

NEW MANGALORE PORT TRUST

SCALE OF RATES **(as on 28 August 2001)**

CHAPTER – I

Definitions and General Terms & Conditions

A. Definitions – General

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

- (1). “Coastal vessel” shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.
- (2). “Foreign-going vessel” shall mean any vessel other than coastal vessel.

B. General Terms & Conditions

- (1).
 - (i). Vessel related charges shall be levied on shipowners/steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian rupees at the Market Buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiaries or any other Public Sector Banks as may be specified from time to time. The date of entry of the vessel into the port limits shall be reckoned with as the day for such conversion.
 - (ii). 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 containers in the port premises in case of export containers shall be applied for re-conversion of dollar denominated charges.
- (2). A regular review of the exchange rate shall be made once in thirty days from the date of arrival of the vessel 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.

- (3).
 - (i). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order.
 - (ii). A foreign going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.
 - (iii). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (iv). In cases of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.
 - (v). For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other documents will be required to be entitled to coastal rates.
- (4). Interest on delayed payments/refunds
 - (i). The user shall pay interest at the rate of 18% per annum on delayed payments of any charge under this Scale of Rates.
 - (ii). The Port Trust shall pay penal interest @ 18% per annum on delayed refunds.
 - (iii). 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 user whichever is later.
- (5). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.

CHAPTER – II
VESSEL RELATED CHARGES

A. PORT DUES

Vessels chargeable [Sea going vessels of 15 tonnes and above]	Rate per GRT		Frequency of payment in respect of the same vessel	
	Foreign- going vessels	Coastal vessels	Foreign- going vessels	Coastal vessels
	US \$	Rs.		
Ships	0.095	3.13	Each entry	Once in 30 days
Steamers	0.143	4.70	-do-	-do-
Tugs, Launches, Barges, etc. Not included above	0.040	1.32	-do-	-do-

NOTES:

- (1). 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.
- (2). A vessel entering the port but not discharging or taking in any cargo or passenger (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.
- (3). A LASH vessel making a 'second call' to pick up empty and/or laden fleeting LASH barges shall be treated as a vessel entering the Port but not discharging or taking any cargo or passengers therein, as described in Section 50B of the Major Port Trusts Act, and shall not be charged any Port Dues.
- (4). No Port Dues shall be levied in respect of:
 - (i). any pleasure yacht; or,
 - (ii). any vessel which having left the port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.

- (5). 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 levying port dues.

B. PILOTAGE

Classification of the vessels	Rate per GRT	
	Foreign-going vessels US \$	Coastal vessels Rs.
1. For Pilotage both inward and outward		
(i).For vessels having GRT upto 10000	0.30 subject to a minimum of US \$743	9.87 subject to a minimum of Rs.24,444.70
(ii).For vessels having GRT above 10,000	0.356	11.71
2. (i).Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessels upto GRT 199	71.34 per vessel	2,347.09 per vessel
(ii).GRT 200 and above	107.00 per vessel	3,520.30 per vessel

NOTES:

- (1). Pilotage fee includes services of Ports' pilots for to and fro pilotage and towage (including additional tugs), one act of shifting within the harbour and supply of mooring boats. Any additional act above one act of shifting on request of the vessel will be charged 25% of the Pilotage charges prescribed above.
- (2). No charges for shifting 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 any vessel at mooring is shifted / inberthed 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 shall also be considered as "SHIFTING FOR PORT CONVENIENCE".

- (b). If a working cargo vessel is shifted from berth to accommodate on ousting priority, vessels which are exempted from bearing shifting charges, such shifting shall be treated PORT CONVENIENCE.
 - (c). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions such shifting shall be 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 shall also be 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 such shifting shall also be 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.

- (3). For piloting a vessel on COLD MOVE as certified by the Master of the vessel namely without the power of the engine of the vessel partly or fully in any operation a surcharge of 20% shall be levied over the rates payable as per the Schedule of pilotage charges given above.
- (4). In the event of the vessel carrying a Pilot outside the port limits for unavoidable reasons the Master shall be bound to leave the pilot at the next nearest port and Master, Owner or his representatives shall be responsible for the repatriation and all connected formalities thereof and also be liable to pay all expenses incurred in the matter of boarding, lodging, other reasonable expenses and repatriation of the Pilot thus over carried. In addition, compensation at the rate of Rs. 93.44 (US \$ 2.84) per hour shall be payable by the Master of the vessel till the Pilot reports back to duty at the Port.
- (5). Detention charges of the vessels:

Sl.No	Description	Foreign-going vessels	Coastal Vessels
		US\$	Rs.
(i).	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice for pilotage between 0600 hours to 1800 hours or with less than 6 hours notice for pilotage between 1800 hours and 0600 hours.	71.34	2347.09
(ii).	For detention of Pilot by a Steamer for more than 30 minutes beyond the time for which the requisition was made.		
	(a). For 1 st hour or part thereof	35.66	1173.21
	(b). For every subsequent hour or part thereof	29.73	978.12

- (6). In case where a Pilot boards a Steamer but has to return or being informed that this services are not required, cancellation charges specified in sub-item (i) above shall be levied. If a Pilot is made to wait for more than 30 minutes after boarding the vessel before being informed that his services are not required, charges specified in sub-item (ii) above shall be levied in addition to cancellation charges.

C. BERTH HIRE CHARGES

- (1). Berth Hire charges for occupation of berths where wharf cranes are installed shall be levied at the following rate:

Classification of the vessel	Rate per 8 hours or part thereof per GRT	
	Foreign-going vessels US\$	Coastal vessels Rs.
VESSELS OTHER THAN OIL TANKERS		
1. Vessels upto 3000 GRT	2 US Cents subject to a minimum of US\$ 24.77	0.66 subject to a minimum of Rs.814.93
2. 3001GRT and above	1.67US Cents subject to a minimum of US \$ 60.00	0.55 subject to a minimum of Rs. 1,974.00

- (2). Berth Hire charges for occupation of berths where wharf cranes are not installed shall be levied at the following rate:

