

## **Mormugao Port Trust**

### **SCALE OF RATES as on 27-11-06 Gazette No. - 175**

#### **1.1. Definitions – General.**

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

- (i). **"Coastal Vessel"** shall mean any vessel exclusively employed in trading between any Port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.
- (ii). **"Cold Move"** shall mean movement without the power of the engine of the vessel.
- (iii). **"Combination Loading"** denotes loading of vessel primarily at berth No.9 (MOHP) and then uptooping in stream.
- (iv). **"Foreign-going Vessel"** shall mean any vessel other than Coastal vessel.
- (v). **"Stream Loading"** denotes loading of vessel exclusively at places other than at berths.

#### **1.2. General Terms & Conditions.**

- (i). The status of the vessel, as borne out by its certification by the Customs or the 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.
- (ii).
  - (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.
- (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 associates 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. For this purpose, 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 shall be applied for conversion of dollar denominated charges.

- (iv). 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 more than thirty days. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of the review.
- (v).
  - (a). The vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
  - (b). The cargo / container related charges for all coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pellets, should not exceed 60% of the normal cargo / container related charges.
  - (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.
  - (d). In case of container related charges, the concession will be applicable on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
  - (e). In case container / cargo from foreign port lands at MOPT for subsequent transshipment to an Indian Port on coastal voyages, 50% of the transshipment rate prescribed for foreign going and 50% of that prescribed for coastal leg shall be levied.
- (vi). Interest on delayed payments / refunds:
  - (a). The user shall pay penal interest at the rate of 13% per annum on delayed payments under this Scale of Rates. Likewise, the MOPT shall pay penal interest at the rate of 13% per annum on delayed refunds.
  - (b). 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.
  - (c). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the MOPT. 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 the bill.
- (viii).
  - (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The MOPT may, if they so desire, charge lower rates and/or allow higher rebates and discounts.
  - (b). The port may also, if they so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.
  - (c). The ports should notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
- (ix). Port dues @ 50% shall be levied in case of cruise vessels. Likewise, pilotage fees, berth hire and anchorage charges @ 70% of applicable rate shall be charged on cruise vessels.

- (x). The users shall not be required to pay charges for delays beyond a reasonable level attributable to the MOPT.

**PART – I – VESSEL RELATED CHARGES**

**SECTION- A - PORT DUES**

Sl. No.	Particulars	Rate per GRT		Frequency of payment in respect of the same vessel
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)	
1.	Vessels	3.09	0.11248	Each entry
2.	(a). Country Crafts, Tugs, Launches, Fishing trawlers, Barges and other vessels not covered in Sl.No. 1 above and not engaged in carrying iron ore.	1.38	0.05044	Each entry
	(b). Country Craft, Launches and barges carrying ores.	Free	Free	

**Notes:**

- (1). Port Dues shall be levied for each entry of a vessel except transhippers in which case the levy will once in thirty days.
- (2). Port Dues shall be levied at 70% of above rates in the following cases:
  - (i). Vessels engaged in loading and unloading parcels of general cargo of the order of not more than 3000 tonnes.
  - (ii). Vessels calling at the Port exclusively for lightering general cargo into other vessels for being carried to any other port in the country.
  - (iii). LASH, container and RO-RO vessels.
- (3). Port Dues shall not be levied on:
  - (i). Any pleasure yacht.
  - (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). Vessels belonging to Government and plying blue/white ensigns.
  - (iv). Vessels belonging to other Indian Ports.
  - (v). Research vessels of government of India and defence vessels of Foreign Government coming on goodwill visits.
- (4). 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.
- (5). 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 purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.

- (6). The cruise vessels where embarking or disembarking of passengers is not involved shall be charged with only 50% of the port dues.
- (7). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the 'Remarks' column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levy of port dues.

### SECTION-B – PILOTAGE FEES

The composite Pilotage-cum-towage fee includes one inward and one outward movement with required number of tugs / launches of adequate capacity and shifting of vessels for ' port convenience'. Shifting at the request of vessels will attract separate shifting charges.

#### I. Schedule of Pilotage Fees

Sl. No.	Class of Vessel	Rate per GRT	
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
1.	Upto 30000 GRT	6.90	0.25178
2.	30001 to 60000 GRT	5.55	0.20142
3.	60001 GRT & above	4.85	0.17625

#### II. Schedule of Shifting Charges

Sl. No.	Class of Vessel	Rate per GRT per act of Shifting	
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
1.	All vessels upto 30,000 GRT	1.06	0.0386
2.	Vessels of 30,001 to 60,000 GRT	0.85	0.0309
3.	Vessels of 60,001 GRT and above	0.74	0.0270

#### Notes:

- (1). For shifting a vessel from stream to berth or berth to stream or change of berths or anchorages, separate charges are leviable. The shifting charges shall be levied on all acts of shiftings, which excludes the inward and outward movements connected with the pilotage.
- (2). Any shifting operation performed for the convenience of the port shall not be charged.

Port convenience is defined to mean any of the following:

- (i). If a working cargo vessel at berth or any vessel including transhippers at anchorage / mooring buoys is shifted / unberthed for undertaking dredging work / hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "shifting for port convenience". The shifting made to reposition such shifted vessel (s) shall also be considered as "shifting for port convenience".
- (ii). If a working cargo vessel is shifted from berth to accommodate on ousting priority, vessels which are exempted from bearing the shifting charges, such shifting shall be treated as "shifting for port convenience".

- (3). In case of transhippers, however, all acts of shifting are chargeable.
- (4). 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 the payment of such charges. However, this benefit will not be applicable in the following cases:
- (i). Non-Cargo vessels which in any case have to vacate the berth when cargo vessels arrive.
  - (ii). Vessels using the berth exclusively for overside loading / discharge.
  - (iii). Vessels which are idling at berth without doing any cargo handling operations.
- (5). **Cancellation Charges:**

In case of Pilots, whose services have been requisitioned for any movement but not utilised, fees as given below shall be levied.

SI.No.	Description	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
(i).	Cancellation received 2 hours before Pilot booked time	NIL	NIL
(ii).	Cancellation received less than 2 hours but more than ½ hour before Pilot booked time	2032.45	74.0736
(iii).	Cancellation received less than ½ hour before Pilot booked time or if pilot has left station but tugs have not left station	2540.55	92.592
(iv).	Cancellation received after pilot boarding and within ½ hour of boarding but tugs have not left Station	3048.70	111.1116
(v).	- do - but 1 tug left station	6097.35	222.222
(vi).	- do - but 2 tugs left station	9146.00	333.3336
(vii).	- do - but 3 tugs left station	12194.65	444.444
(viii).	After 30 minutes of Pilot boarding (In addition to the detention charges as applicable)	3048.70	111.1116

**Note:**

The cancellation charges shall not be levied if a booking for vessel's movement is cancelled for reasons attributable to the Port.

