

Visakhapatnam Port Trust

Scale of Rates **(as on 4th June 2001)**

SECTION 1

1.1. Definitions - General

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

- (1). "Coastal vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.
- (2). "Cold move" shall mean without the power of the engine of the vessel.
- (3). "Day" shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.
- (4). "Foreign-going vessel" shall mean any vessel other than Coastal vessel.
- (5). "Fortnight" shall mean a period of 15 days.
- (6). "Hirer" shall mean all users of the port using any of the appliances of the Port.
- (7). "Month" shall mean the period from 1st to end of the calendar month.

General Terms & Conditions

- (1). All goods landed within the limits of the Port shall be assessed on import application and the fees shall be paid before the goods are removed.
- (2). All goods intended for shipment shall be assessed on export application and the fees shall be paid before the goods are shipped.
- (3). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnage for collection of Port dues.
- (4). Charges on packages containing articles of a miscellaneous character shall be levied at the rate applicable to the articles on which the highest rate is chargeable.

- (5). No refunds shall be made unless the refund amount is Rs.100.00 or more.
- (6). (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 document will be required to be entitled to Coastal rates.
- (7). (a). Vessel related charges shall be levied on shipowners / Steamer Agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiary or any other Public Sector Banks as may be specified from time to time. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.
- (b). In respect of storage charges on containers, the charges will be collected in equivalent Indian Rupees based on the Market Buying rate prevalent on the day of entry of the vessel in case of Import containers; and on the day of arrival of the containers into the port in case of export containers.
- (8). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the Port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (9). For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
- (10). Interest on delayed payments / refunds.
- (a). The user shall pay penal interest at the rate of 18% per annum on delayed payments of any charge under this Scale of Rates.

- (b). The Port Trust shall pay penal interest @18% per annum on delayed refunds.
 - (c). The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the user whichever is later.
- (11). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
 - (12). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 be taken as 0.5 unit and fractions of 0.5 and above be treated as one unit, except where otherwise specified.
 - (13). *Ad valorem* wharfage on imports shall be calculated on CIF value; on the exports on FOB value; and on Coastal cargo on value specified in the bill of coastal goods. Customs bills of entry/shipping bill/bill of coastal goods shall be the main documents for assessing the value of cargo for wharfage purpose and where it is not available, the value will be determined based on Bill of Lading/invoice etc.
 - (14). In case of damages to crafts, equipments, tools and plants, the hirer shall deposit anticipated amount for all such charges for damages as assessed by the Port immediately on receipt of the demand, pending determination of the actual charges. In case of total loss, the hirer shall deposit the book value or market value of the crafts or appliances or properties of the Port whichever is higher.

SECTION – 2
VESSEL RELATED CHARGES

2.1. PORT DUES

SI. No.	Particulars	Unit	Rate per GRT		Frequency of payment in respect of the same Vessel.
			Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)	
(1)	(2)	(3)	(4)	(5)	(6)
A.	IRON ORE VESSELS (mechanical handling):	GRT	0.178	5.84	The due is payable for each entry into the Port.
B..	POL VESSELS:				
	(a). Vessels entering the outer harbour	GRT	0.2633	8.64	-do-
	(b). Vessels entering the rest of the harbour.	GRT	0.2187	7.18	-do-
C.	Fishing vessels	GRT	0.437	14.35	- do -
D.	Other than iron ore (mechanical handling), POL and Fishing vessels.				
	(a). Less than or equal to 10.7 metres draft.	GRT	0.241	7.91	-do-
	(b). More than 10.7 metres draft.	GRT	0.290	9.52	-do-

NOTE:

(1). Concession in port dues will be extended to the following vessels:

SI. No.	DESCRIPTION	Concession offered
(1)	(2)	(3)
(a).	Vessels entering the port in ballast and not carrying passengers.	25 %
(b).	Vessels entering the port but not handling cargo or passenger.,	50 %
(c).	Vessels entering the port for taking only provisions, bunkers, fresh water or vessels entering the port for repairs.	50 %
(d).	Vessels carrying exclusively containers.	10 %

(2). Port dues shall not be levied on:

- (i). Vessels belonging to other Indian Ports;
- (ii). Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage;
- (iii). Any vessel belonging to or in the service of Central Government, or State Government.
- (iv). Any vessel of war belonging to any Foreign Prince or State.

2.2. PILOTAGE FEES

Pilotage fee leviable shall include services of Port's pilots for inward, outward and one shifting operation within the same harbour or from inner harbour to outer harbour or vice versa. It also includes towage including additional tugs, mooring and unmooring charges.

A. Schedule of Pilotage Fees for vessels other than Iron Ore (mechanical handling), POL and Fishing vessels:

Sl. No.	Size of the vessel in GRT	UNIT	Rate per GRT	
			Foreign-going Vessel (in US\$)	Coastal Vessel (in Rs.)
(1)	(2)	(3)	(4)	(5)
1.	Upto and inclusive of 3,000 GRT	PER GRT	0.347	11.39
2.	3,001 TO 10,000 GRT	-do-	0.363	11.92
3.	10,001 TO 30,000 GRT	-do-	0.378	12.41
4.	30,001 and above GRT	-do-	0.544	17.86
5.	Minimum charges payable		520.50	17,088.00

B. Schedule of Pilotage Fees for Iron Ore vessels (mechanical handling):

Description	Rate per GRT		
	UNIT	Foreign going-vessel (in US\$)	Coastal vessel (in Rs.)
Iron ore vessels	PER GRT	0.613	20.12

C. Schedule of Pilotage fees for POL vessels:

Sl. No.	Size of the vessel in GRT	Rate per GRT		
		UNIT	Foreign-going Vessel (in US\$)	Coastal Vessel (in Rs.)
(1)	(2)	(3)	(4)	(5)

1.	Upto and inclusive of 3,000 GRT	PER GRT	0.315	10.34
2.	3,001 TO 10,000 GRT	-do-	0.330	10.83
3.	10,001 TO 30,000 GRT	-do-	0.344	11.29
4.	30,001 and above GRT	-do-	0.495	16.25
5.	Minimum charges payable	-do-	236	7,747.90

D. Schedule of Pilotage fees for Fishing vessels:

If fishing vessels require services of Port's pilot for towing, then minimum charges of Pilotage fees shall be levied i.e., US \$ 520.50 for foreign-going vessel and Rs.17,088/- for coastal vessel including the cost of third tug.

