

SCALE OF RATES
(As on 5 September 2002 G. No.- 178)

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). **“Overdimensional Container”** shall mean a containers carrying over dimensional cargo beyond the normal size of standard containers 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, State Bank of India or its subsidiary or any other Public Sector Bank as may be specified from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
- (b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian rupees based on the market buying rate 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). 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 13.5%. 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.
- (vii). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

- (viii). 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.

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	0.22	7.48	The due is payable on each entry into the port
	(b). Container Vessels	0.17	5.78	
	(c). Car Carrier Vessels (Ro-Ro)	0.11	3.74	
2.	Vessels of 10 tonne and upward other than those covered above (except fishing boats)	0.17	7.48	-do-
3.	Tug boats and river boats whether propelled by steam or diesel or other mechanical means	0.17	7.48	-do-
4.	Off-shore vessels	-	1.50	-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 3/4 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.)	1/2 of the Port dues as prescribed in the MbPT Scale of Rates from time to time.	Once in the same month or as may be prescribed in the MbPT Scale of Rates from time to time.

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.	Upto 10,000 GRT	0.42	14.28
2.	10,001 - 15,000 GRT	0.42	14.28
3.	15,001 - 30,000 GRT	0.42	14.28
4.	30,001 - 60,000 GRT	0.42	14.28
5.	60,001 - 1,00,000 GRT	0.44	14.96
6.	1,00,001 GRT and above	0.49	16.66

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 inward, outward operations and one shifting at the request of users within the same terminal for each entry into the port.
- (2). The minimum charges under the schedule for each visit to the Port shall be US\$300 for Foreign-going vessels and Rs. 10197.60 for Coastal vessels.
- (3). Vessels requisitioning pilot's services for shifting from one berth to another shall be charged 20 per cent of the prescribed charges for the second and subsequent shifting in addition to the rates prescribed in the schedule.
- (4). Vessels requisitioning pilot's services for shifting to Nhava Jetty, Bombay Port Limits, Anchorage Berth or anywhere within the JNP limits, except mentioned in (iii) above, shall be charged 50 per cent of the prescribed charges for each shifting in addition to the rates prescribed in the schedule.
- (5). 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.

(6). 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 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 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 the 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.

B. 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

C. CANCELLATION CHARGES AND DETENTION CHARGES FOR PILOTS:

Sl. No.	Description	Rate	
		Foreign-going Vessels	Coastal Vessels
		(in US\$)	(in Rs.)
1.	Cancellation of requisition for the services of Pilot with less than four hours notice	100.00	3399.20
2.	Detention of Pilot for more than 30 minutes beyond the time for which the requisition is made		
	(a). For the 1 st hour	100.00	3399.20
	(b). For subsequent hour or part thereof	50.00	1699.60

D. 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	0.14	4.76
Note: The minimum charges for each visit to the port shall be US\$ 200 in case of Foreign-going vessels and Rs. 6798.40 in case of Coastal vessels.			

2.3. SCHEDULE OF BERTH HIRE CHARGES:

Sl. No.	Description	Rate per GRT per shift of 8 hours or part thereof	
		Foreign-going Vessels (in US\$)	Coastal Vessels (in Rs.)
1.	For occupying JNPT Berth:		
	(a). Container Berth	0.047	1.60
	(b). Bulk Berth (BB1 & BB2)	0.047	1.60
	(c). Multipurpose Berth (BB3 & BB4)	0.047	1.60
	(d). Landing Jetty	0.047	1.60
2.	For occupying Anchorage Berth	0.023	0.78

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\$	4.00
2.	Coastal Vessel	Rs.	135.97
3.	ONGC Supply Vessels	Rs.	135.97

Notes:

- (1). A composite berth hire charge shall be levied, at the rate of US\$ 2.33 per shift of 8 hours or part thereof in respect of foreign-going boat/barge or a country craft and at the rate of Rs. 79.20 per shift of 8 hours 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.200 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	0.06	2.04
2.	above 6 hours but upto 12 hours	0.18	6.12
3.	above 12 hours but upto 18 hours	0.36	12.24
4.	above 18 hours per day or part of thereof	0.48	16.32

- (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 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.
- (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 8-hours 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 8 hours.