(6). **Detention Charges:**

If a vessel is not able to move within thirty minute of pilot's boarding it for the purpose of pilotage, it shall be liable to pay an extra fees @ Rs.2032.35 per half an hour or part thereof in case of coastal vessel or US\$ 74.07 per half an hour or part thereof in case of foreign going vessel beyond thirty minutes, till it moves. In addition to this, tug hire charges will be payable as given below:

SI.No.	Description	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
(i).	Without tug per half hour or part thereof	2032.45	74.0736
(ii).	With 1 tug - do -	6097.35	222.222
(iii).	With 2 tugs - do -	9146.00	333.3336
(iv).	With 3 tugs - do -	12194.65	444.444

- (7). If an outward bound vessel carries away a pilot outside the port limits due to the bad weather, compensation @ Rs.2380.50 per day in case of coastal vessel or US\$ 86.76 per day in case of foreign-going vessel shall be payable by the Master of the vessel till the pilot reports back for duty at the Port. In addition, the boarding and lodging expenses of the pilot on board the ship and the cost of sending him back to the port shall be payable by the Master of the Vessel.
- (8). Charges for double banking of transhipper at West of Break water shall be 1½ times the shifting charges applicable.
- (9). For piloting a vessel on "Cold Move", partly or fully in any operations, pilotage fee shall be levied at double the rates mentioned in the Schedule of Pilotage Fees.
- (10). The vessel after discharging cargo, goes out of port limits for cleaning and re-enters the port limit shall attract pilotage fees. Shifting charges shall be applicable if cleaning of such vessels is carried out within the port limits.

### **III. Special charges for Western India Shipyard Limited Dry dock at Mormugao Harbour**

#### **1. Inward and outward Movements into/from WISL area:**

Vessels entering Floating Docks/Lay up Jetty / Slipway:

- |   |  |
|---|--|
| (i). Hot Move   | The actual rate of Pilotage Fees as per the Schedule of rates given under Section B(I).  |
| (ii). Cold Move (viz., without the powers of engines or steering partly or fully) | Double the rate of Pilotage fees as per the Schedule of rates given under Section B(I) , if both inward and outward movements are cold movements. If only one is cold then 1½ times the rate of Pilotage fees will be charged. |

#### **2. Other Movements:**

From Port area to dry Docks/Slipway and vice versa, Dry Docks/Slipway to lay up Jetty and vice versa or from lay-up Jetty to port area or vice versa.

- |   |  |
|---|--|
| (i). Hot Move   | 50% of the Pilotage fees as per Schedule of rates for each operation |
| (ii). Cold Move (viz., without the powers of engines or steering partly or fully) | Charges at double the rates as specified for movements at Hot Move.  |

#### **Notes:**

- (1). The above charges are in addition to the prescribed Pilotage Fees as per the Scale of Rates and statement of conditions prevailing from time to time.
- (2). All movements for berthing, unberthing or shifting to / from WISL facilities are charged at the rates mentioned above.
- (3). Vessels arriving at Mormugao Port solely for use of the WISL facilities, will initially pay as per rates prescribed in 1 (i) or 1 (ii) above. They will be entitled to one free shifting not involving movement to/from WISL facilities.

## SECTION – C - BERTH HIRE/ANCHORAGE CHARGES

### I. Berth Hire Charges

Sl. No.	Size of Vessel	Rate per GRT per hour or part thereof						
		Berth No.8		Berth No.7, 10 and 11. (where shore cranes are not provided)		Berth No.9 (MOHP)		
		Coastal Vessel (in Re.)	Foreign-going Vessel (in US\$)	Coastal Vessel (in Re.)	Foreign-going Vessel (in US\$)	Size of Vessel for Berth No.9	Coastal Vessel (in Re.)	Foreign-going Vessel (in US\$)
(i).	Vessels upto 15,000 GRT	0.053	0.00195	0.027	0.000980	(i). Vessels upto 30,000 GRT	0.107	0.0039175
(ii).	Vessels above 15,000 GRT	0.112	0.004072	0.075	0.002725	(ii). 30,001 to 60,000 GRT	0.288	0.010512
						(iii). Above 60,000 GRT		

**Notes:**

- (1). The above charges are leviable against Masters, Owners or Agents of vessels and other floating crafts approaching or lying at or alongside berths, wharfs, mooring, quay, jetties etc., per GRT per hour or part thereof.
- (2). The rates are applicable to all vessels irrespective of the destination.
- (3). No berth hire shall be levied for the period when the vessel idles at its berth for continuous one hour or more due to breakdown of port equipment or port equipment or power or for any other reasons attributable to the port subject to night navigation & inclement weather.

### II. Anchorage Charges

1. **Vessels not engaged in loading/unloading operations of cargo or embarking or disembarking passengers:**

Sl. No.	Description	Rate per hour or part thereof	
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
(a).	Own anchor W/B	41.45	1.51
(b).	Own anchor E/B	57.90	2.11
(c).	Use of mooring Buoys	82.60	3.01

2. **Vessels engaged in loading/unloading of cargo or embarking and disembarking passengers:**

Sl. No.	Class of Vessels	Rate per GRT per hour or part thereof			
		Coastal Vessel (in Re.)		Foreign-going Vessel (in US\$)	
		East of Break Water	West of Break Water	East of Break Water	West of Break Water
(a).	Rate per GRT	0.021	0.016	0.000753	0.000572

### 3. Other Vessels:

Sl. No.	Description	Rate per hour or part thereof			
		Coastal Vessel (in Rs.)		Foreign-going Vessels (in US\$)	
		East of Break Water	West of Break Water	East of Break Water	West of Break Water
(a).	Launches, fishing trawlers, country crafts, research and survey vessels barges not engaged in ore carrying & mini bulk carriers of size upto 1800 GRT.	4.15	4.15	0.15070	0.15070