Note:

- (1). **Concession in Pilotage fees will be extended to the following vessels:**

DESCRIPTION (1)		Concession Offered (2)
(a).	Vessels entering the Harbour for repairs, bunker and water.	15%
(b).	Vessels availing one way Pilotage Services.	50%
(c).	Vessels carrying exclusively containers.	10%

- (2). If the vessel is shifted from one berth to another berth within the same harbour or from Inner Harbour to Outer Harbour or vice versa only shifting charges shall be levied for second and subsequent shifting.
- (3). In case the vessel shifts to anchorage / roads and re-enters the harbour for continuation of operation, pilotage fees shall be levied. This will not apply, however, in the following cases:
- (a). In case the vessels shifts to anchorage after lightening part cargo at outer harbour for want of a suitable berth in the Inner / Outer Harbour for continuation of unloading;
- (b). In case the vessel shifts to the anchorage after loading a part cargo at Inner harbour for want of a suitable deep draft berth in the Outer harbour for continuation of loading.

In both the cases , it is deemed as continuation of same operation and only shifting charges shall be levied for second and subsequent shifting.

E. Detention charges shall be levied as under if a vessel is not ready to enter/sail/shift within half an hour from boarding of the pilot.

Sl. No. (1)	Description (2)	Foreign-going vessel	Coastal vessel
		(in US \$) (3)	(in Rs.) (4)

a.	(i)	First half-an-hour for sailing / shifting.	Free	Free
	(ii)	First half-an-hour for Entry.	Free	Free
b.		Next half-an-hour	330.33	10,844.70
c.		Thereafter (per hour or part thereof)	660.66	21,689.50
d.		Cancellation of movement of a vessel scheduled for Entry/Shifting/Sailing - Charges to be levied in addition to the detention charges	989.84	32,496.45
e.		Fees for carriage of Pilot : Compensation per day if an outward bound vessel carries away a pilot to sea.	25.87	849.30

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

2.3. BERTH HIRE CHARGES

2.3.1. Schedule of Berth Hire Charges for Crane Berths : For vessels other than Iron Ore (mechanical handling) and POL

Sl.No.	Size of Vessels in GRT	Unit	Rate per GRT	
			Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
(1)	(2)	(3)	(4)	(5)
1.	Upto and inclusive of 3000 GRT	Per 8 Hours or part thereof.	0.058 subject to a minimum of US \$ 87	1.90 subject to a minimum of Rs.2,856.20
2.	3,001 to 10,000 GRT	-do-	0.036 subject to a minimum of US \$ 174	1.18 subject to a minimum of Rs.5,712.40
3.	10,001 to 15,000 GRT	-do-	0.025 subject to a minimum of US \$ 360	0.82 subject to a minimum of Rs.11,818.80
4.	15,001 to 30,000 GRT	-do-	0.016 subject to a minimum of US \$ 375	0.53 subject to a minimum of Rs.12,311.25
5.	30,001 to 60,000 GRT	-do-	0.029	0.95
6.	60,001 and above	-do-	0.025 subject to a minimum of US \$ 1740	0.82 subject to a minimum of Rs.57,124.20

2.3.2. Schedule of Berth Hire Charges for Non Crane Berths: For vessels other than Iron Ore (mechanical handling) and POL

Sl.No.	Size of Vessels in GRT	Unit	Rate per GRT
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(1)	(2)	(3)	Foreign-going vessel (in US \$) (4)	Coastal vessel (in Rs.) (5)
1.	Upto and inclusive of 3000 GRT	Per 8 Hours or part thereof.	0.030 subject to a minimum of US \$ 45	0.98 subject to a minimum of Rs.1,477.35
2.	3,001 to 10,000 GRT	-do-	0.0184 subject to a minimum of US \$ 90	0.60 subject to a minimum of Rs.2,954.70
3.	10,001 to 15,000 GRT	-do-	0.0127 subject to a minimum of US \$ 184	0.42 subject to a minimum of Rs.6,040.70
4.	15,001 to 30,000 GRT	-do-	0.0080 subject to a minimum of US \$ 190.50	0.26 subject to a minimum of Rs.6,254.10
5.	30,001 to 60,000 GRT	-do-	0.015	0.49
6.	60,001 and above	-do-	0.0127 subject to a minimum of US \$ 900	0.42 subject to a minimum of Rs.29,547.00

2.3.3. Schedule of Berth Hire Charges for Iron Ore vessels (mechanical handling):

Sl. No. (1)	Size of Vessels in DWT (2)	Unit (3)	Rate per GRT	
			Foreign-going vessel (in US \$) (4)	Coastal Vessel (in Rs.) (5)
i).	Vessels of 70,000 DWT and above.	Per 8 Hrs. or part thereof.	\$ 0.0232	0.76
ii).	Vessels of below 70,000 DWT	Per 8 Hrs. or part thereof.	\$ 0.064	2.10

2.3.4. Schedule of Berth Hire Charges for POL Vessels:

Sl.	Size of Vessels in GRT	Unit	Rate per GRT
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No.			Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
(1)	(2)	(3)	(4)	(5)
1.	Upto and inclusive of 3000 GRT	Per 8 Hours or part thereof.	0.0272	0.89
2.	3,001 to 10,000 GRT	-do-	0.0168 subject to a minimum of US \$81.60	0.55 subject to a minimum of Rs.2,678.90
3.	10,001 to 15,000 GRT	-do-	0.0115 subject to a minimum of US \$168.00	0.38 subject to a minimum of Rs.5,515.45
4.	15,001 to 30,000 GRT	-do-	0.0073 subject to a minimum of US \$172.50	0.24 subject to a minimum of Rs.5,663.20
5.	30,001 to 60,000 GRT	-do-	0.0136	0.45
6.	60,001 and above	-do-	0.0115 subject to a minimum of US \$ 816.00	0.38 subject to a minimum of Rs.26,789.30