CHAPTER – III

CHARGES FOR SERVICES RENDERED TO CONTAINERS AND CONTAINERISED CARGO

3.1. 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 containers 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:

Sl. No.	Description	Rate per TEU (in Rs.)	
		Loaded	Empty
1.	From Ship to Container yard or vice versa	2600.00	2100.00
2.	From container yard to container Freight Station or vice versa	925.00	925.00
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	1300.00	1300.00
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	400.00	400.00

B. REEFER CONTAINERS:

Sl. No.	Description	Rate per TEU (in Rs.)	
		Loaded	Empty
1.	From Ship to Container yard or vice versa	2600.00	2100.00
2.	From container yard to container Freight Station or vice versa	925.00	925.00
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	1300.00	1300.00
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	400.00	400.00

C. HAZARDOUS CONTAINERS:

Sl. No.	Description	Rate per TEU (in Rs.)	
		Loaded	Empty
1.	From Ship to Container yard or vice versa	3000.00	-
2.	From container yard to container Freight Station or vice versa	1000.00	-
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	1500.00	-
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	500.00	-

D. TRANSHIPMENT CONTAINERS:

Sl. No.	Description	Rate per TEU (in Rs.)	
		Loaded	Empty
1.	1 – 3000 TEUs	3000.00	2600.00
2.	3001 – 6000 TEUs	2800.00	2400.00
3.	6001 – 9000 TEUs	2600.00	2200.00
4.	Thereafter	2400.00	2000.00

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.

E. OVER DIMENSIONAL CARGO CONTIANER:

Sl. No.	Description	Rate per TEU (in Rs.)	
		Loaded	Empty
1.	From Ship to Container yard or vice versa	5200.00	4200.00
2.	From container yard to container Freight Station or vice versa	1850.00	1850.00
3.	From Container Yard to Railway flat or vice versa (ICD Container Rail only)	2600.00	2600.00
4.	From Container Yard to Truck or vice versa (direct delivery and export intake).	800.00	800.00

F. SHUTOUT CONTAINERS:

Sl. No.	Description	Rate per TEU	
		Foreign-going vessels	Coastal vessels
1.	Shutout Charges	\$ 41.19	Rs. 2000.00
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.	Rs. 1500.00	Rs. 1500.00

G. REEFER MONITORING AND CONNECTION:

Sl. No.	Description	Rate per TEU (in Rs.)			
		Foreign-going vessels (in US\$)		Coastal vessels (in Rs.)	
		Loaded	Empty	Loaded	Empty
1.	Additional charges per 8 hours or part thereof for electricity consumption and monitoring of reefer containers	8.24	8.24	400.00	400.00

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.)	
		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.	1700.00	1700.00
2.	Additional service charges for stacking containers in designated yard for custom examination or for any other purpose by prior arrangement.	200.00	200.00

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.)	
		Loaded	Empty
1.	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	600.00	600.00
		800.00	800.00
2.	If the Port user employs his own Tractor Trailer (T.T.) for transporting containers from Quay to container yard or Container yard to quay - Upto 20' in length - Over 20' in length	300.00	300.00
		450.00	450.00
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	250.00	250.00
		375.00	375.00

4. If the Port user provides lashing/unlashing gang for lashing operations of containers, then a rebate of Rs. 30 per container in handling charges shall be allowed. The rebate shall be limited to the number of containers actually lashed.
5. 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 percent
 - More than 1200 TEUs but upto 1500 3 percent
 - More than 1500 TEUs but upto 1800 4 percent
 - More than 1800 TEUs but upto 2200 5 percent
 - More than 2200 TEUs but upto 2600 6 percent
 - More than 2600 TEUs 7 percent
6. 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 \$)	
		Upto 20' in length	Over 20' to upto 40' in length
1.	Non-ICD Import & export - loaded		
	First 3 days	Free	Free
	4-15 days	3.25	6.50
	16-30 days	6.50	13.00
	Thereafter	13.00	26.00
2.	Non ICD Import & export - empty		
	First 3 days	Free	Free
	4-15 days	2.86	5.72
	16-30 days	5.72	11.44
	Thereafter	11.44	22.88
3.	ICD Import & export - loaded - moved by road		
	First 7 days	Free	Free
	8-15 days	3.25	6.50
	16-30 days	6.50	13.00
	Thereafter	13.00	26.00
4.	ICD Import & export - empty - moved by road		
	First 3 days	Free	Free
	4-15 days	3.25	6.50
	16-30 days	6.50	13.00
	Thereafter	13.00	26.00
5.	ICD Import & Export -loaded or empty - moved by Rail		
	First 15 days	Free	Free
	16-30 days	2.86	5.72
	31-45 days	5.72	11.44
	Thereafter	11.44	22.88
6.	Transshipment - loaded		
	First 30 days	Free	Free
	31-45 days	3.25	6.50
	Thereafter	6.50	13.00