Classification of the vessel	Rate per 8 hours or part thereof per GRT	
	Foreign-going vessels US\$	Coastal vessels Rs.
VESELS OTHER THAN OIL TANKERS		
1. Vessels upto 3000 GRT	1.60 US Cents subject to a minimum of US\$ 19.81	0.53 subject to a minimum of Rs.651.75
(2). 3001GRT and above	1.33 US Cents subject to a minimum of US\$ 48.00	0.44 subject to a minimum of Rs.1,579.20

(3). Tankers / oil tankers	2 US cents subject to a minimum of US\$ 39.63	0.66 subject to a minimum of Rs. 1,303.83
(4). Sailing vessels, barges tugs (vessels other than steamer & tankers)	24.77	814.93
(5). Fishing vessels/trawlers	3.96	130.28
(6). Double banking	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above	

(7). **MOTHER SHIPS**

- (i). If the mother ships are berthed alongside a wharf, all the charges as applicable to other Merchant vessels shall be recoverable.
- (ii). If anchored at outer anchorage, there will be no pilotage fees, berth hire, mooring charges and tug hire charges.
- (iii). If anchored at inner anchorage, all applicable vessel related charges excluding berth hire shall be recovered.

(8). **LASH BARGES**

- (i). The berth hire charges shall be levied at the rate of Rs.117.45 (US \$ 3.57) per barge per 8 hour or part thereof during the process of loading and unloading of cargo.
- (ii). When the barges wait at the safe fleeting area they shall be charged at Rs. 38.82 (US \$ 1.18) per barge per 8 hour or part thereof.
- (iii). The charges for towing of barge shall be according to the rate prescribed for tugs or launches, as the case may be.

(9). **PRIORITY BERTHING OR OUSTING PRIORITY (*)**

- (i). For providing priority berthing to any vessel, a fee equivalent to berth hire charges for single day (3 units of 8 hours each) or 75% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.

- (ii). For providing ousting priority to any vessel, a fee equivalent to berth hire charges for single day (3 units of 8 hours each) or 100% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.
- (iii). The fee for according 'priority/ousting' as indicated above shall be charged from all vessels, except the following categories:
 - (a). Vessels carrying cargo on account of the Ministry of Defence.
 - (b). Defence vessels coming on goodwill visits.
 - (c). Vessels hired for the purpose of Antarctica expedition by the Department of Ocean Development.
 - (d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.

(10). **BERTH RESERVATION (*)**

- (i). A shipping line requiring advance reservation for a container ship should give its scheduled arrival of ships at least 3 months in advance. In the case of other vessels, a minimum notice of 1 month should be given. The shipping line should also intimate the expected stay of the ship at the berth at the time of asking for berth reservation.
- (ii). A berth reservation equal to berth hire charges for single day (3 units of 8 hours each) or 25% of the berth hire for the expected stay of the ship at the berth, whichever is higher, will be charged.
- (iii). If the shipping line does not bring the ship at the pre-reserved time, then the berth reservation fee paid in advance will be forfeited.
- (iv). Liner ships should arrive within 6 hours of the commencement of the time reserved for the berths and non-liner ships should arrive within 24 hours of the time indicated for arrival of the ship.

(*) NOTE:

These rates/conditionalities have been allowed to be retained as they are until a final decision is taken by the Authority about permitting such priorities .

NOTES:

- (1). Berth hire shall be levied for a block of 8 hours from the time of completion of mooring of a vessel in a berth or when its anchoring is completed, whichever is later.

- (2). Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. A penal berth hire equal to berth hire charges for one day's berth hire charge (i.e.3 units of 8 hours each) shall be levied for a false signal.
- (3). A vessel which owing to an impending cyclone, elects to stay in the Port after being duly warned by the Port authorities, shall be charged at the specified rates for the period covered by warning and commencing in the case of a vessel which has not completed its loading or unloading at the time of warning, from the day after the loading or unloading has been completed.
- (4). The vessel for whose convenience an adjacent berth(s) is(are) kept vacant due to the nature of cargo to be handled at that particular berth shall be charged berth hire charges applicable to the berths kept vacant in addition to berth hire charge for the berth occupied by the vessel.
- (5). Penal charges for unauthorised occupation of berths; without prejudice to any other course of action in accordance with the relevant provisions of law, rules and regulations, berth hire charges for the unauthorised occupation of a berth in the Port shall be levied at the following rates after giving 8 hours advance intimation or notice in writing to the agents / owner of the vessels concerned:

- (i). Up to 3 days or part thereof : At three times the rate of berth hire charges for authorised occupation.
- (ii). Above 3 and up to 6 days : At four times the rate of berth hire charges for authorised occupation.
- (iii). Above 6 and up to 9 days : At five times the rate of berth hire charges for authorised occupation.
- (iv). Above 9 days and so on for subsequent days : At six times the rate of berth hire charges and so on.

CHAPTER – III

SCHEDULE OF WHARFAGE CHARGES

The rates to be paid for the use of wharves, jetties and landing places (hereinafter referred to as wharfage dues) on goods landed at or shipped from the port of New Mangalore shall be as specified below:

A. BREAK BULK CARGO

Sl.	Description of cargo	Advalorem rate
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No.			at which wharfage is to be collected
1.	Spices (cardomam, ginger, turmeric, corriander seed, pepper, chillies etc.)		0.02%
2.	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen		0.08%
3.	Yarn, cotton and wool raw waste or manufactured staple fibre		0.08%
4.	a. Arecanuts	}	0.10%
	b. Beedi leaves and beedies		
	c. Coffee instant coffee essence or powder		
	d. Mangnesite illuminates monozite bauzite rutile sand		
	e. Sandal wood logs and products		
	f. Tea		
	g. Coffee/Coffee husk		
	h. Tobacco		
5.	Asphalt/Bitumen		0.32%
6.	a. Artificial silk piece goods twists or yarn	}	0.40%
	b. Beer in cases/casks		
	c. Clothes textile and hosiery etc.		
	d. Cycles		
	e. Distempers colour paints polishes etc.		
	f. Electrical goods		
	g. Disinfectant		
	h. Motor cars, Lorries Tractors, Motor-Cycle, Scooter, Three-wheelers etc.		
	i. Soap bars laundry and household		
	j. Wine and Liquor		
	k. Machine and Machinery not otherwise rated		
	l. Fruits in canned/bottle		
7.	a. Bricks and tiles	}	0.60%
	b. Chemicals		
	c. Soda ash		
	d. Vegetables		
8.	Any other non-bulk items		0.40%

NOTE:

- (1). Advalorem rates shall be based on FOB value for exports, CIF value for imports and the value as given in Coastal bill of lading for Coastal cargo.

