	Advalorem	0.25%	0.15%
20.	Fertilizers (including MOP)	Per Tonne	27.50	16.50
21.	Granite Blocks & Marbles	Per Tonne	37.00	22.20
22.	Ilmenite sand	Per Tonne	11.50	6.90
23.	Iron Ore [Mech]	Per Tonne	95.00	95.00
24.	Iron Ore Pellets [Mech]	Per Tonne	97.00	97.00
25.	Iron Ore [Conv]	Per Tonne	13.50	13.50
26.	Iron Ore Pellets [Conv]	Per Tonne	15.50	15.50
27.	Limestone	Per Tonne	24.00	14.40
28.	Liquid Ammonia, Molten Sulphur, Rock phosphate and Sulphur	Per Tonne	26.50	15.90
29.	LPG	Per Tonne	136.00	81.60
30.	Machinery	Advalorem	0.13%	0.08%
31.	Molasses	Per Tonne	25.00	15.00
32.	All types of Oil Extractions like Soya, Rape seed etc.,	Per Tonne	11.00	6.60
33.	Phosphoric/Sulphuric acid	Per Tonne	37.00	22.20
34.	Pig iron	Per Tonne	28.00	16.80
35.	Gypsum	Per Tonne	24.00	14.40
36.	Methonal	Per Tonne	37.00	22.20
37.	Waste oil	Per Tonne	10.00	6.00
38.	Bio-diesel	Per Tonne	37.91	22.75

Item No.	Nomenclature	Unit	Foreign Rate (in ₹)	Coastal Rate (in ₹)
39.	R.R. materials of all grades including			
	(a). Dead Burnt Magnesite [DBM]			
	(b). Fused Magnesite / Magnesia [FM]			
	(c). Bauxite/ Round kiln super grade / Round kiln Mid Iron			
	(d). Al/Mg/Alloyed powder			
	(e). Brick/Brick Grog	Per Tonne	30.00	18.00
	(f). Graphite			
	(g). Silicon Carbide			
	(h). Reframul			
	(i). Fused alumina			
	(j). Mullite			
	(k). Sea water magnesite			
40.	Steel Products - all varieties	Per Tonne	35.00	21.00
41.	Styrene Monomar	Per Tonne	55.00	33.00
42.	Thermal Coal	Per Tonne	15.00	15.00
43.	Timber Logs & Wood items	1 Cu.M.	20.00	12.00
44.	Marine products	Advalorem	0.010%	0.006%
45.	Bauxite (ore)	Per Tonne	23.00	13.80
46.	Unenumerated goods having FOB/CIF value upto and inclusive of ₹ 1000/- per tonne	Per Tonne	10.00	6.00
47.	Unenumerated goods having value of more than ₹ 1000/- per tonne.	Per Tonne	40.00	24.00
48.	Transshipment of break bulk cargo where wharfage is levied on advalorem basis:			
	a) Vessel to vessel directly	Per Tonne	150.00	90.00
	b) Landed from one vessel and subsequently shipped to another vessel	Per Tonne	187.50	112.50
49.	Wharfage charges of ₹ 3500/- on materials for Oil exploration purposes carried per trip of the OSVs of the ONGC.			

Notes:

- (1). Wharfage on container is payable separately once at the time of landing and again at the time of shipment.
- (2). Wharfage charges are leviable on goods entering the docks even if they are not shipped. However, for the excess cargo brought into docks for shipment but not shipped, no wharfage will be levied if the cargo is removed within 24 hours of shipment.
- (3). Ad valorem wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on coastal cargo on value specified in the bill of coastal goods. Customs bills of entry/shipping bill/bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of Lading/invoice etc.
- (4). If the crafts landed / meant for shipment are piloted by port tugs, Pilotage as laid down in the scale of rates shall be levied in addition to the wharfage charges.
- (5). Charges on packages containing articles of a miscellaneous character shall be levied based on the rate applicable for individual cargo items.
- (6). Before classifying any cargo as 'un enumerated goods' the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the Schedule given above.

- (7). A rebate of 20% shall be extended on the cargoes imported by Voluntary organizations like CARE, ALIMCO, CRS, WFP, etc. against certification by the appropriate Government Authority of Central/State Government.
- (8). A rebate of 25% shall be extended on the project consignment.
- (9). The components of Wharfage of Iron Ore/Pellets [Mechanical Handling] prescribed at item no.23 and 24 above are as below:-

Commodity	Wharfage	Handling	Haulage, Tipping & Stacking
Iron Ore	26.20	36.50	32.30
Iron Ore Pellets	28.20	36.50	32.30

4.2. Wharfage on container and Containerised cargo Handled at docks other than VCTPL

Sl. No.	Description	Rate per container (in ₹)		
		Upto 20' in length	Above 20' and upto 40' in length	Above 40' in length
1.	Wharfage on container	15	23	30
2.	Wharfage on containerised cargo (irrespective of nature of cargo) when no stuffing/ destuffing is done inside the Port premises	425	638	850
3.	Wharfage on containerised cargo when cargo is stuffed/ de-stuffed for shipment/ delivery inside the Port premises.	Wharfage as per classification under section 4.1 of the Scale of rates		

Note:

- (1). No Wharfage shall be levied on container and containerised cargo Handled at VCTPL but Stuffed / De-stuffed in the Docks of VPT.