2.3.5. Berth Hire Charges for other services:

Sl. No.	Particulars	Unit	Rate	
			Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
1.	Lash Barges	Per 8 hours or part thereof per GRT.	0.0081	--
2.	Vessels and Crafts either dumb or self propelled of less than 450 GRT that lie at shallow waters, jetties, wharves the deep water zone.	Per 8 hours or part thereof per GRT	0.024	0.79
3.	Fishing vessels (engaged in fishing).	Per 8 hours or part thereof per GRT	0.010	0.33
	Particulars	Unit	Rate	

Sl. No.	Particulars	Unit	Rate	
4.	Barge Sabari	Per 8 hours or part thereof per GRT	Foreign-going vessel	Coastal vessel (in Rs.)
5.	Bunker barge Sheerji Sagar	Per 8 hours or part thereof per GRT	(in US \$)	0.05
6.	Scrapping vessel lying in water at scrapping yard.	Per 8 hours or part thereof.	14.02	460.28
7.	Dredgers berthed at barge berths No.1 & 2 in Lova gardens.	Per 8 hours or part thereof.	19.20	630.34
8.	Vessels under construction:			
	(a) at Hindustan Shipyard berth.	Per 8 hours or part thereof.	-	1341.00
	(b) at jetties /moorings outside commercial zone.	Per 8 hours or part thereof.	-	671.55

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

Sl. No.	Particulars	Concession offered
1.	Hindustan Shipyard Jetty	40% of non crane berth hire charges
2.	a). Moorings – POL vessels	50%
	b). Mooring other than POL vessels	50% of non crane berth hire charges
3.	a). POL vessels berthed along side a vessel already at berth, mooring etc.	50%
	b). Other than POL vessels berthed along side a vessel already at berth, mooring etc.	50% of non crane berth hire charges.
4.	Vessels carrying exclusively containers.	10%

2.3.7. Road Stead Charges:

Vessels anchored at Roads:

Sl. No.	Particulars	Unit	Rate applicable
1.	First Seven days	Per GRT per 8 hrs. or part thereof	25%
2.	8 th day to 14 th day	- do -	50%
3.	15 th day onwards	- do -	75%

Note:

The above charges shall be applicable as per the rates specified against the following Sections:

- (a). Section 2.3.1. for residual cargo.
- (b). Section 2.3.3. for Iron ore (mechanical handling).
- (c). Section 2.3.4. for POL cargo.

2.3.8. Penal Berth Hire Charges:

- (i). Vessel shall be permitted to occupy the berth after completion of cargo operation without attracting penal berth hire charges for the period mentioned below:-
 - (a). Any vessel which requires lashing. - 10 hrs.
 - (b). Food grains vessels requiring fumigation and inerting. - 10 hrs.
 - (c). All other cases. - 7 hrs.
- (ii). The berth occupancy for each vessel will be determined based on the hook shift output rates for export and import of various commodities as given below:

Commodity wise per hook per shift output rates

For Exports

Sl. No.	Nomenclature	Per hook per shift output (in tonnes)
1	Containers (boxes)	20
2	Ferro Silicon	102
3	General Cargo	82
4	Iron & Steel	180
5	Iron Ore & Pellets (manual loading)	598
6	Maize	61
7	Sugar	94
8	Wheat (bags)	91
9	Rice (bags)	81
10	Rice (Bulk)	80
11	Aluminium Billets	98
12	Aluminium Ingots	110
13	C.P. Coke	346
14	Cement	102
15	Charge Chrome	404
16	Chick Peas	219
17	Chrome Ore	188
18	Coal tar (Bags)	192
19	Coffee (Bags)	67
20	Dry Yeast	62
21	Feldspar	317
22	Fenugreek	99
23	Ferro Chrome (Bulk)	341
24	Ferro Chrome Bags	226
25	Ferro Manganese	99
26	Granite Blocks	199
27	Ilmenite Sand	333
28	Kenaf	40
29	Manganese Ore	310
30	Pet Coke (Bags)	83
31	Pig Iron	458
32	Quartzite	117
33	Silicon Manganese Ore (Bags)	200

For Imports

Nomenclature	Per hook per shift output (in tonnes)
Containers (boxes)	22
Ferro Silicon	262
General cargo	86
Iron & Steel	108
Iron Ore (manual unloading)	560
Maize (bulk)	234
Sugar in bags	82
Wheat (in bulk)	134
Rice	62
Rock Phosphate	281
Ammonium Nitrate	347
Ammonium Sulphate	210
Bauxite Bags	233
Bentonite	254
Bulgar wheat bags	62
Carbon Anodes	229
Chrome Ore	206
Coal tar pitch	77
Coking Coal	622
CSB in bags	74
DAP Bulk	262
DBM in bags	242
DBM in Bulk	220
Dolomite	405
Lame Coke (parcel of below 20000)	234
Lam Coke (parcel of above 20000)	361
Lime Stone	372
Mono Ammonium Phosphate	210
MOP	267
Oil Pails	57
Paper bundle	212
Petroleum Coke	401
Steam coal	578

34	Silicon Manganese Ore (Bulk)	538	Wood pulp	236
35	Soya extracts	172	Sulphur	278
36	Thermal Coal	665	Timber logs	114
37	Vegetables	53	Urea	283