B. BULK CARGO

Sl. No.	Bulk Cargo	Unit	Wharfage Rate Rs.

Sl. No.	Bulk Cargo	Unit	Wharfage Rate Rs.
1.	FINISHED FERTILIZERS MOP, Urea, DAP, NPK, CAN Ammonia Sulphate and any other Finished fertilizers	M T	40.00
	FERTILIZER RAW MATERIALS Sulphur / Rock phosphate	M T	50.00
2.	FOOD GRAINS AND FOOD PRODUCTS		
	a. Rice, Wheat, Maize, Pulses	M T	65.00
	b. Sugar, Sugarcandy or Cube bags/bulk	M T	60.00
3.	P. O. L.		
	a. Motor spirit	M T	80.00
	b. Superior Kerosene Oil	M T	80.00
	c. Diesel oil	M T	80.00
	d. Crude oil	M T	80.00
	e. Furnace oil	M T	80.00
	f. Grease	M T	65.00
	g. Asphalt/coaltar/bitumen	M T	65.00
	h. Others	M T	80.00
4.	OTHER CHEMICALS		
	a. Ammonia Liquid or Gas	M T	85.00
	b. Phosphoric Acid	M T	65.00
	c. Naphtha	M T	80.00
	d. Sulphuric Acid	M T	60.00
	e. Orthoxylene	M T	65.00
	f. Styrene Monomer	M T	65.00
	g. Ethylene Dichloride [E.D.C]	M T	65.00
	h. Cyclohexanone	M T	65.00
	i. Cumene	M T	65.00
	j. Methanol	M T	65.00
	k. Phenol	M T	65.00
	l. Caustic Soda Dye	M T	65.00
	m. Acids/Chemicals of all kinds in crystals liquids not specified above	M T	65.00

Sl. No.	Bulk Cargo	Unit	Wharfage Rate Rs.
5.	EDIBLE OIL & OTHER LIQUIDS		
	a. Palm oil, vegetable oil, etc.	M T	50.00
	b. Oil seeds	M T	60.00
	c. Molases	M T	60.00
6.	IRON AND STEEL MATERIALS		
	a. Iron and Steel plates, pipes, tubes, steel wire coils [irrespective of the weight of individual piece]	M T	50.00
	b. Iron and Steel scraps and drops	M T	40.00
	c. Pig iron/Sponge iron	M T	50.00
7.	GRANITE IN ANY FORM	M T	55.00
8.	ORES / METALS		
	a. Manganese ore	M T	30.00
	b. Perlite ore	M T	30.00
	c. Chromate ore	M T	30.00
	d. Bentonate	M T	20.00
	e. Zinc concentrate	M T	105.00
	f. Copper concentrate	M T	40.00
	g. Copper cathode	M T	125.00
	h. Copper wire, rods, cables, bars blocks	M T	100.00
	i. Limestone	M T	40.00
	j. Aluminium and Tin	M T	110.00
	k. Iron ore other than KIOCL	M T	35.00
	l. Any other ore in bulk	M T	35.00
9.	GAS		
	LPG / LNG or any other gas in any other form	M T	250.00
10.	TIMBER & ALLIED PRODUCTS		
	a. Timber of all kinds of logs including plywood	CBM	65.00
	b. Wood pulp and wood chips	M T	50.00
	c. Papers of all kinds including waste	M T	60.00

Sl. No.	Bulk Cargo	Unit	Wharfage Rate Rs.
	papers		
11.	COAL AND COKE IN BULK	M T	30.00
12.	CEMENT		
	a. Upto 3.00 lakhs tonnes per annum	M T	60.00
	b. Above 3.00 lakhs tonnes and upto 4.00 lakhs tonnes per annum	M T	50.00
	c. Above 4.00 lakhs tonnes per annum	M T	40.00
13.	GYPSUM / CLINKER	M T	30.00
14.	OTHERS		
	a. Raw cashew nuts	M T	35.00
	b. Cashew kernels	M T	55.00
	c. Cashew shell liquid	M T	40.00
	d. Coir and coir products	M T	55.00
	e. Ferro silicon	M T	40.00
	f. Jute and Jute products	CBM	100.00
	g. Defence stores and equipments	M T	130.00
	h. Oil cakes and fodder of all kinds	M T	30.00
	i. Unaccompanied personal effects	CBM	100.00
	j. Baggages accompanying passengers or seamen free and personnel baggages, horses and carriages / accompanying Military personnel moving on duty embarking from vessels and the animal meats for providing food for them	-	Nil
15.	MDL structures loaded at MDL Jetty	M T	100.00
16.	Salt	M T	40.00
17.	Rice Bran	M T	30.00
18.	Tapioca chips, flour starch, waste & tamarind seed powder in bags	CBM	50.00
19.	Onion	M T	40.00
20.	Unenumerated goods other than the above specified	M T	65.00

M.T. = Metric Tonne

CBM = Cubic meter

NOTES:

- (1). Wharfage shall be in addition to any charges towards rent for storage of goods in the quays, warehouses, transit sheds or landing places of the Port of New Mangalore.
- (2). Request for amendment in import/export applications or documents shall be accompanied by a fee of Rs. 10/- which shall not be refunded.
- (3). **Method of calculating wharfage**
 - (i). All goods intended for shipment shall be assessed on export application and wharfage shall be paid before the goods are shipped.
 - (ii). All goods landed within the limits of the Port of New Mangalore shall be assessed on import application and the wharfage shall be paid before the goods are delivered.
 - (iii). The wharfage dues shall be calculated on the manifested tonnage of the vessel's cargo in the case of imports, iron and steel scrap, ores and other goods in bulk.
 - (iv). In the case of cargo other than that mentioned in sub-rule (iii), the wharfage shall be calculated in accordance with the unit specified against each item of the goods in the Schedule of wharfage given above.
 - (v). The wharfage dues shall be calculated on the total tonnage of each item of goods. For this purpose, the gross and not the net tonnage of each package as specified in the relative invoice or other shipping document shall be taken, subject to fresh check by the Port if the circumstances so require. In the absence of these documents or in the absence of the specification of gross tonnage therein the tonnage arrived at by actual test-check shall be taken as gross tonnage.
 - (vi). For the purpose of calculating the dues in this Scale of rates -
 - (a). One unit by weight means 1 tonne (1000 kilograms)
 - (b). One unit by measurement means 1 cubic meter
 - (c). One unit by liquid measurement (capacity) means 1000 liters