4.3 Wharfage charges for specified cases

In the following specified cases wharfage charges shall be levied as specified in Section 4.1. :

- (i). On crafts carried on board the vessel.
- (ii). On goods abandoned.
- (iii). On the manifested description of package whether they are landed empty or partly empty.

4.3.1 Wharfage charges on goods from vessels in distress

Item No.	Description	Charges Payable
1.	Cargo of other Ports landed from vessels in distress.	As specified in Section 4.1.
2.	Cargo that already paid export wharfage at Visakhapatnam but has not been carried to destination.	No Wharfage
3.	Cargo of other Ports reshipped without having left the Port's premises.	No wharfage at the time of shipment.

4.4 Goods free of wharfage

The following goods shall be free of wharfage:

- (1). Fodder accompanying live stock and not manifested as cargo.
- (2). Postal articles.
- (3). Bonafide ship's dunnage fittings, ships' stores, ship's provisions, ship spares and unmanifested dunnage for the use of ships.
- (4). Ship's sweepings provided that the entire cargo is landed at the Port and satisfactory proof is produced to the effect that the sweepings formed part of the consignment for which wharfage charges have been paid.
- (5). Sweepings collected from the wharf, sheds, warehouses, rented plots etc.
- (6). Cargo not manifested for transshipment but merely transferred from one hatch to another of the same vessel or landed and reshipped to the same vessel. Handling charges if incurred and demurrage charges as applicable, however, shall be levied.
- (7). Bonafide passengers' luggage, Seamen's' baggage and personal effects accompanying them.
- (8). Diplomatic mail.
- (9). Ice used for packing material.
- (10). Personal baggage, horses and carriage and other military equipment accompanying Military Personnel moving on duty embarking in or disembarking from vessels and the animals meant for providing food to such personnel.
- (11). Sand ballast.
- (12). Survey rejections
- (13). Passengers Disembarked / Embarked

4.6 Demurrage Charges / Storage Charges

4.6.1 Free storage period in the transit accommodation

	Description	Free period
1.	Import Cargo	
	i. Import cargo	5 days
	ii. Project cargo	10 days
2.	Export cargo	30 days
3.	Goods landed for transshipment	10 days

NOTES:

- (1). Free period prescribed above excludes Customs notified holidays and Port's non-working days.
- (2). **Imports:**
 - (i). Free period for import cargo shall be reckoned from the days following the day of completion of final discharge from the vessel.

- (ii). Free period for containerised cargo shall commence from the day following the day of de-stuffing.
 - (iii). In case of salvaged goods, free period shall commence from the day following the day of salvage.
 - (iv). Where goods are landed by the vessel into lighters, barges or other floating crafts, free days shall be calculated from the day of complete discharge of the goods from the lighters, barges or other floating craft, on the wharf or jetty.
 - (v). In cases where de-stuffing of loaded container being not effected within 7 days from the last day of landing of the containers, demurrage charges shall be levied on the cargo inside the containers and recovered from the Steamer Agents, at the usual rates leviable on import cargo upto and inclusive of the day of de-stuffing after expiry of 7 days free period besides the storage charges, leviable on containers.
- (3). **Export:**
- Free period for export cargo shall commence from the actual date of the receipt of the goods in the Port premises.
- (4). No free days shall be allowed on goods brought into Port premises and removed from there without shipment. No demurrage shall be levied for the goods brought in during the course of shipment and removed within 24 hours of shipment.
- (5). In case of goods landed for transshipment the free storage period of 10 days in transit shall be counted from the last day of discharge of cargo excluding customs notified holidays and port's non-working days.

4.6.2 Demurrage charge on Export/Import charges:

Item No.	Description	Charges payable
1.	For the first six days after the expiry of free period	₹ 18.00 per tonne/Cu.meter or part thereof for every three days or part thereof.
2.	For the next six days	₹ 36.00 per tonne/Cu. Meter or part thereof for every three days or part thereof.
3.	Thereafter	₹ 18.00 per tonne/Cu. Meter or part thereof for every day or part thereof.

NOTES:

- (1). In case of goods for which wharfage charges are collected on 'ad valorem' basis, demurrage shall be levied on 'per tonne' basis. In all other cases demurrage shall be levied on 'per tonne' basis or 'per cubic metre' basis as the case may be based on the wharfage charges collected.
 - (2). For goods lying in Open space / Area 50% of charges mentioned above shall be levied.
 - (3). If operational area is leased on rental to users, demurrages on cargo stored therein shall not be levied again.
 - (4). **Demurrage on goods detained:**
- The following periods shall be excluded from the calculation of any period for which free storage is allowed under this Rule viz.:
- (i). Any period during which goods are detained by the Port Health Officer before being destroyed.