Sl. No.	Particulars	Rate per container per day or part thereof (In US \$)	
		Upto 20' in length	Over 20' to upto 40' in length
7.	Transshipment - empty		
	First 15 days	Free	Free
	16-30 days	3.25	3.25
	31-45 days	6.50	13.00
	Thereafter	13.00	26.00
8.	Shutout – loaded & empty		
	1-15 days	3.25	6.50
	16-30 days	6.50	13.00
	Thereafter	13.00	26.00
9.	Back to Town - loaded & empty		
	First 3 days	Free	Free
	4-15 days	3.25	6.50
	16-30 days	6.50	13.00
	Thereafter	13.00	26.00

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.
- (2). Transshipment containers subsequently changing the mode of dispatch locally or to the container freight station for destuffing/stuffing shall loose 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 from container yard to ICD yard.
- (4). 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.
- (5). 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.
- (6). Over high and over dimensional containers shall attract thrice the normal applicable charges.
- (7). Reefer and hazardous containers shall attract 1.5 times the normal applicable charges.
- (8). 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.
- (9). 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.

- (10). 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,
 - (a). the Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and
 - (b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
 - (iii). The container Agent /MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
 - (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

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	61.78	3000.00
Without placing it on the quay	24.71	1200.00

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

B. SHIFTING OF CONTAINERS FROM ONE HATCH TO ANOTHER HATCH OR WITHIN THE SAME HATCH:

Description	Rate per TEU (in US \$)			
	Foreign-going vessels (in US\$)		Coastal vessels (in Rs.)	
	Loaded	Empty	Loaded	Empty
(a). Hatch to hatch shifting (involving 1 move only)	20.59	20.59	1000.00	1000.00
(b). Other than (a) mentioned above	82.37	82.37	4000.00	4000.00

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	30.00
Warehouse rental charges from 6 th day till 20 th day (both days inclusive) after the date of confirmation of sale of the uncleared cargo. First 5 working days are free.	90.00
Warehouse rental charges from 21 st day onwards after the date of confirmation of sale of the uncleared cargo.	120.00

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

A. PROCEDURE FOR HANDLING TRANSHIPMENT (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 thses 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 transhipment container handling charges as per the JNPT Scale of Rates will be charges to the Line by the JNPT.
 - For the same container the NSICT will charge 50% of the transhipment 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 transhipment 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. 1300/- (for 20') and Rs. 1950/- (for 40') towards inter-terminal transfer.

CHAPTER - IV

CHARGES FOR DRY BULK CARGO

4.1. WHARFAGE AND HANDLING CHARGES:

Sl. No.	Description of cargo	Wharfage	Handling
		Rate per metric tonne (in Rs.)	
1.	Finished Fertilizers (DAP, MOP, Urea KCL, NPK etc.)	70.00	185.00
2.	Fertilizer raw material (Rock, phosphate, Sulphur etc.)	50.00	155.00
3.	Foodgrains (Wheat, Rice, Maize, Chick Peas etc.)	35.00	220.00

The volume discounts for handling finished fertiliser and fertiliser raw material discharged using the bulk cargo handling system will be as detailed below:

- (i). A discount of 10% on the handling and wharfage charges will be given on the first 50,000 MT.
- (ii). Another 10% rebate on the rate allowed for the first 50,000 MT on the volume in excess of 50,000 MT.
- (iii). When the total volume of imports exceed 1,00,000 MT, refund shall be calculated by charging the rate leviable for quantities in excess of 50,000 MT even for the first 50,000 MT quantity.
- (iv). The actual handling and wharfage charges leviable on different quantities of fertilisers and fertilisers raw material will be as given below:

Total quantity handled		Total charges (Handling & Wharfage) applicable
(i).	Quantity of fertilisers upto 50,000 MT	Rs.229.50 per MT
(ii).	Quantity of fertilisers in excess of 50,000 MT	Rs.206.56 per MT on the remaining quantity
(iii).	Quantity of fertilisers handled crossing 1,00,000 MT	Rs.206.56 per MT on the entire quantity
(iv).	Quantity of fertiliser raw materials in excess of 50,000 MT	Rs.184.50 MT
(v).	Quantity of fertiliser raw material in excess of 50,000 MT	Rs.166.05 per MT for the remaining quantity
(vi).	Quantity of fertiliser raw material handled crossing 1,00,000 MT	Rs.166.05 per MT on the entire quantity handled

Notes:

- (1). Charges under this section will be based on quantity manifested.
- (2). 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 the applicable rate shall be levied.
- (3). In respect of vessels carrying on loading and unloading operation of cargo at anchorage berth, wharfage charges at the rate of 50 per cent of the applicable rate shall be charged.