- (vii). In calculating the gross weight or measurement by volume or capacity or an individual item, fractions upto and including 0.50 shall be reckoned as 0.50 and fractions over 0.50 shall be reckoned as one unit.
- (viii). Assessment on packages containing articles of a miscellaneous character shall be made at the rate applicable to the article on which the highest rate is chargeable.
- (ix). Where marks are indistinguishable and the cargo is landed in bulk or under such conditions that the tonnage is not readily ascertainable in that case.
 - (a). if the cargo is landed at the wharf, the tonnage shall be ascertained by taking the actual measurement and converting it at one cubic meter to a tonne.
 - (b). if the cargo is conveyed by craft from a vessel at the outer roads, the licenced carrying capacity of the craft shall be taken as the tonnage.
- (x). 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.

(4). REFUND

- (i). No refund of dues shall be made in respect of goods lost over board or jetties within the limits of the Port. However, in the case of goods thrown over board or jettisoned but not salvaged, refund of wharfage will be considered on production of a certificate from the Deputy Conservator of the Port Trust, justifying the circumstances under which the goods were jettisoned or thrown over board. In case of the goods are salvaged and landed within the port limits, the wharfage dues would be charged on a prorata basis.
- (ii). No refund shall be made unless the amount refundable is Rs.100/- or more

(5). PORTERAGE (HANDLING OF CARGO) AT THE WHARF OR JETTIES

- (i). The Port shall not assume custody of any export cargo and handle the same at the wharf or jetties.
 - (ii). The Port may assume custody at shore and convey transit space and sort for delivery all import general cargo and other cargo for which overside delivery direct from ships is permitted in special case by the Port and the Customs except the bulk cargo and for this service in addition to wharfage, the following charges shall be levied namely:
 - (a). Actual labour charges incurred by the Port plus 20% overhead.
 - (b). Crane hire charges, if crane is provided by the Port.
 - (c). Fork lift hire charges, if fork lift is provided by the Port.
 - (d). Overtime allowance admissible.
- (6). TRANSHIP GOODS
- (i). Cargo landed on and shipped from the wharf, except as otherwise provided shall be charged full wharfage.
 - (ii). Through cargo originally manifested at port of shipment for transshipment landed on the wharf and cargo manifested for local and subsequently amended at the Port of New Mangalore for transshipment shall be charged 85% of the applicable wharfage.
 - (iii). Cargo discharged overside or shipped overside (ship to ship) shall be charged 50% of the applicable wharfage rate except in respect of food grains manifested for Indian Ports and transhipped to smaller vessels from cargo tankers or bulk carriers within the Port limits.
 - (iv). Wharfage shall be levied at Re. 1/- per tonne on food grains manifested for Indian Ports and transhipped into a smaller vessel from tanker or bulk carrier at the Port. This charge shall not be levied in respect of transhipped quantity landed at this port.
- (7). GOODS EXEMPTED FROM WHARFAGE
- The following categories of goods shall be exempted from the wharfage charges:
- (i). Bonafide consumable / non-consumable ship stores.

- (ii). Passenger and seaman's bonafide baggage and personal effects accompanying them.
- (iii). Empty gunnies and twines sent to ship to facilitate landing or loading of cargoes in bulk or for replacing wet or torn bags.
- (iv). Goods consigned to or by the NMPT.
- (v). Postal Mail bags.

CHAPTER - IV
CONTAINER CHARGES

A. WHARFAGE CHARGES

Sl.No.	Container Size	Rate per container	
		Empty Rs.	Loaded Rs.
1.	Upto 20'	60.00	300.00
2.	Above 20'	75.00	400.00

B. STORAGE CHARGES

Sl.No.	Container Size	Rate per container
		US\$
1.	Upto 20'	0.214
2.	Above 20'	0.321

NOTES:

- (1). No free days shall be allowed on containers whether landed/shipped either empty or stuffed.
- (2). 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 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 date the Custom orders 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.

(C). REHANDLING CHARGES

Container manifested for other destination, unloaded and reloaded in the same vessel in the same voyage, the following box rates will be levied:

Sl.No.	Container Size	Rate per container	
		Empty Rs.	Loaded Rs.
1.	Upto 20'	30.00	50.00
2.	Above 20'	60.00	100.00

GENERAL NOTES:

- (1). Wharfage on containers is collected irrespective of the contents of the containers.
- (2). The stuffed cargo removed from the container and cargo meant for stuffing in the container stacked in transit area other than the space allotted on lease for that purpose will be liable for demurrage as applicable to the cargo specified in Chapter V Demurrage.

(i). Containerised import cargo

For levy of demurrage, the free days for import cargo destuffed from the container shall count from the date following the date of destuffing.

(ii). Containerised Export cargo

For levy of demurrage, the free days for export cargo shall be reckoned from the date on which cargo is admitted in the transit area and demurrage leviable, if any shall be computed from the day following the completion of free days till the cargo has been stuffed into containers.

- (3). The applicant shall accept all risks and responsibilities for goods stored at the rental space allotted and shall make his own arrangement for security of the goods stored in such spaces.
- (4). Hire charges for port equipment whenever utilised by the shipper will be charged separately accordingly to the Scale of rates in force from time to time.

CHAPTER – V

DEMURRAGE

A. IMPORTS

Demurrage charges at the following rates shall be levied in respect of all goods left in the port's Transit sheds or open space after the expiry of the free days and free periods till their delivery is effected.