- (ii). Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisal and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers/Exporters;
- (iii). Where goods are detained by the Commissioner of Customs on account of Import/Export Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer/Exporter, for such period of detention under 4 (i) and (ii), the demurrage charges shall be recovered as under:

First 45 days	:	Free.
46 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

Actual demurrage charges at full rate shall be worked out as per Scale of Rates at the appropriate slab as applicable after 45 days and the concessional rate mentioned above shall be applied thereon on the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows:

- (a). First 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days; and,
- (b). First 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

The detention certificate for availing the above concession shall be submitted within a period of six months from the date of clearance of goods.

- (5). Demurrage on the containerised cargo while lying in the transit area after release from the container (imports), shall be charged on the cargo released from the Container as per usual demurrage charges leviable on Import Cargo after expiry of the free period.

(6). **Demurrage on cargoes not removed from the wharf**

Demurrage shall be levied on cargoes not removed from any berth in the port after completion of discharge from a vessel / shipment to a vessel.

Sl. No.	Description	Amount
i..	First 5 hours	Free
ii.	6 th to 10 th hour	₹ 5000 per hour or part thereof
iii.	11 th to 15 th hour	₹ 10000 per hour or part thereof
iv.	16 th hour onwards	₹ 25000 per hour or part thereof

Port reserves the right shift the cargo at the cost of the receiver / shipper.

- (7). Demurrage shall not accrue for the period during which the port is not in a position to effect delivery of import cargo of shipment of export cargo when requested by the user.

4.6.3 Storage charges on containers:

Particulars	Rate per container per day or part thereof			
	Foreign-going (in US \$)		Coastal (in ₹)	
	20'	40'	20'	40'
Storage charges on laden and empty container	0.14	0.28	6.25	12.50

General Notes

- (1). Free period of 1 day shall be allowed on import / export containers whether empty or laden. For the purpose of calculation of free period Custom's notified holidays and port's non-working days shall be excluded.
- (2). Free storage period for import containers shall commence from the day after the day of landing of the container. For export container, the free period shall commence from the time the container enters the terminal.
- (3). The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following condition:
 - (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, - the Line shall resume custody of container alongwith cargo and either take back it or remove it from the port premises; and the line shall pay all port charges accrued on the cargo and container before assuming custody of the container.
 - (iii). The container Agent /MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for de-stuffing the cargo.
 - (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be de-stuffed 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.
- (4). If operational area is leased on rental to users, storage charges on container shall not be levied.
- (5). Storage charge shall not accrue for the period during which the VPT cannot effect delivery of import container or shipment of export container when requested by the user.

4.7.1 Charges for handling cargo (labour charges):

The handling charges prescribed herein below shall be levied for the following cargo items in addition to levy of wharfage:

- (i). Machinery (import)
- (ii). Timber logs & wood items (import)
- (iii). All varieties of refractory raw materials in bags / cases (import) and General cargo and bagged cargo (imports)

Item No.	Description	Unit	Rate (in ₹)
1.	Packages/Bags weighing upto and including 1 tonne.	1000 Kgs.	36.00
2.	Packages weighing over 1 tonne and upto and inclusive of 3 tonnes.	1000 Kgs.	40.00
3.	Packages weighing over 3 tonnes.	1000 Kgs.	45.00
4.	Cranes used for conveying import cargo from Barge to the Quay when Port provides a Crane.	1000 Kgs.	3.50

5.	Labour handling charges in barges/lighters supplied for import Cargo.	1000 Kgs.	10.00
6.	For shifting of Container from one place to another within the Dock Area.	Per Container per each shifting (Load or Empty)	161.00

Notes:

- (1). The handling charges specified for Item Nos.1, 2 and 3 are inclusive of equipment hire charges.
- (2). (i). In case the trailers are supplied by the steamer agents/receivers or his agents(whenever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at item Nos.1,2 & 3 of Schedule of Labour Charges.
- (ii). In case the operation necessitates the deployment of only shore handling equipment and in the event of supply of this equipment by the steamer agents/receivers or his agents (whenever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at items Nos.1, 2 & 3 of Schedule of Labour charges.
- (iii). In case both trailers as well as handling equipment for handling and transportation of import General Cargo including timber logs but excluding containers are supplied by the steamer agents/ receivers or his agents (whenever required), a rebate of 50% shall be given on the rates specified on item Nos. 1,2 & 3 of Schedule of Labour Charges.

4.7.2. Handling charges for containers either for import or export

20' container		40' container		More than 40' container	
Loaded (in ₹)	Empty (in ₹)	Loaded (in ₹)	Empty (in ₹)	Loaded (in ₹)	Empty (in ₹)
160	120	320	240	360	275

4.7.3. Cargo temporarily landed and reshipped by the same vessel:

Description	Unit	Rate (in ₹)
When handled by Port Labour	Per 1000 Kgs.	₹ 16.10 Ps

General Notes to Schedules 4.7.1, 4.7.2. and 4.7.3.