#### Notes common to Sections C (I) and C (II):

- (1). Berth hire includes charges for services rendered at the berth, such as occupation of berth, overtime at berth, telephones, rubbish removal, cleaning of berths, fire watch, etc
- (2). The period of 1 hour shall be calculated from the time the vessel occupies berth/anchorage.
- (3).
  - (i). Berth hire shall stop 4 hours after the time of the vessel signalling its readiness to sail.
  - (ii). The time limit of 4 hours prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal conditions, inclement weather and due to lack of night navigation.
  - (iii). The master / agent of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather conditions.
  - (iv). There shall be a 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 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.
- (4). If a vessel is not ready to vacate the berth within 3 hours after the completion of cargo or after the expiry of notice given by the officers authorised by the MOPT, to so vacate the berth, whichever is later, the vessel shall be liable to pay an additional berth hire charge at five times the normal rate, the incidence being reduced to per hour or part thereof.
- (5). The deballasting time allowed at Berth no. 9 shall be 3 hours and beyond that penal berth hire charges shall be levied at five times the normal berth hire charges, the incidence being reduced to per hour or part thereof, i.e. without any supplementary charge or rebate that may be applicable to the vessel. This will be in addition to the normal berth hire charges applicable for the entire duration of the vessels' stay at the berth.
- (6). If any barge brought to the barge unloading jetties attached to the MOHP does not vacate the jetty within 15 minutes of the completion of unloading or the barge unloader time allotted for the exporter to whom the barge had brought the ore, it shall be liable to pay berth hire charges for the jetty at the rate of Rs.151.80 per hour or part thereof.
- (7). Vessels banked on off-side of another vessel at the Berth, Berth Hire Charges shall be leviable at 50% of charges payable by the vessels.

- (8). Barges, country crafts, tugs or fishing trawlers, etc, which come to berth solely for the purpose of bunkering, taking water, for repairs or landing ship's crew, the minimum prescribed berth hire charges shall not apply.
- (9). Vessel using mooring buoys / dolphins while loading and unloading of cargo or embarking or disembarking passengers, an additional charge of Rs.24.80 per hour or part thereof in case of coastal vessel and US\$0.90425 per hour or part thereof in case of foreign-going vessel shall be levied in addition to anchorage fees prescribed in schedule 2 under Section C (II).
- (10). Vessels handling cargo or idling at the Mooring Dolphins shall pay Anchorage charges as prescribed under item no.2 of Section C(II). In addition to Anchorage charges, the vessels using Mooring Dolphins shall pay additional charges as prescribed under note no.9 above.
- (11). Rates prescribed at schedule 3 under Section C (II) shall not be applicable in case of launches, fishing trawlers and country crafts duly registered in Goa and licensed to operate within the port limits under the MPT Harbour Craft Rules.
- (12). Priority Berthing
- (i). For providing "Priority Berthing" to any vessel a fee equivalent to Berth hire charges for a single day or 75% of the Berth Hire charges calculated for a total period of actual stay at the Berth whichever is higher, shall be levied.
- (13). Ousting Priority Berthing
- (i). For providing ousting priority to a vessel, a fee equivalent to berth hire charges for single day or 100% of the berth hire charges calculated for the total period of actual stay of the vessels at berth, whichever is higher, shall be levied.
- (ii). In addition, shifting out/in charges of the vessels shall be levied on the vessels, which are provided ousting priority.
- (iii). Exemptions to the following vessels from the application of charges as per the above schemes:
- (a). Vessels carrying cargo on account of Ministry of Defence, Government of India.
- (b). Defence vessels of Foreign government coming up on goodwill visits.
- (c). Vessels hired for the purpose of Antarctic expedition by Department of Ocean Development and research vessel of government of India.
- (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.
- (14). Efficiency Linked Tariff Scheme
- (i). This scheme will be applicable to iron ore vessels handled at Berth No.9 (MOHP) during the fair season only, i.e., vessels sailing between 1 October and 31 May.
- (ii). The turnaround time for the purpose of ELT scheme will be reckoned from the time of availability of adequate cargo i.e. 90% of the parcel size in the stack yard and ready for shipment on the basis of stock declared by the concerned exporter and close at the time of departure from berth on completion of cargo operation.
- (iii). The cut off limit, i.e. the norm for any vessel will be determined using the formula given below:

$$\text{Cut off limit (for ship X)} = \frac{A}{B} + C$$

Where

- A = Tonnage loaded (into ship X) at berth No.9
- B = Average daily loading rate (Based on the past 5 years data) calculated as
- $$\frac{\text{Total tonnage handled at berth No.9}}{\text{Total time (gross) spent by vessels at berth No.9}}$$
- C = Average pre-berthing detention (based on the past 5 years data)

- (iv). For determining the 'norm / cut off time' as well as the actual performance, the total time taken for loading shall be considered when any vessel loads two different parcels by the same or different exporters.
- (v). The aggregate of actual pre-berthing detention time suffered by a vessel and the total time actually spent by the vessel at berth no.9 will be compared with the 'norm / cut off time' computed in the manner set out at (iii) above for that vessel to determine whether the vessel is entitled to a rebate in berth hire charges/anchorage charges or has to pay supplementary berth hire charges/anchorage charges.
- (vi). Supplementary berth hire charges/anchorage charges @ 40% of the normal berth hire charges/anchorage charges for the pre-berthing detention period payable at the prescribed rates shall be levied, in addition, on the vessels which turnaround in lesser time than the 'norm/cut off time' so determined.
- (vii). A rebate @ 40% of the normal berth hire charges/anchorage charges for the pre-berthing detention period, payable at the prescribed rates, shall be granted if the turnaround time of the vessel exceeds the norm/cut off time so determined.
- (viii). Supplementary berth hire/anchorage charges shall be payable in advance along with the normal berth hire/anchorage charges on an estimated basis and will be refunded if the vessels does not achieve the stipulated turn around time.
- (ix). The MOPT shall revise the Scheme every year based on the preceding five years' average data by applying the general formula prescribed in sub note (iii) above. While doing so, the MOPT shall furnish the relevant figures to the Goa Mineral Ore Exporters Association. For the operational year 2006-07, however, the cut-off limit may be worked out based on the past four years average data by applying the general formula prescribed in sub-note (iii) above.
- (x). The scheme shall be applicable to iron ore vessels loaded at berth no.9 irrespective of they are first loaded stream and later on at berth no.9 (MOHP).