- (a). The total number of hooks worked shall be reckoned to compute the per hook per shift productivity.
- (b). If a vessel handling break bulk cargo also handles containers, the norm for per hook per shift productivity applicable to the predominant cargo carried by that vessel shall be the basis and the norm fixed for containers (in terms of boxes) will not apply to the containers loaded / unloaded from such vessels.
- (c). In case of cargoes other than those mentioned in the list, the VPT will decide the norms for per hook per shift output in consultation with concerned trade members and shall get it ratified by TAMP.
- (d). The following two cases shall be deemed as non-performance/ poor performance of the vessel and if it leads to shifting of the vessel to non-working berth/ anchorage to avoid under-utilisation of berth capacity, charges applicable for that movement shall be levied.
- (a). If a vessel works with less number of hooks for reasons such as lack/insufficient cargo, improper stowage, failure of ship's gear and lack of clearance arrangements;
- (b). If the actual hook output in the shift following the shift in which the vessel is berthed does not conform to the norms prescribed for that commodity under Section 2.3.8. .
- (iii). Penal berth hire charges shall be levied for over stoyal of the vessel beyond the berth occupancy as per the norms given at (ii) above. Penal berth hire shall be levied in addition to normal berth hire for the period of over stoyal at the rates prescribed below:

Sl. No.	Particulars	Unit	Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
1.	Upto 6 hours	Per GRT	0.012	0.40
2.	Above 6 hrs. and upto 12 hours	- do -	0.024	0.80
3.	Above 12 hrs. but upto 18 hours.	- do -	0.048	1.58
4.	Above 18 hrs. per day or part there of	- do -	0.060	1.97

General Notes relating to Berth hire charge:

- (1). The period of 8 (Eight) hours shall be reckoned from the time mooring in a berth is completed. Where the unit of charge is 'per day or part thereof', day shall be reckoned as 24 hours from the time mooring in a berth is completed.
- (2). If a fishing trawler or fishing boat continues to stay in fishing harbour for more than 2 months in a period other than off-season period from March to June every year, twice the normal rate during the 3rd month and thrice the normal rate from the fourth month onwards shall be levied.
- (3). No berth hire shall be levied on vessels after expiry of 4 hours from the time of signalling its readiness to sail. Penal berth hire equal to one day's berth hire charge (i.e., 3 units of 8 hours each) shall be levied for false signal.
- (4). Vessels anchored at roadstead awaiting a berth in the Port at the time of entry shall pay no fees. However, vessels anchored at roads and proceeding to sea shall pay roadstead charges specified vide item 2.3.7.
- (5). Iron Ore vessels berthed at any other berth other than Iron Ore Berths shall pay berth hire charges at the rates notified for those berths.
- (6). Ousting Priority/Priority berth Hire Charges:
 - (i). For providing the "ousting priority" to any vessel, a fee equivalent to berth hire charges for a single day (3 units of 8 hrs. each) or 100 % of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher, shall be levied.
 - (ii). For "priority berthing" to any vessel, a fee equivalent to berth hire charges for a single day (3 units of 8 hours each) or 75 % of the berth hire charges, calculated for the total period of actual stay at the berth whichever is higher, shall be levied.
 - (iii). Where a working berth is already vacant for want of a vessel and a vessel having priority / ousting priority is berthed at that vacant berth when there are no vessels waiting at roads for berthing prior to its arrival or when the vessels waiting at roads are not ready in all aspects (unreadiness of documents/lack of cargo/lack of ullage/hatch cleaning/ receivers or shippers not willing to work), it is not treated as priority berthing and in such cases no priority berthing charges will be levied.
 - (iv). The fee for according priority / ousting priority as indicated above shall be charged from all the vessels except the following categories:
 - (a). Vessels carrying cargo on account of Ministry of Defence.
 - (b). Defence vessels coming on goodwill visits.

- (c). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
- (d). Any other vessel for which special exemption has been granted by the Ministry of Surface Transport.
- (v). Coastal vessels which will be accorded priority berthing shall not be liable to pay priority berthing charges.
- (7). Berth hire charges shall be levied for a minimum period of a unit of 8 hours or part thereof, irrespective of actual hours of occupation of berth. If a vessel continues to occupy a berth beyond a period of 8 hours of a unit but vacates the berth within next 2 hours, the vessel shall pay additional berth hire at 25 % at the rates applicable for a unit of 8 hrs. However, if the vessel vacates the berth after a period of 2 hours beyond the unit of 8 hours, berth hire charges are payable as if the berth is occupied for a full unit.

2.4. SHIFTING CHARGES

2.4.1. Schedule of Shifting Charges for vessels other than POL vessels:

Sl. No.	Description	Unit	Foreign-going vessel (in US \$)		Coastal vessel (in Rs.)	
			With the usage of tugs	Without the usage of tugs	With the usage of tugs	Without the usage of tugs
1.	For shifting a vessel	Per GRT				
	(a). Upto and inclusive of 3000 GRT	"	0.114	0.052	3.74	1.71
	(b). 3001 to 10,000 GRT	"	0.120	0.054	3.94	1.77
	(c). 10,001 to 30,000 GRT	"	0.135	0.061	4.43	2.00
	(d). 30,001 and above	"	0.200	0.091	6.57	2.98
2.	For shifting a dumb barge or floating craft from one place to another within Inner Harbour.	Each operation	93.79	--	3079.10	--
3.	For shifting a lash barge from outer harbour to inner harbour vice-versa or within Inner harbour.	"	52.250	--	1,715.40	--
4.	Shifting charges on fishing vessels.	"	13.30	--	436.65	--
5.	For shifting of Dumb barge or floating craft or fender for inner harbour to outer harbour or vice-versa.	"	187.629	--	6,159.90	--

2.4.2. Schedule of Shifting Charges for POL vessels:

Sl. No.	Description	Unit	Foreign-going vessel (in US \$)		Coastal vessel (in Rs.)	
			With the usage of tugs	Without the usage of tugs	With the usage of tugs	Without the usage of tugs
1.	For shifting a vessel within the inner harbour for whatever cause.	Each shifting	426.36	213.18	13,997.40	6,998.70
2.	For shifting a vessel within the outer harbour for whatever cause.	Each shifting	639.54	319.77	20,996.10	10,498.05
3.	For shifting a vessel from outer harbour to inner harbour or vice versa for whatever cause.	“	426.360	213.180	13,997.40	6,998.70

General Note relating to Shifting Charges:

- (1). “Shifting” shall mean movement of the vessel within the same harbour or from inner harbour to outer harbour or vice versa.
- (2). Shifting charges includes charges for mooring and unmooring operations with use of tugs.
- (3). 10% concession in shifting charges shall be offered for vessels carrying exclusively containers.
- (4). No charges shall be levied for shifting of a vessel for port convenience.
 - (i). “Port convenience” is defined to mean the following:
 - (a). If a working cargo vessel at berth or /mooring is shifted / inberthed for undertaking hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as “SHIFTING FOR PORT CONVENIENCE”. The shifting made to reposition such shifted vessel is also considered as “SHIFTING FOR PORT CONVENIENCE”.
 - (b). If a working cargo vessel is shifted from berth to accommodate on ousting priority, vessels which are exempted from bearing shifting charges, such shifting shall treated PORT CONVENIENCE”.