- (1). No charges shall be levied for incidental movements in handling of containers.
- (2). Extra charges shall be levied for the equipment supplied as applicable.
- (3). In case of handling coastal cargo eligible for concessional tariff and for coastal containers involving ship-shore transfer from/quay to/from storage yard, 60% of the rates prescribed in the above Schedules will be levied.
- (4). The Port does not assume custody of the Export Cargo.
- (5). The Port lands import cargo, assumes custody of it, conveys to transit space and sorts for delivery all import cargo including cargo discharged into lighters, except cargo in bulk, live animals not in crates and other cargo for which overside delivery direct from ship is permitted in special cases by the Port and the Customs Authorities.

- (6). In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces.
- (7). In case of Cargo temporarily landed on the quay or into lighters either from a vessel berthed at Quay berth or from a vessel berthed in the moorings, Cargo shall lie at the expenses, risk and responsibility of the ship.
- (8). The charges specified at item No.4 in Section 4.7.1 will not apply for lifts each weighing 5 tonnes and above.
- (9). The charges for shifting of containers either empty or laden shall be payable by ship owner/steamer agent. The tractor-cum-trailer for transporting container shall be supplied by the Ship Owner/Steamer Agent concerned.

4.7.4. Levy of Charges for obtaining services of cargo handling workers from Cargo Handling Division (CHD)

4.7.4.1. Levy on Time Rate Wages

Description	Percentage of Levy on Time Rate Wage
For all Cargo availing services of cargo handling worker from Cargo Handling Division including Thermal Coal availing services of cargo handling worker for wagon unloading	234%

Notes:

- 1. The levy indicated above is in addition to recovery of time rate wages and piece rates payable to workers as per the respective clauses of prevailing wage settlement/ incentive scheme.
- 2. The above levy is payable by the stevedores to the VPT.

4.7.4.2. Special Levy

Particulars	Percentage of special levy on Time Rate Wage
On all cargo availing services of cargo handling worker and also on thermal coal availing services of cargo handling workers for wagon unloading	31%

Note:

The special levy prescribed above will be levied in addition to the levy prescribed in Schedule 4.7.4.1. above for deployment of workers from CHD for handling cargo.

SECTION – 5

CHARGES FOR HIRE OF CRAFT/ EQUIPMENT

5.1. Floating Crane charges:

5.1.1. 150 ton Floating Crane:

Item No.	Weight of package or nature of charge	Unit	Rate (in ₹)	Rate in ₹ for second operation
1.	Upto 50 tonnes.	Per hr. or part thereof	₹ 2001 per hour or part thereof subject to a minimum ₹ 4002/-	₹ 1000.50 per hour or part thereof subject to a minimum of ₹ 2001/-
2.	Over 50 tonnes but not exceeding 60 tonnes.	Per tonne or part thereof	862.50	431.25
3.	Over 60 tonnes.	-do-	1150.00	575.00
4.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the port's ordinary working hours.	Per requisition.	3990.50	--
5.	For detention if the crane is kept idle owing to the lift or lifts not being ready for slinging.	Per hr. or part thereof.	1995.25	--
6.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation.	1426.00	--
7.	Additional charges for use of crane deck as a barge.	Per loaded trip.	2990.00	--
8.	For use of the crane for purpose other than routine landing shipment, and delivery of cargo.	Per hr. or part thereof.	12937.50	--
9.	Placing/removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	- do -	1150.00	--
10.	For use of the crane for purpose of lifting sunken trawlers of FH	Per hour or part thereof	3500.00	--

5.1.2. 60 ton floating crane:

Item No.	Weight of each package or nature of charge	Unit	Rate (in ₹)	Rate in ₹ for second operation
1.	Upto 50 tonnes	Per hour or part thereof	₹ 2001 per hour or part thereof subject to a minimum ₹ 4002/-	₹ 1000.50 per hour or part thereof subject to a minimum of ₹ 2001/-
2.	Over 50 tonnes but not exceeding 60 tonnes.	Per tonne or part thereof	862.50	431.25
3.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the Port's ordinary working hours.	Per requisition	3990.50	--

4.	For detention, if the crane is kept idle owing to the lift or lifts not being ready for slinging.	Per hour or part thereof	1995.25	--
5.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation	575.00	--
6.	Additional charges for use of crane deck as a barge.	Per loaded trip	2990.00	--
7.	Per use of the crane for purposes other than routine landing/shipments and delivery of cargo.	Per hour or part thereof	5692.50	--

NOTES:

- (1). The charge prescribed above includes the charges for haulage and mooring of the crane.
- (2). When requisitioned, full charges shall have to be paid whether the crane is utilised or not, unless 2 hours clear notice is given cancelling the requisition.
- (3). Only one lift at a time shall be slung for discharge or loading. But when two or more lifts made up into one slung are discharged or loaded by the crane, then the cramage charges are recoverable at the rate applicable to the total weight of such a lift. In addition, a penalty shall be levied at the above rates.
- (4). Separate requisitions shall be given for usage of Crane deck as a Barge. The crane deck charges shall be levied from the time of requisition till the time of cancellation of the same. The crane deck however will not be supplied exclusively for use as a barge.
- (5). The hire charges will commence from the time the floating crane is made available to the hirer till it is delivered back to the port authorities. The Floating crane is said to be made available as soon as she commences moving for the purpose of hire till she returns to the base. The waiting period if any for getting the Tugs shall be excluded from the hire period.
- (6). Transshipment or same bottom cargo or ship's gear removed to a workshop for repairs when discharged by a heavy lift crane for subsequent relifting, charges therefor will be levied separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of relifting from the wharf and putting it on board the ship.
- (7). For the purpose of working out the detention period, 15 minutes grace period will be allowed in order to cover trivial delays in making the lifts ready, irrespective of whether two or more lifts are handled consecutively. Such detention will count till the lift is handled.

5.1.3 Charges for use of Harbour Mobile cranes installed by the Private operators.

- (i). For Dry Bulk Cargo:

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal
9500-10499	28.25	16.95
10500-11499	29.91	17.95
11500-12499	31.57	18.94
12500	33.23	19.94
12501-13500	34.89	20.94
13501-14500	36.55	21.93
14501-15500	38.21	22.93

Note:

To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes and for the 2nd thousand tonnes the rate was enhanced to 110% of the base rate. The rate for third thousand tonnes was arrived by enhancing the

base rate by 115%. The same methodology shall also be adopted to calculate the rate beyond 15500 tonne. Likewise, ceiling rates for performance below 9500 tonnes shall be calculated by reducing the base rate accordingly.

(ii). For Break-bulk cargo:

(A). Steel and Bagged Cargo

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal
5000-5999	65.78	39.47
6000	69.24	41.55
6001-7000	72.70	43.63

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 7000 tonne. Likewise, ceiling rates for performance below 5000 tonnes shall be calculated by reducing the base rate accordingly.

(B). Others:

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal
2750-3749	105.31	63.18
3750	110.85	66.51
3751-4750	116.39	69.84

Note: To calculate the incremental ceiling rates as shown above, the base rate was enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 4750 tonne. Likewise, ceiling rates for performance below 2750 tonnes shall be calculated by reducing the base rate accordingly.

Notes:

(i). The formula for calculation of average berth-day out put is s follows:

$$\frac{\text{Total Quantity loaded / unloaded by the HMC}}{\text{Total time taken from vessel commencement to completion}} \times 24 \text{ hours}$$

(ii). According to the average berth-day out put for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from port users for the full quantity of cargo loaded / discharged.

(iii). If one HMC works with another HMC or ELL cranes, the Berth-day out put for the crane will be ascertained on the basis of the quantity as recorded by the HMC's load meter.

(iv). In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by HMC will be determined taking into account cargo loaded/ discharged prior to break- down divided by crane working hours and multiplied by 24.

(v). In case of stoppages of operation of HMC for more than two hours at a stretch for reasons not attributable to the HMC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of HMC for less than 2 hours will not be taken into consideration for the above purpose. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading / unloading operations during working of HMC are required to be certified by the Stevedore of the vessel in the daily vessel performance report.

- (vi). In case shifting of a vessel becomes necessary due to breakdown / non performance of HMC, the shifting charges of the vessel from berth to anchorage will be recovered from the crane operator in addition to a penalty of ₹ 1,00,000/- (Rupees on lakh only). The shifting charges so recovered will be refunded to the vessel's agent while the penalty will be retained by the port.
- (vii). In case of dispute on the average out put the decision of the port trust will be final and binding.

5.2. Towage Charges:

5.2.1. Towage Charges (within port limits):

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	Tug upto 30 Tonne BP	Per hour or part thereof [Subject to minium of two hours]	284.12	7594.50
2.	Tug beyond 30 Tonne BP		568.25	15189.30

NOTES:

- (1). The tug hire charges will be calculated from the time the tug leaves the port jetties to the time it returns to jetties.
- (2). Tugs for stand-by arrangements at the requisition of the party shall be charged @ 70% of rates prescribed in the above schedule.
- (3). The towage charges prescribed in this schedule are for hire of tugs other than for pilotage and shifting operation.

5.3 Mooring boat with gang / pilot launch hire/pilot fee:

Item No.	Description	Unit	Rate (in ₹)
1.	Mooring boat with gang	For first 4 hours or part thereof	361.10
		For every additional hour or part thereof	135.70
2.	Pilot launch	Per movement	2034.00

5.4 Rates for the services for Pilot and Pilot launches provided for shifting of barges, loaded barges / empty barge "dredger" etc) from dredging in the Inner Harbour to dumping ground.