**SECTION – D - CHARGES FOR SUPPLY OF WATER TO VESSELS AND MISCELLANEOUS SERVICES****I. (A). Charges for supply of water to vessels.**

SI.No.	Position	Rate per 1000 litres	
		Coastal Vessel (in Rs.)	Foreign-going Vessel ( in US\$)
1.	At Berth	100.25	3.65402
2.	By Barges		
	(a). Within Break Water	175.50	6.39545
	(b). Beyond Break Water	225.60	8.22204

**(B). Charges for cancellation of water supply after barge has left station.**

SI.No.	Description	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
1.	For supply at EOB	2366.50	86.25
2.	For supply at WOB	4733.05	172.50

**(C). Detention charges for water barge.**

SI.No.	Description	Rate per half an hour or part thereof	
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
1.	For supply at EOB	1183.25	43.125
2.	For supply at WOB	2366.55	86.25

Charges for minimum requisition for water supply by barge shall be for 50 tonnes at WOB or 25 tonnes at EOB. However, if lesser quantity is being supplied by the port due to shortage of water then charges would be as per the quantity.

**II. Charges for use of Tugs.**

SI. No.	Description	Rate per hour or part thereof (inclusive of fuel and lubricants)	
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US \$)
1.	Tug used for operation other than for assisting berthing, unberthing, shifting and towage of vessels within Port limits	9919.50	361.525

**PART-II – CARGO RELATED CHARGES****SECTION A – WHARFAGE CHARGES****I. Bulk Cargo.**

SI.No.	Particulars of Commodities	Unit	Rate in Rs.	
			Import and Export Cargo	Import / Export Coastal Cargo
<b>I. Bulk Cargoes</b>				
1.	Acids of all kinds	Metric Tonne	67.50	40.50
2.	Animal Products			
	(a). Hides & Skin	Metric Tonne	30.00	18.00
	(b). Bone and Bone Meal	Metric Tonne	15.00	9.00
3.	Arms, Ammunition, Explosives and Defence Stores	Metric Tonne	60.00	36.00
4.	Asbestos			
	(a). Asbestos, unmanufactured	Metric Tonne	18.00	10.80
	(b). Asbestos, manufactured	Metric Tonne	22.50	13.50
5.	Alumina (Bulk)	Metric Tonne	30.00	18.00
6.	Carbon Black Feedstock	Metric Tonne	45.00	27.00
7.	Caustic Soda	Metric Tonne	45.00	27.00
8.	Cement Clinker, Cement & Cement Products	Metric Tonne	30.00	18.00
9.	Coal, Firewood, Coke/Charcoal	Metric Tonne	30.00	18.00
10.	Construction Materials like Sand, Bricks, Tiles, Lime, Clay, etc.	Metric Tonne	9.00	5.40
11.	Cotton			
	(a). Raw Cotton and Cotton Yarn	Metric Tonne	45.00	27.00
	(b). Cotton Waste	Metric Tonne	9.00	5.40
12.	Fertilizers & Fertilizer Raw Materials including Sulphur, Rock Phosphates, Manures and other chemicals	Metric Tonne	27.00	16.20
13.	Foodgrains other than Rice & Wheat, Oil Seeds, Cereals, Pulses including Food	Metric Tonne	22.50	13.50
14.	Fruits, Nuts including Raw Cashew, Tapioca, Coconut, Copra, Tamarind Seeds etc.			
	(a). Fruits and Vegetables including Coconut and Onions	Metric Tonne	18.00	10.80
	(b). Nuts of all sorts and not otherwise specified	Metric Tonne	36.00	21.60
15.	Jute and Jute Products, Coir and Coir	Metric Tonne	15.00	9.00
16.	Granite & Marbles			
	(a). Blocks (undressed)	Metric Tonne	15.00	9.00
	(b). Dressed, sculptured or engraved	Metric Tonne	30.00	18.00

Sl.No.	Particulars of Commodities	Unit	Rate in Rs.	
			Import and Export Cargo	Import / Export Coastal Cargo
17.	Liquid Cargo			
	(a). Mono Ethylene Glycol	Metric Tonne	45.00	27.00
	(b). Other Liquid Cargo	Metric Tonne	45.00	27.00
18.	Logs, Timber, Wood, Bamboos, etc.			
	(a). Unprocessed	Metric Tonne	22.50	13.50
	(b). Processed such as Boards, Poles, Plywood etc.	Metric Tonne	30.00	18.00
	(c). Wood Pulp	Metric Tonne	37.50	22.50
19.	Molasses	Metric Tonne	30.00	18.00
20.	Phenol	Metric Tonne	52.50	31.50
21.	Metals (All), Metal Products, Sponge Iron, Hot Briqueted Iron & Scrap, etc.	Metric Tonne	30.00	18.00
22.	Pig Iron	Metric Tonne	26.25	15.75
23.	Oil Cakes, Fodder, Bran, Cattle Feed, etc.	Metric Tonne	24.00	14.40
24.	Paper			
	(a). Paper of all kinds other than Waste Paper	Metric Tonne	37.50	22.50
	(b). Waste Paper	Metric Tonne	22.50	13.50
25.	Rubber and Rubber Products			
	(a). Rubber-Raw	Metric Tonne	22.50	13.50
	(b). Rubber-Manufactured	Metric Tonne	37.50	22.50
26.	Salt	Metric Tonne	4.35	2.61
27.	Sugar	Metric Tonne	37.50	22.50
28.	Synthetic Resin	Metric Tonne	37.50	22.50
29.	Metallurgical Coke	Metric Tonne	45.00	27.00
30.	Liquefied Petroleum Gas	Metric Tonne	125.00	75.00
31.	Rice	Metric Tonne	30.00	18.00
32.	Wheat	Metric Tonne	30.00	18.00
33.	Limestone	Metric Tonne	9.60	5.75
34.	Liquid Ammonia	Metric Tonne	99.00	59.40
35.	Goods not otherwise specified elsewhere	Metric Tonne	30.00	18.00
36.	All live Animals, Birds & Reptiles	Each	7.50	4.50
37.	Baggage and personal effects not accompanying bonafide passengers	Per 50 Kgs or part thereof	3.00	1.80

**Notes:**

1. The wharfage charges on phosphoric acid when handled in stream, will be 50% of the wharfage prescribed under item no 1.
2. Before classifying any cargo as 'unenumerated goods' the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the schedule given above.