- (c). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions vessel is considered as “SHIFTING FOR PORT CONVENIENCE”.
 - (d). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent berth due to length restrictions such shifting is also considered as “SHIFTING FOR PORT CONVENIENCE”.
 - (e). Whenever a vessel is shifted to accommodate another vessel carrying hazardous cargo which needs adjacent berth to be kept vacant for safety reasons is also considered as “SHIFTING FOR PORT CONVENIENCE”.
- (ii). Whenever a vessel is shifted from berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority or the shifting is treated as for PORT CONVENIENCE when the priority vessel is exempted from payment of such charges. However, this benefit will not be applicable in the following cases:
- (a). Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
 - (b). Vessels using the berth exclusively for overside loading/discharge.
 - (c). Vessels which are idling at berth without doing any cargo handling operations.

SECTION – 3

CONSOLIDATED CHARGES FOR TRANSHIPMENT OF CRUDE OIL/POL PRODUCTS/DRY BULK CARGOES:

3.1. Consolidated charges for transhipment of Crude Oil and POL products any where in Outer Harbour.

Sl. No. (1)	Description (2)	Unit (3)	Rate (in Rs.) (4)
1.	Consolidated Charges for Transhipment Operation of Crude Oil from mother vessel.	Per each call of mother vessel.	4.25 lakhs
2.	Consolidated Charges for Transhipment Operations of POL Products from mother vessel.		
	(a). Upto and inclusive of 5 lakhs tonnes per quarter.	-do-	3.50 Lakhs
	(b). Over 5 lakhs tonnes and upto and inclusive of one million tonnes (10 lakh tonnes) per quarter.	-do-	2.75 Lakhs
	(c). Over One Million Tonnes (10 lakh tonnes) and upto and inclusive of 1.5 Million Tonnes (15 lakh tonnes) per quarter.	-do-	2.25 Lakhs
	(d). Over 1.5 Million Tonnes (15 lakh tonnes) per quarter.	-do-	2.00 Lakhs
3.	For all periods when the mother vessel remains idle for any reason.	Per 8 Hrs or part thereof.	4,000.00
4.	Wharfage charges on Cargo Transhipped to daughter tanker and carried to other Ports without discharging at this Port.	Per 1000 Ltrs.	8.50
5.	All charges applicable to vessels at Inner Harbour shall be levied on the daughter tanker.		
6.	For any other specific services such as supply of water, launches and second and subsequent shifting etc., charges shall be levied as applicable.		

Terms & Conditions :

- (1). Crude Oil/POL products transhipped originally to daughter tanker and subsequently retranshipped to another tanker in the same call, wharfage charges shall be levied at Rs.2/- per KL for second and subsequent transhipment operations.
- (2). In case, a Mother vessel tranships part cargo of Crude Oil/POL products to daughter tanker to carry to other ports and discharges part cargo in the Port or vice versa, the Mother vessel shall pay Port dues, Pilotage fees and Berth hire charges at notified rates prescribed in the VPT Scale of Rates instead of consolidated charges. The element of wharfage charges of Rs.2/- per K.L. built

in consolidated charges is also payable by mother vessel for the quantity transhipped to daughter tanker.

- (3). In case Mother vessel subsequently becomes daughter tanker, Port dues, pilotage fees, wharfage and berth hire charges shall be levied at the notified rates as applicable to Inner Harbour duly adjusting the consolidated charges originally collected.
- (4). Consolidated Charges include Port dues, Pilotage Fees (including one shifting), Berth hire charges and Fire Float.
- (5). The above consolidated charges etc. shall be levied for transhipment operations of crude oil/POL products carried out anywhere in outer harbour.

3.2. Consolidated charges for transhipment of dry bulk cargoes in outer harbour.

Sl. No.	Description	Unit	Rate (in Rs.)
1.	Consolidated Charges on mother vessel consisting of Port dues, pilotage fees, berth hire charges and inclusive of Re.1/- per M.T. towards wharfage charges for transhipment at outer harbour from mother to daughter vessel with a condition that the vessel shall give 10000 tonnes berth day output.	Per each call of mother vessel	* Rs.8.50 lakhs upto and inclusive of 3 lakh tonnes. * Rs.8.00 lakhs over 3 lakh tonnes and upto and inclusive of 5 lakh tonnes. * Rs.7.50 lakhs over 5 lakh tonnes and upto and inclusive of 8 lakh tonnes. * Rs.7.00 lakhs over 8 lakh tonnes.
2.	For all periods when the mother vessel remains idle for reasons attributable to the user.	Per 8 hours or part thereof	Three times the normal berth hire charges.
3.	Wharfage on the quantity transhipped and carried to other ports (without discharging at this Port).	Per 1000 kgs.	Rs.6.00
4.	All charges such as port dues, pilotage fees, berth hire etc. shall be levied on daughter vessel at the rates applicable.		
5.	No penalty shall be imposed on daughter vessels.		
6.	For any other services for mother vessel and daughter vessels such as supply of water, launches, shifting of vessels etc. charges shall be levied as per the rates applicable.		
7.	If the daughter vessel is intended for discharge in the inner harbour, all charges as per the rates applicable are payable treating this as a normal call like any other vessel.		