Item No.	Description	Rate per movement (in ₹)
1.	Hire charges for Pilot launch for movement of loaded barge from Inner Harbour to designated area (OH)	₹ 2034.00
2.	Hire charges for Pilot launch for completion of movement of empty barge to designated dredging area in the Inner Harbour	₹ 2034.00

5.5 Electrical crane charges (for other usage viz. cargo handling from/to barges, non-cargo operations) when not recovered under berth hire

Item No.	Description	Unit	Rate (in ₹)	Minimum Charges (in ₹)
1.	10 tonnes Electrical quay crane	Per hour or part thereof	414.00	828.00
2.	15 tonnes Electrical quay crane	Per hour or part thereof	2800.00	5600.00
3.	20 tonnes Electrical quay crane	Per hour or part thereof	3150.00	6300.00

Notes:

- (1). These charges cover only the charges for working of the cranes. Slings and unslings and moving the loads within the reach of the crane shall be the responsibility of the hirer.
- (2). For the purpose of calculation of these charges, intermittent break down of the equipments on account of the port are excluded.

5.6 Mobile crane charges:

Item No.	Description	Unit	Rate (in ₹)	Minimum Charges (in ₹)
1	Mobile crane (capacity upto 45 tonnes)	Per hour or part thereof	488.75	977.50
2	Mobile crane (capacity 75 tonnes)	Per hour or part thereof	1207.50	2415.00

5.7 Fork lift truck/ top lift carrier charges:

Item No.	Description	Unit	Rate (in ₹)
1.	Forklift trucks up to and inclusive of 5000 kgs.	Per shift of Eight hours or part thereof	2172.00
2.	10 Ton and 12 ton diesel forklift truck	Per shift of Eight hours or part thereof	5000.00

5.8 In motion wagon weigh bridge (100 tonne)

Charge for use of 100 tonne capacity pit less in motion weigh bridge at ₹ 10/- per wagon of 8 wheels.

SECTION – 6

CHARGES FOR LICENCE (STORAGE) FEE

Item No.	Description	Unit	Rate (in ₹)	Penal Rate (in ₹)
1.	License fee for sheds: Transit sheds and storage sheds, warehouses and all covered spaces including warehouse behind G.C.B.	Per 100 Sq.Mtrs.	1115.85 per week or part thereof	2231.70

2.	License fee for Open Space	Per 100 Sq.Mtrs.	115.35 for first week or part thereof and ₹ 90.55 for next week or part thereof and onwards	181.10
3.	License fee for 1 st Floor of T-2 Shed	Per 100 Sq.Mtrs.	625.00 per week or part thereof	1250.00

Notes:

- (1). Applications for allotment/renewal of storage spaces shall be made in advance and charges shall be paid in advance. However, if there is delay in receipt of the application or payment of port charges for renewals, the same shall be condemned for maximum period of one week without interest for the belated payment. Occupation without valid license is treated as unauthorized occupations and charges at double the rates are levied.
- (2). Occupations shall be treated as unauthorized occupation when the cargo is stacked without allotment or when the areas are not vacated even after serving 15 days advance notice. In such event license fee shall be collected at five times the prescribed rate.

SECTION – 7

CHARGES FOR OTHER SERVICES

7.1. Charges for supply of water to vessels:

Item No.	Description	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in ₹)
1.	Supply of water to vessels at Shore.	Per 1000 Ltrs. or part thereof	3.241 [Subject to minimum of 16.205 US \$]	86.65 (Subject to a minimum of ₹ 433.15)
2.	Supply of water to vessels by Barge.	Per 1000 Ltrs. or part thereof	4.182 [Subject to minimum of 20.912 US \$]	111.80 (Subject to a minimum of ₹ 559.00)

Notes:

1. The trade is permitted to make their own arrangements for supply of water for vessels at berths in the northern arm (EQ.1 to EQ.4, WQ.1 to WQ.3)
2. Service charges equivalent to 50% of the charges prescribed for supply of water will be levied on the water requisitioned and not taken by the vessel provided the quantity not taken is more than 10% of the quantity requisitioned by the vessel. The charges for supply of water at mooring will include the services of water barges and hoses.

7.2. Fire float charges:

Item No	Description	Unit	Rate	Minimum Charges
			[in ₹]	[in ₹]
1.	For salvage and other purposes.	Per hour	693.56	2080.70
2	For stand by duties.	Per hour	347.05	1387.00

7.3 Fire tender charges:

Item	Description	Unit	Rate (in ₹)
1.	Fire Tender [All types of fire tenders]	Per hour	600.00

Notes:

- (1). No charges will be levied for fighting fires in ships lying in the port limits.
- (2). These charges are inclusive staff charges and their overtime.