**II. Mineral Oils / POL Products.**

SI.No.	Description	Unit	Rate in Rs.	
			Import / Export Cargo	Import / Export Coastal Cargo
1.	(a). All items with flash Point of 76 deg F (24.44 deg C) & above, including Diesel Oil, Furnace Oil, Fuel Oil, Aviation Turbo Fuel and items not specified herein, except kerosene.	Metric Tonne	70.00	42.00
	(b). Kerosene		50.00	30.00
2.	(a). All items with flash point below 76 deg F (24.44 deg C) including Aviation Spirit, Benzene, Petrol, Gasoline, Motor Spirit and items not specified herein except Petroleum Coke.	Metric Tonne	99.00	59.40
	(b). Petroleum Coke		24.00	14.40

Note: POL products will not be entitled for concessional wharfage rate for coastal cargo. Wharfage rate prescribed for import / export cargo in column 4 will apply to coastal POL products as well.

**III. Mineral Ores and Pellets (Other than Berth No. 9 - MOHP).**

Sl. No.	Class of Vessel	Rate per tonne (in Rs.)							
		Position at Berth				Position in Stream / Overside			
		Iron Ore	Iron Ore Pellets	Other ores & Pellets		Iron Ore	Iron Ore Pellets	Other ores & Pellets	
				Other than Coastal cargo	Coastal cargo			Other than Coastal cargo	Coastal cargo
1.	Upto 30,000 DWT	9.40	11.20	13.15	7.90	5.80	7.60	8.50	5.10
2.	Above 30,000 DWT but below 1,00,000 DWT	9.40	11.20	13.15	7.90	6.70	8.50	9.40	5.65
3.	1,00,000 DWT & above	9.40	11.20	13.15	7.90	7.60	9.40	11.20	6.70
4.	(i). Perlite Ore			14.80	8.90			14.80	8.90
	(ii). Ferrous metallurgical residue (oxide fine)			11.20	6.70			11.20	6.70
	(iii). Manganese Ore and Ferro-manganese Ore			9.40	5.65			9.40	5.65
5.	Iron Ore pellets (handled by barges for coastal traffic)		16.60						

**Notes to Section A – I, II, and III:**

- The weight to be charged shall be subject to a minimum of 50 Kgs. The fraction to be rounded off to the next higher multiple of 50 Kgs.
- Goods landed on the quay wall with a declaration made within 24 hours after their arrival or within 48 hours when the day of unloading is a port holiday that they are intended for transshipment for other ports, such goods being despatched within one month from the date of landing. At two thirds (2/3) of respective wharfage rates for each operation

- (3). Goods from vessels, which being alongside the landing place, transhiped into a lighter or vice versa without their being passed over the landing place. At 75% of the wharfage rates.
- (4). The Bulk items handled in small lots of less than one metric tonne shall attract wharfage on per tonne basis.
- (5). Wharfage on all the commodities, other than Ores and Pellets, when handled in stream, shall be charged at 60% of the rates applicable at Berth.
- (6). Fee @ Rs.2.15 per tonne on Coal / Coke handled at berth nos. 7, 10 and 11 towards recovery of expenditure on Dust Suppression System. This levy shall not be charged for calcined coke, which is brought in bagged form for export.

#### IV. Iron Ores and Pellets Handling Charges (Exported through MOHP at Berth no.9)

Sl.No.	Description of Goods	Import / Export Rate per tonne or part thereof ( in Rs.)
1.	Iron Ore	64.80
2.	Iron Ore Pellets	
	(i). During the period June to August each year	69.29
	(ii). During the fair season beginning from September to May each year	122.30

#### Notes:

- (1). In addition to the above handling charges, minimum surcharge shall be leviable @ Rs.4.50 per tonne, subject to rebate for the plot allottees holding the plot for a minimum period of 1 year from the start of each operational year on the following pattern.

On Achieving a level of turnover	Rate of rebate allowed per 1000 kg or part thereof (in Rs.)
8.75 times the normal plot capacity	1.00
9.00 times the normal plot capacity	2.00
9.25 times the normal plot capacity	3.20
9.50 times the normal plot capacity	4.50

- (2). 'Operational Year' means the period of 12 months beginning with the 1<sup>st</sup> day of October and ending with 30<sup>th</sup> September of the following calendar year.
- (3). Rebate to the plot allottee will be paid in two installments as indicated below:
- (i). On the expiry of the first eight months of the operational year, an interim payment of rebate limited to 75% of the amount admissible under note (1) on the turnover actually achieved during this period shall be paid.
- (ii). On the completion of the operational year, the rebate admissible on the total turnover during the year shall be paid after adjusting the interim payment made, if any, as per note 3 (i) above.
- (4). The charges for primary loading and topping of iron ore through transhippers shall be collected from the transhipper vessel owners @ Rs.5.40 per tonne and Rs.2.70 per tonne respectively.

(The above rates were agreed upon by both the parties through consent terms before the Hon'ble Supreme Court of India during September 1996).

## SECTION - B - CONTAINER HANDLING CHARGES

### I. Consolidated charges for handling containers and containerised cargo.

Sl. No.	Particulars	Rate per container (in Rs.)			
		Coastal		Foreign	
		20'	40'	20'	40'
1.	Loaded container	600.00	900.00	1000.00	1500.00
2.	Empty container	60.00	90.00	100.00	150.00

**Note:** Consolidated charges prescribed above include handling charges, wharfage for container as well as wharfage on containerised cargo.

### II. Storage Charges.

Sl. No.	Period	Rate per container per day or part thereof.	
		Coastal (in Rs.)	Foreign-going (in US\$)
1.	For the first 30 days		
	- upto 20 ft.	6.55	0.143
	- above 20 ft.	9.80	0.214
2.	The above rates shall be increased by :		
(a).	From 31st day to 45th day	: 50%	
(b).	From 46th day to 60th day	: 75%	
(c).	From 61st day to 90th day	: 100%	
(d).	From 91st day & onwards	: 200%	

#### Notes:

- (1). 1 day Free Period shall be allowed on containers landed / shipped either empty or stuffed. Free period for import containers shall commence from the day after the day of landing of the container and for export containers, the free period shall commence from the time the container enters the terminal.
- (2). Free Period prescribed above excludes Sundays, Customs notified holidays and port's non-working days.
- (3). The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of container, whichever is earlier subject to the following conditions:
  - (i). The consignee can issue a letter of abandonment at any time
  - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that,
    - (a). the line shall resume custody of container alongwith cargo and either take back it or remove it from the Port premises; and
    - (b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

- (iii). The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
- (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Custom orders for release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the Port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.
- (4). Storage charge on container shall not accrue for the period when the port is not in a position to deliver / ship container when requested by the user.
- (5). If operational area is leased on rental to users, storage charge on containers shall not be levied.