Sl.No	Classification	Unit	Rate
1.	Goods left lying in the Transit sheds or in the open transit space except on which the rate of wharfage dues is fixed for each or by number	Per wharfage unit per day	(a).1 st week : Rs. 3.00 (b).2 nd week : Rs. 7.00 (c).succeeding period : Rs. 10.00
2.	Goods left lying in the Transit sheds or in the open transit space and on which the rate of wharfage dues is fixed per each or by number	Per each package or number per week or part of a week	(a).1 st week : 130 % of the wharfage dues (b).2 nd week : 220% of the wharfage dues. (c).Succeeding period: 330% of

			the wharfage
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NOTES:

1. FREE DAYS

Free days for import cargo shall be admissible as follows:

- (i). Three working days (excluding Sundays and Port holidays) following the date of the complete discharge of the goods from the vessel on to jetties, quays or wharves. When goods are landed from the vessel into lighters, barges or other floating craft, the three working days shall be calculated from the date of complete discharge of goods from the lighters, barges or other floating craft on the jetties, quays or wharves.
- (ii). In the case of salvaged goods, the free days shall be reckoned from the day following the date of notification of salvage by the Receiver or wrecks in the official Gazette of Karnataka State.

2. FREE PERIODS

The following free periods shall be allowed in addition to the free days.

- (i). Periods during which the goods are detained by the Collector of Customs for examination under sub-section (3) and 4 of section 144 of the Customs Act 1962 (152 of 1962), other than the ordinary process of appraisement and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of Importers, plus one working day. The Customs holidays shall also be treated as free periods in addition.
- (ii). Periods during which the goods are detained by any public Health Authority whether cleared or destroyed.

3. SURVEY OF GOODS:

If the goods are detained for survey, then a period not exceeding seven days excluding Sundays and Port holidays, from the date of completion of discharge from the vessel may be excluded while calculating the demurrage charges provided the goods are removed within twenty four hours after the completion of the survey.

4. UNCLAIMED GOODS

Demurrage charges shall not be charged on unclaimed goods from the Master of the ship or the steamer agents, provided that they are cleared within two months from the date of complete discharge of the vessel from which they are landed.

5. EMPTY OR PARTIALLY EMPTY PACKAGES

Demurrage charges shall be payable on packages landed empty or partially empty.

6. DEMURRAGE CHARGES ON SUNDAYS AND PORT HOLIDAYS

Once demurrage charges begin to accrue, no allowance shall be made for Sundays and port holidays.

7. DELIVERY OF GOODS

Goods shall not be delivered to owners or consignees unless all dues leviable thereon, including demurrage charges are paid.

8. CONGESTION OF GOODS

If at any time the NMPT apprehends a serious congestion in the transit area which may affect rapid transit of goods through the Port, the NMPT may direct the owners or consignees of any specified goods to remove such goods from the port premises within a specified period.

If the goods are not removed within a specified period, the NMPT may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or consignees. Goods so removed shall be charged demurrage charges at the rates prescribed in the Schedule of Demurrage (Imports) at (c) in Sl.No. 1 or 2 whichever is applicable.

B. EXPORTS

Demurrage at the rate of Rs.3.00 per wharfage unit per day shall be levied after the expiry of the free days and free periods.

NOTES:

1. EXPORT CARGO

No export cargo shall be admitted into the port premises without the permission in writing of the Traffic Manager of the Port.

Normally export cargo for a vessel shall be admitted only after the vessel is opened for export.

2. FREE DAYS

Free days for export cargo shall be admissible as follows:

- (i). All cargo except salvaged goods (a) Thirty Days (including Sundays and holidays) from the actual date of the goods in the transit area. (b) From the date the vessel is berthed for working cargo to the date the vessel completes loading.
- (ii). Salvaged goods – Three days (excluding Sundays and port holidays) from the date on which the goods were actually salvaged.

3. SHUT OUT CARGO

- (i). In the case of goods shut out from shipment and if removed outside, in addition to the free days mentioned in Note 2, the working day next to the date of completion of taking in of the exports by the vessel shall also be allowed as a free day.
- (ii). In the case of goods shut out by one vessel and subsequently shipped by another vessel the free period shall count from the date of the first shut out, upto ten days including Sundays and holidays. The total free period, however, shall not be less than 30 days as specified in Note 2.
- (iii). Cargo intended for export but not actually shipped will be allowed free days up to only seven days including Sundays and holidays from the actual date of receipt of the goods in the transit area.

4. FREE PERIODS

In addition to the free days, export cargo shall be allowed the following free periods, that is periods during which goods are detained by the Collector of Customs for examinations under Sub-section (3) and (4) of Section 17 and for chemical test under Section 144 of the Customs Act, 1962, other than the ordinary processes or appraisement and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of the exporters, plus one working day. The customs holidays shall also be treated as free periods in addition.

5. CONGESTION OF GOODS

If at any time the NMPT apprehends a serious congestion in the transit sheds or other spaces allotted for the goods in transit to the detriment of the rapid transit of goods through the Port, the NMPT may direct the owner or consignor or Agents of any specified goods to remove such goods from the Port premises within a specified period. If the goods are not removed within such period, the NMPT may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or shipper/agents. Demurrage charges shall be levied on such goods in accordance with the rate specified for demurrage on export cargo.

6. TRANSHIPMENT OF GOODS

The free period shall be allowed for the transshipment cargo up to 40 days including Sundays and holidays from the date of receipt of the goods.

CHAPTER - VI

ALLOTMENT OF LAND

A. ALLOTMENT:

Persons requiring allotment of land for storage of their goods outside the security compound wall of New Mangalore Port Trust on monthly licence basis may apply in writing for a licence in the form prescribed by the NMPT from time to time. But, it shall be at the discretion of the NMPT to allot or refuse such land.

B. LICENCEE'S RESPONSIBILITY:

In applying for land for storage of goods, the applicants for land shall accept all risks and responsibility for goods so stored/stocked. The occupation of land shall be subject to the conditions set-forth in sub-clause (C) below (which shall be reproduced in the license deed). Encroachment or unauthorised occupation of the NMPT land, the stacking of goods on the NMPT land and stacking goods on NMPT Railway track, plants, equipments, approach road, etc., causing obstruction to the movement of traffic by the licensees will involve a liability to pay a penalty at the rate not exceeding five times the licence fee laid down in the Scale of Rates, in addition to the cost of rectifying damages caused to the NMPT properties. If the licensee fails to remove the goods from the encroached area in spite of notice to do so, the goods will be removed elsewhere by the NMPT at the risk and the cost of the licensee and penal rent at the rate not

exceeding five times the normal rates will be levied on the land occupied by the goods so removed.