- (4). Cargo said to have been discharged can be assessed only after completion of dispatch. If cargo discharged is found to be in excess of the manifested quantity, the consignee shall file additional manifest and pay wharfage/handling charges accordingly.
- (5). The handling charges cover all operation of the import cycle from the stage of receiving the cargo from the vessel by mechanized system upto the delivery point. The mechanized handling system comprises of Grab and Continuous unloaders, Integrated Conveyor system and other sophisticated handling equipments.
- (6). The material to be handled must be free flowing in nature. The port reserves the right to refuse to handling of cargo in case the same is found weather affected, caked and hardened and hence not suitable for mechanical discharge.
- (7). In case of caked and hardened cargo it will be the responsibility of the importer/ship owner to loosen the cargo by deploying suitable equipment or manpower as the case may be.
- (8). If the mechanical handling plant goes out of order due to choking or cogging of the equipment and system, arising out of wet or bad quality of cargo, the cost of putting the plant back into operation will be recovered from the Importer, Owner or Agent of the vessel, whose cargo is being handled, by mechanical handling system.
- (9). The quantity said to have been discharged will be delivered in full. The JNPT will not be held responsible for any vessel shortage as may be revealed on completion of the delivery.
- (10). JNPT will not be held responsible for any delay in completion of vessel discharge operation due to unforeseen break-downs of the plant or any other force majeure causes beyond the control of the Port. However, for such periods of stoppage of operations, no berth hire shall be levied.
- (11). In case of exigencies, JNPT will carry out manual discharge operation with approved stevedores at no extra cost to the importer.
- (12). Clearing and Forwarding agents shall submit Delivery Order and custom clearance before effective delivery of cargo.

4.2. BAGGING CHARGES:

Sl. No.	Description of cargo	Rate in metric tonne (in Rs.)	
		50 Kg. bags	100 Kg. bags
1.	Finished Fertilisers and Foodgrains	100.00	120.00

Notes:

- (1). Bagging charges shall comprises of reclaiming the cargo from bulk storage shed, conveying the reclaimed bulk cargo to the bagging bins, standardisation, bagging and stitching and conveying the bagged cargo upto the wagon loading platform.
- (2). Stacking of bagged cargo on the wagon loading platform and subsequent loading to the wagons will be the responsibility of consignee who avails the mechanical bagging facility.
- (3). The bagging charges shall be paid in advance and the amount will be adjusted against the actual quantity bagged and transported by the mechanized system.
- (4). The Port does not guarantee the quantity of cargo to be bagged by the mechanized system. Hence the importer must organize simultaneous manual bagging through the Clearing and Forwarding

Agents or any other stevedores to ensure speedy dispatch and clearance of cargo within the free period.

- (5). Port will not be held responsible for any loss of cargo due to poor quality of bags or threads thus supplied by the consignee. However Port will take all reasonable care to minimise such losses.
- (6). Bags of suitable quality and size duly stenciled and stitching threads shall be supplied by the importer in planned and phased manner to maintain continuity of mechanized bagging operation.
- (7). All cargo manually bagged will attract an additional service charges at the rate of Rs.10 per metric tonne.

4.3. DWELL TIME CHARGES FOR STORAGE IN THE PORT PREMISES:

Sl. No.	Description	Rate per metric tonne per day or part thereof (in Rs.)
1.	First 12 days following the day of completion of vessel discharge for vessels carrying less than 35000 MT as per manifest.	Nil
2.	First 14 days following the day of completion of vessel discharge for vessels carrying 35000 MT and above as per manifest.	Nil
3.	For next 5 days	15.00
4.	For next 10 days	25.00
5.	For next 30 days	40.00
6.	Thereafter	60.00

Notes:

- (1). Dwell time charges leviable under this section shall be levied on the actual quantity delivered.
- (2). All charges shall be paid in advance before taking delivery of the cargo.
- (3). A day comprises of 3 shifts commencing at 0700 Hrs. and ending at 0700 Hrs. of next day.

- (2). Definition of Over Dimensional cargo shall not apply to steel pipes/coils slabs.
- (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.