### III. Electricity charges for reefer containers.

Sl.No.	Description	Rate per 4 hour or part thereof (in Rs.)
1.	Charges for supply of electricity per reefer container-	
(a).	Container of length upto 20'	Rs.139.00
(b).	Container of length above 20'	Rs.154.00

#### General Note to Section B:

- (1). There shall be no shifting charge for shifting of containers due to reasons not attributable to the users.

### SECTION - C - STORAGE CHARGES FOR SHEDS, WAREHOUSES & WHARVES

#### I. (1). Free Period.

Following free days shall be allowed beyond which storage charges prescribed at schedule 2 below shall be levied for storage at sheds and transit sheds for each shipment.

Free days	
Import	Export
3 Days	7 Days

#### Notes:

- (1). The free days shall exclude, Sundays, Custom notified holidays and port's non- operating days.
- (2). "Day" for the purpose of free days shall be reckoned as from 7.30 a.m. to 7.30 a.m. of the following day.

**(2). Storage charges for sheds and Transit sheds**

SI. No.	Description	Rate per 10 m <sup>2</sup> or part thereof per 10 days or part thereof (in Rs.)
(i).	Rent for shed space occupied in insured sheds.	360.00
(ii).	Rent for shed space occupied in non-insured sheds.	270.00

**(3). Penal Rent.**

Penal rent shall be leviable on shed space occupied in addition to normal rent specified under SI. No. (i) and (ii) above the following rates after allowing free days.

SI.No.	Period	Import Cargo	Export Cargo
(a).	31st day to 40th day	25%	-
(b).	41st day to 50th day	50%	-
(c).	51st day to 60th day	75%	-
(d).	61st day to 70th day	100%	25%
(e).	71st day to 80th day	100%	50%
(f).	81st day to 90th day	100%	75%
(g).	91st day and above	100%	100%

**General Notes:**

- (1). Period of storage shall be reckoned from the actual day of receipt of goods or day of allotment of space.
- (2). The shipment for this purpose shall be taken to mean each lot in case the cargo is stacked in more than one lot.
- (3). Payment of penal rent is exempted during monsoon period. The monsoon period being defined as the period from 1st June to 31st August.
- (4). The applicant shall conform to all safety measures as prescribed in the Dock Safety Regulations.
- (5). The applicant shall be solely responsible for any damage caused to person and/or port property.
- (6). The rentals shall be deposited in advance on the basis of shipment at the Central Documentation Centre (CDC) of the port by self-assessment, which will be adjusted against the actual bills.
- (7). The cargo stored in port sheds on rental basis will be at the risk and responsibility of the shipper/exporters/importers.

**II. Ground rent / Demurrage.**

SI. No.	Description	Rate per 50 kgs. or part thereof per day (in Rs.)
1.	Ground rent for explosives or other dangerous goods:	
	(a). Over 6 to 10 days	13.75
	(b). Over 11 to 15 days	16.50
	(c). Beyond 15 days	22.00

**Notes:**

- (1). The weight to be charged shall be subject to a minimum of 50 Kgs. and to be rounded off to the next higher multiple of 50 Kgs.
- (2). Free days under item (B) shall be reckoned as 6 working days excluding Customs notified holidays and Port's non-operating days after complete discharge of vessels cargo or the day when the last package was discharged.
- (3). " Day" for the purpose of free days shall be reckoned as from 7.30 a.m. to 7.30 a.m. of the following day.
- (4). Storage charge on cargo shall not accrue for the period when the port is not in a position to deliver / ship import / export cargo for reasons attributable to the port.
- (5). If operational area is leased on rental to users, storage charge on cargo shall not be levied.

**SECTION D- CARGO HANDLING LABOUR CHARGES**

Sl. No.	Cargo	Average output per hook per vessel	Rate per tonne in Rs.	
			Other than Coastal Cargo	Coastal Cargo (except iron ore and iron pellets and thermal coal)
<b>I. STEVEDORING</b>				
1.	Pellets/Ores/Lumpy/Fines/Manganese/Lime Stone/Pig Iron by grabs	Upto 250 tonnes	72.00	43.20
		251 to 500 tonnes	58.50	35.10
		501 to 750 tonnes	40.50	24.30
		751 to 1000 tonnes	32.40	19.45
		1001 to 1250 tonnes	28.80	17.30
		1251 and above	25.20	15.15
2.	Lumpy/Ore/Fines/Pellets by net Slings	Upto 200 tonnes	99.00	59.40
		201 to 250 tonnes	82.80	49.70
		251 and above	70.20	42.15
3.	Coal/Coke by net Slings	Upto 150 tonnes	126.00	75.60
		151 to 200 tonnes	99.00	59.40
		201 and above	82.80	49.70
4.	Coal/coke/Met/R.P. Coke by grabs	Upto 250 tonnes	79.20	47.55
		251 to 500 tonnes	54.00	32.40
		501 to 750 tonnes	36.00	21.60
		751 to 1000 tonnes	27.00	16.20
		1001 and above	22.50	13.50
5.	Fertilizers/Foodgrains by grabs	Upto 350 tonnes	96.30	57.80
		351 to 450 tonnes	81.00	48.60
		451 to 550 tonnes	64.80	38.90
		551 and above	58.50	35.10
6.	Fertilizers/Foodgrains with Slings and pay loader/JCB	Upto 200 tonnes	117.00	70.20
		201 to 300 tonnes	99.00	59.40
		301 to 400 tonnes	81.00	48.60
7.	Fertilizers/foodgrains by net Slings	Upto 120 tonnes	180.00	108.00
		121 to 150 tonnes	157.50	94.50
		151 and above	126.00	75.60