C. CONDITIONS

- (i). Goods stored under the licence deed shall be at the entire risk and responsibility of the licencees. The NMPT will not in any way take responsibility for pilferage, theft, fire or loss thereof. The licencees shall post their own watch to safeguard the goods stored at their allotted land to prevent any unauthorised occupation of such land by others.
- (ii). The licencee shall not construct or put up any buildings, erection or convenience or canteens on the land occupied under the licence deed except on the written permission of the NMPT. The licencee shall agree to remove such building, erection or convenience or canteen on the land and restore the land to its original condition at the time of termination of the licence and if the licencees fail, the NMPT will arrange for removal of such erection at the cost, risk and responsibility of the licencees.
- (iii). The licence fees or charges shall be paid from the date of allotment/occupation of the land in accordance with the rate laid down in the Scale of Rates and shall be remitted for each calendar month in advance i.e., before 1st of every month.
- (iv). The licencee shall vacate the land occupied by them if the licence is not renewed by 15th of every month at the latest and in case the licence fails to hand over the land in vacant possession on the date of expiry of the licence granted after removing such of the structures or constructions put up, the NMPT shall have the right to remove such structure and the goods stored in such land to any other alternative land in any part of the Port's Estate at the cost and risks and responsibility of the licencees and in addition, the NMPT shall charge a penalty at the rate not exceeding five times the normal licence fees leviable under the Scale of Rates for the period the goods may have remained within the Port's Estate beyond the period for which the licence was granted.
- (v). All licencees shall deposit with the NMPT, an amount equivalent to three months licence fee on the land allotted to them under the licence as a guarantee for the due and faithful performance of the condition set forth in the licence and the deposit will be returned when the land is vacated finally, less any amount that may be due to the NMPT.

- (vi). The NMPT shall have the right at any time to resume the possession of the land wholly or partly which is required by the Port/not occupied by the licencees, in which event the proportionate reduction in licence fee will be allowed. In case of such a resumption or possession of land, the licencee shall not be entitled to claim any compensation on account of such resumption or possession or to remove and take away improvements, if any, made by him on the land.
- (vii). The licencee shall agree to comply with all rules or directions issued by the NMPT from time to time. Should the licencee neglect to comply with the rules of directions, the NMPT may terminate the licence.
- (viii). The licencee shall agree that all payments and expenses of whatever sort due to the Port in respect of land allotted to the licencee, shall be recoverable at the rates prescribed in the NMPT Scale of Rates.
- (ix). The licencee shall comply with all rules and regulations that may from time to time be issued by the local authorities of the inspector of Explosives, the Department of Explosive, Government of India or whomsoever concerned in relation to the storage of goods under the licence.
- (x). The licencee shall have the right to appeal against resumption of possession of the land to the Board of Trustees of the New Mangalore Port Trust within a period of 30 days from the date of receipt of the Order Appealed against and the decision of the Board is final in this regard.

A. SCHEDULE

Particulars	Rate
1. Allotment of land outside the security compound wall on short term licence basis for a period upto 3 years	Rs. 90,720/- per acre per annum or (Rs. 7,560/- per acre per month)
2. Allotment of paved stacked yard at the Marshalling yard on short term licence basis for a period upto 3 years	Rs. 13,180 per acre per month

NOTE :

The above licence will be increased at a uniform rate of 5% every year rounding off to the nearest Rupee, with an option to the Port Trust to re-fix the base after every five years.

B. SCHEDULE FOR ALLOTMENT OF LAND INSIDE THE WHARF AREA

Particulars	Licence fee (Rs.)
Landing Places :	<u>per 100 sq.mtr. per month</u>
a). Open space for storage of goods	446.50
b). Ore stacking yard	573.30
c). Paved stack yard	1,141.10
d). Covered space in overflow shed for warehouses including platform.	2,789.35 for space inside the sheds or warehouses and Rs. 2,662.55 per sqr. mtr. for platform space.

NOTE :

1. For licence less than one year, a surcharge of 10% on the rates mentioned above will be levied.
2. The above licence fees will be increased at a uniform rate of 5% every year rounding off to the nearest Rupee, with an option to the Port Trust to refix the base after every five years.

C. SCHEDULE OF RATES FOR ALLOTMENT OF LAND INSIDE AND OUTSIDE SECURITY COMPOUND WALL FOR BOTH LONG TERM LEASE/SHORT TERM LICENCE BASIS

Sl. No.	Particulars	Rate per 100 sq.mtr. per month Rs.
1.	Long term lease of land	600.00
2.	On short term licence basis	
	(a). Allotment of land outside S.C Wall	600.00
	(b). Allotment of paved stack yard in the Marshalling Yard	755.00
3.	Landing places	
	(a). Open space for storage of goods	600.00
	(b). Paved ore stack yard	755.00
	(c). Paved stack yard	1,300.00
	(d). Covered space in overflow shed or warehouses inside.	2,800.00 for space inside the sheds or warehouses and Rs.2,655.00 for platform space.

NOTES:

1. The above licence fees will be increased at a uniform rate of 5% every year rounding off to the nearest Rupee, with an option to the Port Trust to refix the base after every five years.
2. For Landing Places a surcharge of 10% will be levied when the allotment is made for a period less than a year.

CHAPTER – VII

OTHER CHARGES

A. CHARGES FOR SUPPLY OF WATER

Description	Rate per K.L./Tonne	
	Foreign-going vessels	Coastal vessels
	US\$	Rs.
Water charges	3.50	115.15

B. MARSHALLING YARD USAGE CHARGES

Sl.No.	Description	Rate per metric tonne Rs.
1.	Use of Marshalling Yard only	8.00
2.	Use of Marshalling yard including private siding inside the wharf	10.00

C. FEES FOR ISSUE OF LICENCE TO C&F AGENCY

Sl.No.	Description	Rate Rs.
1.	New Licence	5000.00 for two calendar years
2.	Renewal within the period of licence for a further period of two calendar years.	1000.00 per licence
3.	For issue of duplicate licence when the original is lost or defaced	200.00 per licence

NOTE : Renewal of licence shall be effected only if the licensee has utilised and transacted activities at the port during the previous licence period. Failure to renew the licence within the specified period entails cancellation of the licence.