7.4 Trail or Pump

Item	Description	Unit	Rate (in ₹)
1.	For all types of Pumps	Per hour	300.00

7.5 Miscellaneous charges:

Item	Description	Unit	Rate (in ₹)
1.	Yokohama fenders	Per day or part thereof	1064.00
2.	Pollution control charges including sprinkling and sweeping [Except cargoes handled by mechanical system i.e. Iron Ore, Pellets, Aluminium & cargoes at Fertiliser berth]		
	For Dry bulk	Per Tonne or part thereof	1.50
	For Break Bulk	Per Tonne or part thereof	0.50
3.	60 Ton Road Weighbridge		
	Per Truck [Loaded or Empty]		11.50
	Per Trailor [Empty]		11.50
	Per Trailor [Loaded]		23.00
4.	Shifting of fenders	Per shifting	10,000.00
5.	Levy on Bunkers supplied through bunker Barges / Vessels	Per K.L	6.00
6.	Duplicate copy of bills	Each copy	50.00
7.	Certificate of payment / weighment	Each certificate	50.00
8.	Amendment copy	Each amendment	50.00
9.	Scale of rates	Each Floppy/ Compact Disk/ Hard copy	100.00
10.	Supply of Berthing Programme		
	Without postage at TM's office	Per copy per year	1000.00
	With postage	Per copy per year	3000.00
	Additional copy	Per copy per year	250.00

7.6. Dry docking charges:

7.6.1.1 For use of Dry dock at Visakhapatnam Port Trust Inner Harbour:

Item	Description	Unit	Foreign going vessels in US \$	Coastal vessels in (₹)
1.	On the 1 st day to 14 th day	Per day	995.13	27,967.00
2.	From 15 th to 30 th day	-do-	1492.21	41,937.00
3.	From 31 st day onwards	-do-	1990.25	55,934.00

Notes :

- (1). The above charges include shipwright and pumping charges but do not include charges for supply of fresh water, cranes, electric lights and other facilities.

- (2). Time is reckoned from the moment any part of the vessel passes the gate line when entering to the moment the whole vessel is clear of the gate line or leaving the deck.
- (3). Day means a period of 24 hours or part thereof calculated from the time fixed in Note.2.
- (4). The VPT may at its discretion permit the use of the Dry Dock for more than one vessel at the same time. On such occasions, the Dock charges of a vessel, which has completed her repairs earlier than the other vessel or vessels, and whose undocking is delayed, due to the non-completion of the repair to the latter, will be levied upto the end of the day on which the work on that vessel is completed. The time between the completion of work or a particular vessel and the final undocking of all the vessels will be treated as 'Dies-non'.
- (5). When the Dock is used simultaneously by two or more crafts belonging to Private parties or to the other Departments of Government or belonging to the Port the total charges may be charged proportionately, the proportion being decided by the VPT on the basis of floor area occupied subject to a limit of not less than half the charges prescribed for each vessel. The decision of the VPT in the apportionment of charges shall be final.

7.6.1.2 Dock Block Preparation Charges:

(in ₹ per vessel)

Sl. No.	Description	Unit rate	Length of vessel upto 50 mtrs.	Length of vessel above 50 mtrs. upto 100 mtrs.	Length of vessel above 100 mtrs.
(i).	Flat Bottom vessels	Composite rate	70,000/-	87,500/-	1,05,000/-
(ii).	Shaped vessels		1,20,000/-	1,60,000/-	2,00,000/-

Notes:

The dock block preparation charges include all cost involved including materials for preparation of Keel Blocks. The above charges do not include preparation of Bilge Blocks for which the materials are required to be supplied by the vessel owner.

7.6.1.3. Composite Docking and Undocking charges:

- (i). The Composite Docking and Undocking charges will be levied at US\$ 2117.95 per foreign going vessel and ₹ 59,523/- per coastal vessel.
- (ii). In case of 2nd Docking, a rate of US\$ 767.22 per foreign going vessel and ₹ 21,562/- per coastal vessel will be levied.

7.6.1.4 Block Shifting Charges:

Block Shifting Charges will be levied on actuals.

7.6.2. Visakhapatnam fishing harbour:

7.6.2.1. Consolidated charges for mechanized fishing boats/Trawlers (Mini & Big)

Sl. No.	Particulars	Unit	Frequency of Payment	Rate per month (in ₹)
1.	Mechanised Fishing Boat	Per Boat	Per Calender month	200.00
2.	Fishing Trawler [Mini] Upto 14 NRT	Per Trawler	Per Calender month	1500.00
3.	Fishing Trawlers [Big] Above 14 NRT	Per Trawler	Per Calender month	3000.00

Notes:

- (1). The above consolidated charges are inclusive of port dues, berth hire and wharfage.
- (2). The consolidated charges are collected irrespective of stayal of days at Fishing harbour during the Calender Month.
- (3). For Government Survey/ Training Vessels i.e. CIFNET, FSI & CIFT involved/deployed for scientific survey of marine resources and training operations the Berth hire as specified below is applicable and no Port dues and Wharfage charges are charged on the three Government Survey/Training vessels.