Sl. No.	Cargo	Average output per hook per vessel	Rate per tonne (in Rs.)	
			Other than Coastal Cargo	Coastal Cargo
8.	Bagged cargo fertilizer/sugar/foodgrains (including stacking in the hatch)	Upto 120 tonnes	171.00	102.60
		121 to 150 tonnes	144.00	86.40
		151 and above	112.50	67.50
9.	Scrap by grabs	Upto 150 tonnes	135.00	81.00
		151 to 250 tonnes	108.00	64.80
		251 to 350 tonnes	81.00	48.60
		351 and above	72.00	43.20
10.	Bauxite	Upto 500 tonnes	54.00	32.40
		501 to 750 tonnes	38.70	23.25
		751 to 1000 tonnes	31.50	18.90
		1001 and above	28.80	17.30
11.	Alumina/C.P. coke in Jumbo bags to sling and open the bags in the hold	Upto 150 tonnes	117.00	70.20
		151 to 200 tonnes	103.50	62.10
		201 to 250 tonnes	94.50	56.70
		251 to 300 tonnes	85.50	51.30
		301 and above	76.50	45.90
12.	Alumina/C.P. coke in Jumbo bags	Upto 150 tonnes	106.20	63.75
		151 to 200 tonnes	103.50	62.10
		201 to 250 tonnes	90.00	54.00
		251 to 300 tonnes	76.50	45.90
		301 and above	67.50	40.50
13.	H.R. Coils/Steel Slabs by slings	Upto 350 tonnes	63.00	37.80
		351 to 500 tonnes	54.00	32.40
		501 to 750 tonnes	45.00	27.00
		751 to 1000 tonnes	40.50	24.30

II. SHORE OPERATIONS		Average output per hook per vessel	Rate per tonne (in Rs.)
14.	Loading/Unloading of Steel Slabs and coils at R & D Yard/Open Plot.	Upto 350 tonnes	13.50
		351 to 500 tonnes	12.60
		501 to 750 tonnes	11.70
		751 to 1000 tonnes	10.80
15.	Loading/Unloading of Alumina/C.P. Coke jumbo bags in sheds / open plot	Upto 120 tonnes	27.00
		121 to 150 tonnes	23.40
		151 to 180 tonnes	21.60
		181 and above	19.80
16.	Bagged Cargo Loading/Unloading of Fertilizers/ Sugar / Foodgrains etc., into / from trucks/wagons in the shed (one operation)	Upto 120 tonnes	63.00
		121 to 150 tonnes	54.00
		151 and above	45.00
17.	Bagged Cargo (loading in trucks in the shed and for placing on net slings at berths) (two shore operations)	Upto 120 tonnes	126.00
		121 to 150 tonnes	108.00
		151 and above	90.00

III. CONTAINER HANDLING		Average output per hook per trawler	Rate per TEU
18.	Stuffing/de-stuffing from Fishing Trawler	Upto 3 TEUs 4 to 6 TEUs 7 TEUs and above	9900.00 2700.00 1800.00
19.	Containers loading/unloading from/into vessels	Upto 30 boxes  31 Boxes and above	450.00 per box subject to a minimum of Rs.10800/- Rs.360.00 per box
20.	Containers Stuffing/de-stuffing (manual)	Upto 3 TEUs 4 to 6 TEUs 7 TEUs and above	5760.00 1440.00 1080.00
21.	Container Stuffing/de-stuffing (with forklift)	Upto 3 TEUs 4 to 6 TEUs 7 TEUs and above	2880.00 720.00 450.00
22.	Containers Stuffing/ de-stuffing (Personal effects)	Upto 3 TEUs 4 to 6 TEUs 7 TEUs and above	3600.00 900.00 720.00

**Notes:**

- (1). 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 for normal cargo in the above Schedules will be levied if not prescribed specifically in this schedule.
- (2). The average output per hook / shift per vessel shall be arrived as follows:
  - (i). The tonnage as per Bill of Lading shall be divided by the number of hooks employed for the vessel to determine the tonnage per hook for the vessel.
  - (ii). In the case of shore operations the shift-wise tonnage as per tally sheet based on the lorry / railway / packing list will be the basis for billing.
  - (iii). The fraction of output below 0.5 shall be ignored and 0.5 and above shall be rounded off to the next higher tonne.
- (3). The handling charges for transshipment container shall be concessional rate not exceeding 1.5 times the handling charges for normal handling operation in loading or unloading cycle.

**PART - III****ESTATE RENTALS****General Note to Section A:**

All the conditions / notes stated hereinunder to govern the rates prescribed in this Section A – Estate Rentals in Part-III of the Scale of Rates shall apply to the extent they are not inconsistent with the conditions prescribed in the Land Policy guidelines announced by the Government in February/ March 2004. In case of disagreement, the conditions prescribed by the Government in the Land Policy guidelines shall prevail.

**I. (A). Rent on plots.**

Sl. No.	Description	Rate per 10 sqm. or part thereof for a period of 10 days or part thereof (in Rs.)
1.	Rent on plots for storing merchandise. - At Mormugao harbour Vasco (excluding Baina), Vasco bay foreshore continuous to Vasco Bay, land adjacent thereto at general Wharf level. - At Mormugao, Headland slopes and Baina. - For land beyond Mormugao Municipal limits.	84.00  58.67  14.67
2.	Penal rent for storage of merchandise in excess of 60 days (rounded off to the nearest rupee) in addition to normal rent as above. - 61st day to 120 days - 121st day to 180 days - Beyond 180 days	The rent for the period of six months calculated at twice the rate indicated under items I, II & III above, in addition to normal rent shall be levied.  30% of the rates 50% of the rates 100% of the rates

**I. (B). Rent on plots for storing Bauxite.**

Sl.No.	Description	Rate per 10 sqm, or part thereof per calendar month or part thereof (in Rs.)
1.	Rent on plots for storing Bauxite	31.50

**II. Licence fee on port land for office building and other structures.**

Description	Rate per 10 sq.mts. or part thereof per calendar month or part thereof (in Rs.)
Licence fee on Port land for maintaining office Buildings and other structures. - At Mormugao Harbour and Vasco at general Wharf level.	292.00
- Mormugao Headland slopes and Baina.	232.00

**Notes:**

- (1). In case the land is used for building structures for residential purpose, for which approval of the Board is to be obtained, the rate at Mormugao Harbour (MRH) and Vasco at general Wharf level - Rs.292.00 per 10 sq.mts. or part thereof per calendar month or part thereof.
- (2). In case the land is licensed for building structures for residential purpose, for which approval of the Board is to be obtained, the rate at Mormugao, Headland slopes and Baina - Rs. 232.00 per 10 sq.mts. or part thereof per calendar month or part thereof.

### III. Charges for occupation of foreshore land.

Sl. No.	Description	Rate (in Rs.)	Unit
1.	For the purpose of carrying out launch/barge repairs or any other industry at Vasco bay.	250.00	Per 10sq.m. or part thereof per calendar month or part thereof.
2.	For locating barge building/repair workshop or any other industry beyond Vasco Bay upto the Port limits.	43.50	- do -
3.	Licence fee for utilisation of the area falling within the regulatory limits of the Port. - For commercial purpose.  - For non-commercial purpose.	30.00  20.00	Per sq.mts. subject to minimum of Rs.10000/- once in respect of one utilisation.  Per sq.mts. subject to minimum of Rs.2000/- Once in respect of one utilisation.