D. FEES FOR ISSUE OF LICENCE TO STEAMER AGENCY

Sl.No.	Description	Rate Rs.
1.	New Licence	5000.00 per licence
2.	Renewal within the period of one year.	1000.00 per licence
3.	For issue of duplicate licence when the original is lost or defaced	200.00 per licence
NOTE : Renewal of licence shall be effected only if the licensee has utilised and transacted activities at the port during the previous licence period. Failure to renew the licence within the specified period entails cancellation of the licence..		

E. CHARGES FOR HIRE OF LAUNCHES AND TUGS WITHIN THE LIMITS OF THE PORT

I. TUGS

Sl. No.	Name of the Vessel	Rate per hour or part thereof	
		Foreign-going vessels US \$	Coastal vessels Rs.
1.	Hemavathi 22.5 T.B.P.	820.46	26,993.13
2.	Varahi and Shambhavi	2034.13	66,922.88

II. MOORING LAUNCHES

Sl. No.	Name of the Vessel	Rate per hour or part thereof	
		Foreign going Vessels US \$	Coastal vessels Rs.
1.	Nandini & Padmini	17.02	559.96
2.	Mohini and Shalini	68.10	2,240.49
3.	Survey launch 'Anveshana'	230.82	7,593.98

III. PILOT LAUNCHES

Sl. No.	Name of the Vessel	Rate per hour or part thereof	
		Foreign-going vessels US \$	Coastal vessels Rs.
1.	Sumangala	68.10	2,240.49
2.	Kapila	201.04	6,614.22
3.	Mallika	282.23	9,285.37
4.	Buoy Laying Tender	51.06	1,679.87

F. HIRE CHARGES FOR CARGO HANDLING EQUIPMENT

Sl. No.	Equipment	Rate per hour or part thereof Rs.	
1.	Coles Husky 680S of 75 MT capacity	2,100.00	
		Rate per hour or part thereof per fork lift	
		Foreign-going vessels Rs.	Coastal vessels Rs.
2.	3 Ton Forklift Trucks	90.00 subject to a minimum of Rs. 180 per forklift	60.00 subject to a minimum of Rs. 120 per forklift

NOTES:

1. No private equipment shall be permitted into the port premises without prior permission of the NMPT.
2. The hire charges shall commence from the time the equipment is made available for use.
3. If the equipment is detained without use, detention charges shall be leviable at the rate of Rs. 100 per hour or part thereof.
4. A charge of Rs. 300 per equipment will be recovered if a requisition is cancelled in writing before the commencement of the period of hire, provided no such charges shall be recovered if the the notice of cancellation was received before action was taken by the NMPT to comply with the requisition. In case where no written notice of cancellation is received before the commencement of the period of hire or where the equipment is used only for a portion of the period applied for, charges payable for the full period of requisition shall be recovered. If the NMPT are unable to supply the equipment to suit their convenience either for the entire period of requisition or for a part thereof, no charge shall be recovered for the period of non-supply of the equipment
5. (i). The hirer shall not put on the equipment hired or cause to be put on them by his agents or employees or other persons working under such hirer, any load heavier than the lifting capacities of the said equipment.

- (ii). The hirer shall be liable to pay a penalty of Rs. 500 for every breach of the above condition whenever he is found guilty of such breach by the NMPT.
 - (iii). The cost of damage, if any, caused to the equipment by its being used in contravention of the above condition, shall, in addition to the penalty referred to above, be recovered from the hirer and shall include even the replacement value of the equipment if the damage caused makes such a recovery necessary.
- 6. The NMPT shall not be responsible to the hirer or any person for any loss or damage or injury to life person arising directly or indirectly from the use of the equipment during the period of its supply for hire. The hirer shall indemnify the NMPT against all loss or damage or injury to life arising directly or indirectly from the use of the equipment during the period of the supply on hire to any property belonging the Port including the equipment, or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The hirer shall also indemnify the NMPT for all liabilities under the Workmen's Compensation Act, 1923.
- 7. When equipment are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges shall be calculated as if the hire was for a continuous period by totalling up the broken periods of work instead of rounding off each spell of work separately.
- 8. In case of breakdown of equipment due to mechanical defects, the period taken to repair shall be deducted in calculating the hire charges.

G. MISCELLANEOUS CHARGES

I. Charges for taking photographs or shooting films in the harbour premises

Sl. No.	CLASSIFICATION (FOR THE PURPOSE OF THE SCALE)	Rate Rs.
1.	For shooting of films by film making company or private parties	10,000.00 per day or part thereof
2.	For still photographs of export/import cargoes	400.00 per day or part thereof
3.	For taking photographs of the parties or of the crew in Board the ships and in case not covered in clauses (1) & (2) above	50.00 per each time for each party

NOTES:

1. The licence shall be issued by the NMPT or any official authorised by it.
2. Still photographs taken and shooting film by the State and Central Govt. for education and scientific purposes and in connection with Govt. Publicity and shipping activities are exempted from paying charges.
3. Any other cases of taking still photographs and shooting of films within the perimeter wall or in the Port premises shall be at the discretion of the NMPT on merit of each case.
4. The charges shall be paid in advance and no refund of such payments shall be allowed for any failure/cancellation of the programme.
5. If the cancellation of programme is at the instance of the Port or under extraordinary circumstances the charges paid shall be refunded subject to the claim in time.
6. The hire charges for any craft and or appliance of the Port if any, that are supplied and used by the film making company or by those taking photographs shall be levied as per the respective provisions of the Scales of Rates in addition to charges payable under this scale.