Sl. No.	Particulars	Unit	Berth Hire per day (in ₹)
1.	Fishing Trawler [Mini] Upto 14 NRT	Per Day or part thereof per Trawler	67.64
2.	Fishing Trawlers [Big] Above 14 NRT	Per Day or part thereof per Trawler	101.57

- (4). Fishing Trawlers/Boats which are involved for the activities other than fishing, shall not be entitled for the charges applicable for Fishing Boats/Trawlers.

7.6.2.2 Schedule of pilotage fees:

“If mechanised fishing boats / fishing trawlers (Mini or Big) require the services of port’s pilot for towing, then a consolidated pilotage fees of US\$ 472.50 for foreign-going vessel and ₹ 12629.90 for coastal vessels shall be levied”.

7.6.2.3 Schedule of shifting charges for fishing trawlers [mini or big] with the usage of tug:

Sl. No.	Particulars	Unit	Foreign going vessels (in US \$)	Coastal vessels (in ₹)
1.	Fishing Trawler [Mini] Upto 14 NRT	For each operation	4.75	126.95
2.	Fishing Trawlers [Big] Above 14 NRT	For each operation	13.30	355.50

General Notes relating to shifting charges:

- (1). “**Shifting**” shall mean movement of Fishing trawlers [Min or Big] within the same harbour or from inner harbour to outer harbour or vice versa.
- (2). Shifting charges includes charges for mooring and unmooring operations with use of tugs.

7.6.2.4 Slipping in and slipping out charges of the mechanised fishing boats / fishing trawlers [mini and big]

Sl. No.	Particulars	Rate [in ₹] For both operations
1.	Mechanised fishing boat	2,800.00
2.	Fishing Trawler [Mini] Upto 14 NRT	11,000.00
3.	Fishing Trawlers [Big] Above 14 NRT	28,000.00

7.6.2.5 Slipway repair berth hire charges for slipway complex including approach jetties to slipway complex and fishing harbour dry dock

Sl. No.	Particulars	Rate per day [in ₹]
1.	Mechanised fishing boat	[i] For 1 st Day ₹ 300.00 [ii] From 2 nd Day onwards ₹ 150.00
2.	Fishing Trawler [Mini] Upto 14 NRT	550.00
3.	Fishing Trawlers [Big] Above 14 NRT	1200.00

Note: The charges for all types of services at slipway complex shall be deposited in advance.

7.6.2.6. Docking and undocking charges for dry dock at fisheries harbour

Docking and undocking charges for both operations ₹ 44,000/- per day.

7.6.2.7. Dry docking charges for dry dock at fishing harbour.

(i).	For first day	₹ 16,000/- per day
(ii).	From 2 nd day to 10 th day	₹ 13,000/- per day
(iii).	From 11 th day to 20 th day	₹ 16,000/- per day
(iv).	From 21 st day to 30 th day	₹ 26,000/- per day
(v).	From 31 st day to 37 th day	₹ 46,000/- per day
(vi).	From 38 th day to 44 th day	₹ 56,000/- per day
(vii).	From 45 th day to 51 st day	₹ 66,000/- per day
(viii).	From 52 nd day to 58 th day	₹ 76,000/- per day
(ix).	From 59 th day onwards	₹ 86,000/- per day

Notes:

- (1). The above rates as at 7.6.2.6 and 7.6.2.7 are applicable for trawlers of 125 tonnes and more capacity.
- (2). Trawlers of less than 125 tons. Capacity are to be charged at a consolidated amount of ₹ 50,000/- plus actual charges of slipway as at item 7.6.2.4 & 7.6.2.5 for the trawlers less than 125 ton capacity using dry dock.
- (3). The rates are applicable to each trawler irrespective of the number of trawlers in the dry dock.
- (4). The above rates at 7.6.2.4 to 7.6.2.7 will become double in respect of vessels other than fishing vessels i.e. Mechanised fishing boats and Fishing Trawlers.

7.6.2.8 Levy on bunkers:

Nomenclature	Unit	RATE [in ₹]
Levy on bunkers to fishing trawlers / mechanised fishing boats	Per litre	0.04

7.6.2.9 Charges for disposal of oil bilge:

Sl. No.	Description	Unit	Rate (in ₹)
1.	Disposal of Oil bilge residues from ships		
	a) Hire charges for Fixed Oil Boom	Per ship per shift of 8 hours	2944.00
	b) Hire charges for Floating Oil Boom	or part thereof	7590.00

SECTION- 8**CHARGES FOR ISSUAL OF LICENCE:**

(Rate in ₹)

SI No.	Particulars	Rate per license		
		Duration	Fresh	Renewal
1.	Stevedoring	2 years	5175.00	5175.00
2.	Ship repairing	1 year	2415.00	2415.00
3.	Chipping and painting	1 year	1265.00	1265.00
4.	Ship Chandelling	1 year	517.50	517.50
5.	Other trader licenses	1 year	345.00	345.00
6	Co-opering license	1 year	100.00	100.00
7	Fresh water issue licence	1 year	5000.00	5000.00

Note: Late fee of ₹ 100.00 shall be levied if the application for renewal is not received before one month of the expiry of the licence.