### IV. Way leave charges.

Sl. No.	Description	Rate per 10 sqm. or part thereof per calendar month or part thereof (in Rs.)
1.	Way leave charges for areas at Mormugao Harbour, Vasco-da-Gama	300.00
2.	Way leave charges for areas at Mormugao Headland slopes and Baina	100.00
3.	Way leave charges for land beyond Mormugao Municipal Limit	25.00

#### Note:

- (1). Area for this purpose shall be arrived at taking into account the external diameter of the pipeline plus 30 (thirty) centimeters as working space as the width and length of the pipeline.

## PART – IV

### SECTION – C - SUNDRY CHARGES

#### I. Hire of cargo handling equipment.

Sl. No.	Description	Rate (in Rs.)	Unit
1.	Charges for the use of forklifts 3 tonnes 2 tonnes	518.75 462.50	Per hour or part thereof. Per hour or part thereof.
2.	Crane-30 tonnes	12750.00 1593.75 6375.00	Per day shift of 8 hours. Per hour or part thereof. Minimum charges per requisition for 4 hours

3.	8 tonnes crane	2125.00 268.75 1060.00	Per day shift of 8 hours. Per hour or part thereof. Minimum charges per requisition for 4 hours.
4.	3 tonnes crane	1375.00 175.00 693.75	Per day shift of 8 hours. Per hour or part thereof. Minimum charges per requisition for 4 hours.

**Notes:**

- (1). 1st shift is calculated (standard time) from 7.30 to 12.30 hours & 13.00 to 16.00 hours.
- (2). 2nd shift is calculated from 15.30 to 20.30 hours and from 21.00 to 24.00 hours.
- (3). 3rd shift is calculated from 23.30 to 3.30 hours and from 4.00 to 8.00 hours.
- (4). The period prior to the recess or the period after the recess during any of the three shifts will be considered as half-shift.
- (5). Recess period is reckoned from:  
12.30 hours to 13.00 hours during the 1st shift.  
20.30 hours to 21.00 hours during the 2nd shift.  
03.30 hours to 04.00 hours during the 3rd shift.

**II. Hire of Machinery, Equipment and Miscellaneous Rates.**

Sl. No.	Description	Rate (in Rs.)	Unit
1.	Hire of Jacks	56.25	Per jack per day or part thereof.
2.	Hire of hydraulic hacks	100.00	Per jack per day or part thereof.
3.	Hire of Gangways	250.00	Per gangway per day or part thereof.
4.	Hire of air compressor*	1562.50 150.00 87.50	Per day of 24 hours. For each occasion not exceeding two hours. For each additional hours or part hereof.
5.	Hire of portable electric welding plant	812.50	For each occasion not exceeding two hours.
6.	Hire of Road Roller**	812.50 87.50	Per working day of 8 hours and thereafter. For every additional hour.
7.	Hire of Concrete Vibrator**	362.50 100.00 100.00 18.75	Per working day of 8 hours with operator and thereafter. For every additional hour. Per working day of 8 hours without operator and thereafter. For every additional hour
8.	Hire of Concrete Mixer **	437.50 81.25	Per working day of 8 hours and thereafter. For every additional hour.
9.	Hire of Tar Boiler **	437.50 62.50	Per working day of 8 hours and thereafter. For every additional hour.
10.	Reach Stacker #	12375.00 465.00	Per Shift of 8 hours Per Move

11.	Bull Dozer*	6562.50 656.25 3375.00	Per day shift of 8 hours and thereafter Per hour or part thereof. Minimum charges per requisition.
12.	Supply of electric energy	4.25	Per unit (Rates would be modified as notified by Govt. Or Goa from time to time)
13.	Entry of Trucks (including oil and water tankers) in Harbour area.	31.25	Per vehicle per each entry

**Notes:**

\* Overtime charges shall be levied as additional 10% on applicable charges.

\*\* Do not include fuel, lubricants and all other accessories such as cotton waste etc., which will have to be supplied by the hirer. Only approved fuel and lubricants to be used.

# It is mandatory to use only the Port's Reach Stacker subject to its availability to the hirer for operations. In cases when the Reach Stacker though requisitioned but could not be spared by the MOPT for reason like maintenance, overhaul repairs, non-availability because of being hired by another party etc. as certified by the authorized officer of the MOPT, private equipment will be allowed to be used for operations

**III. Hire of Floatilla**

Sl. No.	Description	Rate (in Rs.)	Unit
1.	Launches (For transporting personnel provisions, spares, etc.)	12000.00 6500.00 1750.00	Per Shift of 8 Hrs. Minimum charges per requisition for 4 hrs. For every additional hour or part thereof
2.	Launch (For Survey Work)	24340.00 12500.00 3250.00	Per Shift of 8 Hrs. Minimum charges per requisition for 4 hrs. For every additional hour or part thereof
3.	Dumb Barge (For Buoy Mooring work, etc.)	24400.00 12500.00 3250.00	Per Shift of 8 Hrs. Minimum charges per requisition for 4 hrs. For every additional hour or part thereof
4.	Dumb Barge (For transporting goods, slops, etc.)	13650.00 7000.00 1850.00	Per Shift of 8 Hrs. Minimum charges per requisition for 4 hrs. For every additional hour or part thereof

**Note:**

Rates are inclusive of fuel and lubricants.

**PART - V****SPECIAL RATE**

1. (a). To meet the pension liability accrued upto 31 March 2006 based on the actuarial valuation made by the LIC, a special rate as a percentage of the various charges notified in the Scale of Rates under Part-I to Part-IV shall be levied commencing from the date of implementation of this Scale of Rates till the financial year 2008-09.
- (b). The special rate shall be applicable on the estate rentals prescribed notified in the Scale of Rates under Part-IV provided that the individual lease agreements contain a specific clause permitting revision in rates, from time to time.

2. The special rate shall be @ 7% of the respective charges payable by users from the date of implementation of this Scale of Rates till end of the financial year 2008-09.
3. The Mormugao Port Trust shall apply the revenue generated through this special rate only for the specified purpose.
4. The Mormugao Port Trust shall maintain a separate account covering the receipts and payments in this regard.

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### **FURTHER ORDERS**