8.	Charges on the equipment i.e. floating crane etc. are payable during the operations as well as on non-operational periods at notified rates.
9.	Facility for these operations will be extended only after meeting the existing priorities/commitments.

3.3. Consolidated charges on LASH vessel : Rs.3.58 lakhs per each call.

Note:

A LASH Vessel making a 'Second call' to pick up empty and / or laden fleeting LASH barges shall be treated as a vessel entering a Port but not discharging or taking any cargo or passengers therein, as described in Section 50 B of the Major Port Trusts Act, and shall be charged only Pilotage fee as per the rates applicable.

3.4. Consolidated Charges for Bunker Barge Vessels 'Sabari' and 'Shreeji Sagari' : Rs.4.40 per K.I. on quantity of Bunkers supplied to vessels.

SECTION – 4**CARGO RELATED CHARGES****4.1. WHARFAGE AND OVERSIDE CHARGES**

Item No.	Nomenclature	Unit	Rate (in Rs.)
1.	Asphalt/bitumen, Barytes	Tonne	16.00
2.	Alumina (bulk)	Tonne	30.00
3.	Aluminium, Alumina Sow Ingots, Alumina Billets and Alumina products	Tonne	28.75
4.	Bauxite Ore	Tonne	23.00
5.	Feldspar and Chrome Ore	Tonne	16.50
6.	Ilemenite sand	Tonne	11.50
7.	Manganese Ore	Tonne	9.90
8.	Silicon Manganese, Highcarbon Ferrochrome, Charge chrome, Ferro Manganese, Ferro Silicon and other ores.	Tonne	38.00
9.	Granite Blocks & Marbles	Tonne	37.00
10.	Caustic Soda	Per K.L.	32.00
11.	Styrene Monomar	Tonne	72.00
12.	Chemicals	<i>Ad Valorem</i>	0.44%
13.	Cement clinker (including cement)	Tonne	17.00
14.	Limestone	Tonne	24.00
15.	Coking coal, Lamcoke, Lam Coal, Hard Coke & Petroleum coke, Steam coal	Tonne	26.00
16.	Calcined petroleum coke	Tonne	30.00
17.	Thermal Coal	Tonne	15.00
18.	Crude oil and petroleum products (except LPG)	K.L.	57.50
19.	LPG	1 Cu. M.	100.00
20.	Edible Oils	K.L.	33.00
21.	Fertilizers (including MOP)	Tonne	27.50
22.	Rock phosphate, Sulphur, Molten Sulphur, Liquid Ammonia	Tonne	26.50
23.	Phosphoric/Sulphuric acid	Tonne	37.00
24.	Iron Ore (By Mechanical handling)	Tonne	95.00
25.	Iron Ore (Manual)	Tonne	13.50
26.	Marine Products	<i>Ad Valorem</i>	0.010%
27.	Steel Products - all varieties	Tonne	35.00
28.	Pig iron	Tonne	28.00
29.	Machinery	<i>Ad Valorem</i>	0.13%
30.	Electrical goods	<i>Ad Valorem</i>	0.25%
31.	Timber Logs & Wood items	1 Cu.M.	20.00
32.	All varieties of Refractory raw materials i.e. DBM fused magnesia, Magnesium clinker, Calcined bauxite, Magnesia grog & Brown fused alumina	Tonne	35.00
33.	Oil cake	Tonne	11.00

34.	Pulses & cereals.		Tonne	25.00	
35.	Sugar		Tonne	24.00	
36.	Newsprint & waste paper		Tonne	12.50	
37.	Molasses		K.L.	32.00	
38.	Tobacco		<i>Ad Valorem</i>	0.11%	
39.	Tea and Coffee		<i>Ad Valorem</i>	0.15%	
40.	Containers				
	(a).	(i).	Unloaded either empty or laden	Per container	11.50
		(ii).	Loaded either empty or laden	Per container	5.75
	(b).	Cargo stuffed and destuffed into the containers either unloaded or loaded		As per rates applicable to cargo in Section 4.1.	
41.	(a).	Unenumerated goods having FOB/CIF value upto and inclusive of Rs.1,000/- per tonne		Tonne/ Cu.m./k.l.	10.00
	(b).	Unenumerated goods having value of more than Rs.1,000/- per tonne.		Tonne/ Cu.m./k.l.	40.00
	(c).	Fish landed through fishing trawlers/boats		Per month per vessel	1075.00
	(d).	Bunkers for fishing trawlers/boats.		Per k.l.	10.00
	(e).	Levy on bunkers to fishing trawlers/boats.		Per litre	0.08

Note:

- (1). (a). Wharfage on container is payable separately once at the time of landing and again at the time of shipment.
- (b). Containers landed either empty or laden will be porteraged by the Port. In respect of containerised import cargo the Port shall take charge of the cargo that are normally taken charge of and porteraged by Port, only after release of the stuffed cargo from the container when the receipt for the same under Section 42(2) of M.P.T. Act 1963 shall be issued. Release of cargo from the container on the import side shall be the responsibility of the ship owners/steamer agents.
- (2). Wharfage charges are leviable on goods entering the docks even if they are not shipped.
- (3). If towing is done by Port tugs, towage as laid down in the scale of rates shall be levied in addition to the wharfage charges. If craft is carried on board vessel, wharfage charges will be levied as applicable.
- (4). Wherever both measurement and weight units are given, the unit more favourable to the Port will apply except in case of bag or basket cargo where the unit of weight alone will apply.
- (5). Handling charges at the rates given vide Section No.4.7 shall be levied in addition to the wharfage charges in case of the following items of cargoes:

Item Nos.