5.3. 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.	Import 1-7 days 8-14 days 15 - 21 days Thereafter	 Nil 8.00 16.00 32.00
2.	Export 1 - 15 days Thereafter	 Nil 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.

5.4. WEIGHING CHARGES:

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

5.5. STORAGE CHARGES ON EXPORT CARGO STORED IN COVERED SHEDS AT THE BULK TERMINAL:

- (i). Storage charges for export cargo will be Rs.312.50 per 10 sq. meters or part thereof per week or part thereof.
- (ii). In case the reservation of space is for 400 sq. meters and above, the storage charges will be Rs.250/- per 10 sq. meter or part thereof per week or part thereof.
- (iii).
 - (a). The reservation of space will be for a minimum period of 4 weeks on payment of storage charges in advance.
 - (b). The allottee will be eligible for extension of the allotment subject to the condition that storage charges will be paid in advance.
 - (c). In the case of areas allotted for a period longer than 4 weeks, the allottee shall give at least 4 weeks' notice to withdraw his reservation.
- (iv). For the purpose of this charge, 'week' shall mean seven consecutive calendar days.

CHAPTER - VI

CHARGES FOR LIQUID CARGO

6.1. WHARFAGE CHARGES:

Sl. No.	Classification	Rate per metric tonne (in Rs.)
1.	Phosphoric Acid/Acetic Acid/ Other Acids	85.00
2.	Class 'A' Chemicals (including Naptha)	67.50
3.	Class 'B' and 'C' Chemicals	85.00
4.	Molasses	35.00
5.	POL and POL Products	
	(a). Crude Oil	37.50
	(b). Kerosene/Light diesel oil	27.50
	(c). All other POL products	42.50
6.	Mono Ethyl Glycol (M.E.G.)	85.00
7.	Edible Oil	45.00
8.	Unenumerated liquids/Chemicals	105.00

Notes:

- (1). Class 'A' chemicals are those, which have 'flash point' below 23⁰C. Class 'B' chemicals are those which have flash point within the range of 23⁰C to 65⁰C. Class 'C' chemicals are those which have flash point 65⁰C and above.
- (2). JNPT will provide only wharf facilities. Pumping in/out through pipelines shall be arranged by importers/exporters through tank farm operators registered with the JNPT.
- (3). Handling of liquid bulk cargo will normally be permitted through pipelines only.
- (4). In addition to the wharfage charges, a special charge of Rs.15/- per Metric Tonne shall be paid for import/export of class 'A' chemicals (including Naptha) when handled at BB3 and BB4 berths when adjacent berth is required to be kept vacant.

CHAPTER - VII

CHARGES ON MOTOR VEHICLES OR ANY OTHER EQUIOPMENTS PASSING THROUGH THE PORT

7.1. STEVEDORING CHARGES:

Sl. No.	Item	Rate per vehicle/equipment (in Rs.)
1.	Import/Export	35.00
2.	Transhipment	40.00

7.2. WHARFAGE CHARGES:

Sl. No.	Item	Rate as a % of the following
1.	Import	0.50 of the CIF Value
2.	Export	0.50 of the FOB Value
3.	Transhipment	0.65 of the CIF/FOB Value

7.3. 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/transhipment 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.

7.4. 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 - VIII

MISCELLANEOUS CHARGES

8.1. 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.

8.2. 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

8.3. 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

8.4. 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.

8.5. 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 - IX
ESTATE RELATED CHARGES

9.1. 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 agencies, 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
3.	License Fee for open space allotted to: (A). All lessees other than Government Dept. (a). Developed Space: (i). Inside Port area (ii). Outside Port area (b). Undeveloped Space: (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). Developed Space (i). Inside Port area (ii). Outside Port area (b). Undeveloped Space (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	Per flat per month or part thereof 1300.00 2000.00 2600.00 2800.00 3700.00 4800.00

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 are as prescribed in the Scale of Rates notified on 19 March 1997 and shall be increased by 5 percent every year as per the existing terms and conditions.
- (4). The rate of license fees mentioned at items 2 & 3 above are as prescribed in the Scale of Rates notified on 19 March 1997 and shall be increased by 5 per cent every year as per the existing terms and conditions.
- (5). The JNPT shall have an option to re-fix the base of lease every five years.

9.2. 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 fro 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 1st April 1998 and every two year thereafter.

9.3. 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 including 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 III shall not apply to JNPT employees and CISF employees.

9.4. 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.

FURTHER ORDERS