II. FEES FOR ISSUE OF PASSES/LICENCE FOR ENTRY INTO THE WHARF

Sl.No.	Classification	Rate Rs.
1.	For issue of temporary pass for admission into the harbour (per head, per day)	2.00
2.	Temporary pass for bus, authorised trucks carrying passengers (per vehicle per day)	50.00
3.	Temporary pass for trucks/trailors/tippers (per day)	10.00
4.	Temporary pass for Car/Jeep/Van (per day)	6.00
5.	For private cargo handling equipment (per day)	75.00
6.	Issue/renewal of permanent photo pass (per head)	100.00
7.	Issue of duplicate photo pass (per head)	250.00
8.	a. Permanent vehicle pass for trucks/trailors/tippers	
	for six months	500.00
	for one year	800.00
	for duplicate	250.00
	b. Permanent vehilce pass for car/jeep/van	
	for six months	380.00
	for one year	600.00
	for duplicate	250.00
9.	Permanent pass for private cargo handling equipments	
	for six months	2500.00
	for one year	4000.00
10.	Entry fees for cargo trucks entering the bounded area of the payable by C&F agent per entry.	10.00

NOTES:

1. The licence shall be issued by the NMPT or any official authorised by it
2. The payment of the charge will not automatically entitle a person to get a pass.

3. The temporary pass shall be valid for a day for which it is obtained from zero to zero hours.
4. The NMPT may issue temporary passes free of charge to the distinguished guests to the Port, visiting staff of other Major Ports and other Govt. Officers/officials connected with the Port Trust and visiting the wharf on official duty. No charges shall also be collected from the employees of the Port holding valid identity cards and other shipping interests holding valid photo passes issued by the NMPT.
5. Only persons who have harbour entry passes will be issued with temporary vehicles licence on payment of the above prescribed fee and it is not transferable.
6. No refund will be allowed for the charges once paid for temporary vehicle licences issued by the Port.
7. Drivers of vehicles [with permanent licence] are exempted from the payment for entry into the wharf.
8. No refund will be allowed for the charges once paid for the licences issued for the vehicles covered by item above for unexpired period of licence.
9. Failure to apply for the renewal of the annual or half yearly licence within 15 days, before the day of expiry thereof may entail cancellation of the licence or levy of penalty of Rs. 30/- per vehicle in addition to the renewal fee.
10. A fee of Rs. 30/- shall be charged for transfer of each annual or half yearly licence due to change of ownership of the carriers.
11. A sum of Rs. 30/- shall be charged for the issue of a duplicate annual or half yearly licence when the original is defaced or illegible or is lost.
12. Vehicles i.e. carriers of goods belonging to the New Mangalore Port Trust and other Major Port Trusts alone shall be exempted from holding a licence.
13. Any other vehicles not covered by above may be exempted from charge under the Scale of Rates at the discretion of the NMPT.
14. No refund is permissible for the unexpired period of licence.

15. Whenever damage to the NMPT, property is caused by any vehicle playing within the NMPT foreshore premises, the owner of the vehicle shall accept liability thereof and pay the damages resulting therefrom.
16. Drivers of vehicles with permanent licence are exempted payment from entry into the wharf.

III. FEES FOR THE HIRE OF WEIGHING SCALE AND FOR THE ISSUE OF CERTIFICATES OF WEIGHTS FOR WHARF CARGO

- (a). For hire of weighing scales : Re. 1.00 per tonne or part thereof.
- (b). For issue of certificate of total tonnage of cargo : Rs. 3.00 per tonne or part thereof for Weighment of consignment [i.e., for goods covered by one application] subject to a minimum of Rs. 15/- per certificate.

NOTES:

1. The Attendant labour shall be supplied by the parties concerned in all cases.
2. Charges shall be levied in accordance with the above scale when it is necessary for the port to weigh goods, e.g. for the purpose of assessing the amount of wharfage payable in respect of the goods.
3. No refund of hire charges shall be allowed in case a notice of cancellation of requisition is not sent to the authorised officer of the NMPT in writing so as to reach him at least 2 hours prior to the commencement of the period of hire.
4. A fee of Rs. 10/- each shall be levied for a duplicate certificate of payment issued by the port authorities.

IV. CHARGES FOR THE USE OF WEIGH BRIDGES

- (a). Weighment of cargo on the Port Lorry weigh bridge : Rs. 5.00 per trip both ways
- (b). For issue of weighing certificate : Rs. 25/- per certificate in addition to the charges at [a] above.

- (c). Charges for weighing wagon in Railway weigh bridge
- (i). Broadgauge wagon Rs. 45 per wagon.
- (ii). Metre gauge wagon Rs. 30 per wagon.

NOTES:

1. The weighbridge shall be used only for weighing lorries or carts etc. with or without loads.
2. The fee under item (a) above shall cover hire charges of passing the cart or lorry etc. both empty and loaded over the weighing platform. The fee under item (b) above shall be payable in addition for the issue of certificate showing both the tare and loaded weight of the vehicle.
3. If any empty lorry after recording the tare weight on the ports weigh bridge within the wharf area is not brought to the ports weighbridge during the same day with a load for recording the gross weight, a fee of Rs. 5.00 per lorry shall be payable by the party on whose behalf the tare weight is asked to be recorded.
4. The weigh bridge shall be manned by the NMPT and the necessary transport, labour, etc. shall be arranged by the parties concerned.
5. The NMPT shall not be responsible to the hirer or any person for any loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge during the period of its hire. The hirer shall indemnify the NMPT against all loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee to the port. The hirer shall also indemnify the NMPT for all liabilities under the Workmen's Compensation Act, 1923.

V. CHARGES FOR ISSUE OF ENTRY AND CLEARANCE CERTIFICATE

Charges for issue of entry and clearance certificate to Master/Owner/Agent of vessels which call at the port for crew change and anchor within or beyond port limits without discharging or loading any cargo or passenger

Rs. 1000/- per certificate

CHAPTER - VIII

LEVY CHARGES OF REGISTERED CARGO HANDLING WING

Levy Charges for obtaining services of cargo handling workers from New Mangalore Port Trust Registered Cargo Handling Workers' Administrative Wing shall be as follows :

		Percentage of levy on the basic wages of the workers concerned
(i).	All export containerized cargo only	200%.
(ii).	All gangs consisting of 8 or more Hatch workers and its corresponding shore gangs for discharge/loading of cargo.	200%.
(iii).	All other gangs consisting of less than 8 Hatch workers and its corresponding shore gangs.	250%.
(iv).	All other cargo handling operations in the Port like unloading from transit shed, stack yard, open stack yard, etc.	250%.

NOTE :

The levy at the rates indicated above is in addition to the actual wages earned by the worker including incentive wages calculated as per the respective clauses of prevailing settlement / scheme and payable to the NMPT by the licenced stevedores.

FURTHUR ORDERS