- (5). Feldspar and Chrome Ore (export)
- (7). Manganese Ore
- (8). High carbon Ferro chrome,
Ferro Manganese, Charge Chrome
Ferro silicon, Silicon Manganese and other ores (export bulk)
- (25). Iron Ore –(Manual export)
- (28). Pig Iron (export)
- (29). Machinery (import)
- (31). Timber logs (import)
- (32). All varieties of refractory raw materials

And

General cargo and bagged cargo (imports)

- (6). 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.
- (7). A rebate of 20% shall be extended on the cargoes imported by Voluntary organisations like CARE, ALIMCO, CRS, WFP, etc. against certification by the appropriate Government Authority of Central/State Government.
- (8). In case of iron ore pellets Rs.2/- per tonne shall be levied in addition to the rate specified at items Nos 24 and 25.
- (9). The charges for iron ore (mechanical handling) as indicated at item no. 24 is inclusive of charges towards haulage, tipping, stacking, handling and wharfage.

4.2. WHARFAGE CHARGES FOR SPECIFIED CASES

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

- (i). On crafts carried on board the vessel.
- (ii). On goods abandoned.
- (iii). On the manifested description of package whether they are landed empty or partly empty.
- (iv). On export cargo, if brought in the Port area and taken out of the Port without having been shipped.
- (v). On sweepings collected on board the vessel from consignments landed at the Port.

4.3. WHARFAGE CHARGES ON GOODS FROM VESSELS IN DISTRESS

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

4.4. GOODS FREE OF WHARFAGE

The following goods shall be free of wharfage:

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

(11). Sand ballast.

(12). Survey rejections.

4.5. CHARGES ON TRANSHIPMENT CARGOES

Item No.	Description	Charges Payable
1.	On cargo originally manifested for transhipment from vessel to vessel.	Wharfage as per Section 4.1.
2.	On cargo originally manifested for transhipment and landed for transhipment.	Wharfage as per Section 4.1. plus the specified handling charges plus one fourth of export wharfage as per Section 4.1.
3.	On cargo not originally manifested for transhipment from vessel.	Wharfage as per Section 4.1.
4.	On cargo not originally manifested for transhipment and landed for transhipment.	Wharfage as per Section 4.1. plus the specified handling charges plus export wharfage as per Section 4.1.

The above charges are not applicable for Crude Oil/POL/Dry bulk cargo transhipment operations carried at Outer Harbour.

4.6. CHARGES FOR USE OF TRANSIT SPACE (DEMURRAGE):

4.6.1. DEMURRAGE CHARGES (IMPORTS):

The demurrage charges shall be levied as under after the expiry of free days.

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

Explanation: In case of goods for which wharfage charges are collected on 'ad valorem' basis, demurrage shall be levied on 'per tonne' basis. In all other cases demurrage shall be levied on 'per tonne' basis or 'per cubic metre' basis as the case may be based on the wharfage charges collected.

NOTES:

(1). All goods shall be allowed free storage in the transit accommodation in the following cases:

(a). Two days from the day following the day of completion of discharge.

- (b). In the case of salvaged goods, from the day following the day of salvage
- (c). Where goods are landed by the vessel into lighters, barges or other floating crafts the free days shall be calculated from the day of complete discharge of the goods from the lighters, barges or other floating craft, on the wharf or jetty.

Provided that when the goods are landed for transshipment the free storage in transit shall be allowed for 10 days from the last day of discharge of cargo subject to the same exceptions as are allowed for goods in transit as per rules of the Port.

After expiry of the period for which free storage is allowed, demurrage shall be levied at the prescribed rates.

- (2). The following periods shall be excluded from the calculation of any period for which free storage is allowed under this Rule viz.:

- (a). The days on which Port do not function.
- (b). Any period during which goods are detained by the Health Officer before being destroyed.
- (c). (i). Periods during which the goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical test other than the ordinary process of appraisement and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the importers;

and

- (ii). Where goods are detained by the Commissioner of Customs on account of Import Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer, for such period of detention under (c) (i) and (ii), the demurrage charges shall be recovered as under:

First 45 days	:	Free.
46 days to 60 days	:	25% of actual demurrage charges
61 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

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

The first 45 days shall be reckoned with as follows:

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

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

Note:

- (a). The above time limits will be inclusive of all holidays.
 - (b). The time limits can be relaxed in case of Acts of God or the extraordinary circumstances beyond human control.
- (3). Save in the case of dangerous goods, the rates herein before prescribed may be reduced by half when the goods lie in the open without covering of tarpaulin or roof.
 - (4). Any period not exceeding 21 days, inclusive of Sundays and Works holidays, Labour Holidays declared by the VPT from the day following vessel's completion of discharge during which goods are detained for survey and are actually certified to have been surveyed either by the Steamer Agents or by the Traffic Manager shall be, excluded for the purpose of calculating the demurrages leviable, provided that such goods are removed from the Port premises within 24 hours after such survey.
 - (5). If at any time the VPT apprehends a serious congestion in the transit sheds or the space allotted for goods in transit to the detriment of the rapid transit of goods through the Port, it may direct the owners or consignees of any specified goods to remove such goods from the Port premises within a given time. If the goods are not removed within that time, the VPT may itself remove them and shall restack in another place within the Transit shed or other places allotted for goods in transit at the risk and expenses of the owner or the consignees. Goods so removed will be charged with 200% of the rates specified under item (3) in the Schedule of demurrage charge.
 - (6). Goods placed in spaces which are not intended as spaces to be occupied by goods in Transit may be charged at the maximum demurrages imposed and no free time shall be claimable. Such goods may be removed by the VPT at the expense and risk of the owners or consignees to one of the spaces provided for goods in transit.
 - (7). Demurrages shall be recoverable on packages which have been landed empty or partly empty and also on abandoned goods.
 - (8). Goods shall not be delivered until wharfage, demurrages and any other charges leviable under these rules have been paid and the receipt therefore presented to the transit Shed Clerk.

- (9). No claim for refund of demurrages paid and no objection in connection with the levy of such dues shall be entertained unless the claim is made or the objections are lodged at the time of payment of the dues or within a period of six months thereafter.
- (10). No free days shall be allowed on containers whether empty or laden and charges shall be levied for storage in transit area as per Section 4.6.3.
- (11). Demurrage on the containerised cargo while lying in the transit area after release from the container (imports), shall be charged on the cargo released from the Container as per usual demurrage charges leviable on Import Cargo after expiry of the free period prescribed in this chapter.
- (12). In cases where destuffing of loaded container being not effected within 7 days from the last day of landing of the containers, demurrage charges shall be levied on the cargo inside the containers and recovered from the Steamer Agents, at the usual rates leviable on import cargo upto and inclusive of the day of destuffing after expiry of 7 days free period besides the storage charges, leviable on containers.

4.6.2. DEMURRAGE CHARGES (EXPORTS) :

The demurrage charges shall be levied as under after the expiry of free days:

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

Explanation: In case of goods for which wharfage charges are collected on '*ad valorem*' basis, demurrage shall be levied on 'per tonne' basis. In all other cases demurrage shall be levied on 'per tonne' or 'per cubic metre' basis as the case may be based on the wharfage charges collected.

NOTES:

- (1). Save in case of dangerous goods, the rates prescribed above may be reduced by half if the goods lie in the open without covering of tarpaulin or roof.
- (2). No goods shall be brought in to the Port premises for shipment without the previous permission in writing of the Traffic Manager. All goods so brought shall be allowed free storage in the transit accommodation provided for the class of goods in question for 30 days including Sundays and holidays declared by the Port Trust, Visakhapatnam, from the actual date of the

receipt of the goods in the Port premises, or in the case of salvaged goods from the day following the day on which the goods are actually salvaged.

- (3). No free days shall be allowed on goods brought into Port premises and removed there from without shipment.
- (4). If at any time the VPT apprehends a serious congestion in the transit sheds or other spaces allotted for goods in transit to the detriment of the rapid transit of goods through the Ports, it may cause the goods to be removed at the expense of the owner and may stack them in any open space within the Port premises at the risk of the owner.
- (5). Goods placed in spaces which are not intended as spaces to be occupied by goods in Transit may be charged at the maximum demurrages imposed and no free time shall be claimable. The VPT may remove such goods at the expense and the risk of the owners or consignees to one of the spaces provided for goods in transit.
- (6). No claim for refund of demurrages paid and no objection in connection with the levy of such demurrages shall be entertained, unless the claim is made or the objections are lodged at the time of payment of the demurrages or within the period of 6 months thereafter.
- (7). Demurrage on Containerised cargo while lying in the transit area before being stuffed into the Container shall be charged as per usual demurrage charges/rates on export cargo after expiry of free period prescribed in this Chapter.
- (8). Goods detained by Customs: The period during which goods are detained by the Commissioner of Customs for the purpose of analytical tests or technical tests, other than the ordinary process of appraisal and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the exporter, for such periods of detention, the demurrage charges shall be recovered as under:

First 45 days	:	Free.
46 days to 60 days	:	25% of actual demurrage charges
61 days to 90 days	:	50% of actual demurrage charges
Beyond 90 days	:	100% of actual demurrage charges

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

The first 45 days shall be reckoned with as follows :

- (i). First 45 days after expiry of free days if cargo is detained by the Customs before expiry of free days and

- (ii). First 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

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

Note:

- (a). The above time limits will be inclusive of all holidays.
- (b). The time limits can be relaxed in case of Acts of God or the extraordinary circumstances beyond human control.

4.6.3. STORAGE CHARGES ON CONTAINERS:

Particulars	UNIT	RATE (in US\$)
Storage charges in transit area on containers either empty or laden from day of landing till day of removal/shipment.	Per container per day or part thereof.	0.14

General Notes

The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following condition:

- (i). The consignee can issue a letter of abandonment at any time.
- (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that,
- (a). the Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and
- (b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
- (iii). The container Agent /MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.
- (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the

Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

4.7. CHARGES FOR HANDLING CARGO (LABOUR CHARGES):

The following charges shall be levied for handling the goods by the Port in addition to the wharfage except in case of goods in whose case the wharfage is inclusive of handling charges.

Item No.	Description	Unit	Rate (in Rs.)
1.	Packages/Bags weighing upto and including 1 tonne (import).	1000 Kgs.	36.00
2.	Packages weighing over 1 tonne and upto and inclusive of 3 tonnes (import).	1000 Kgs.	40.00
3.	Packages weighing over 3 tonnes (import).	1000 Kgs.	45.00
4.	Cranes used for conveying import cargo from Barge to the Quay when Port provides a Crane.	1000 Kgs.	3.50
5.	Labour handling charges in barges/lighters supplied for import Cargo.	1000 Kgs.	10.00
6.	Labour handling charges on Manganese Ore and Other Ores, pig iron and other mineral ores (export).	1000 Kgs.	30.00
7.	For shifting of Container from one place to another within the Dock Area.	Per Container per each shifting (Load or Empty)	161.00

8. Handling charges for containers either for import or export

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

10. Cargo temporarily landed or reshipped by the same vessel :

1. When handled by Port Labour. Per 1000 Kgs. Rs.16.10

NOTES:

(1). No charges shall be levied for incidental movements in handling of containers.

- (2). The handling charges specified for Item Nos, 1,2 and 3 are inclusive of equipment hire charges.
- (3). (a). In case the trailers are supplied by the steamer agents/receivers or his agents (wherever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at items Nos. 1,2 & 3 of Schedule of Labour Charges (Section 4.7.).
- (b). In case the operation necessitates the deployment of only shore handling equipment and in the event of supply of this equipment by the steamer agents/receivers or his agents (wherever required) for transportation of timber logs or any other general cargo excluding containers from wharf to transit area, a rebate of 20% shall be given as per the rates specified at items Nos. 1,2 & 3 of Schedule of Labour Charges (Section 4.7.).
- (c). In case both trailers as well as handling equipment for handling and transportation of import General Cargo including timber logs but excluding containers are supplied by the steamer agents/receivers or his agents (wherever required), a rebate of 50% shall be given on the rates specified on item Nos. 1, 2 & 3 of Schedule of Labour Charges (Section 4.7.).
- (4). The Port does not assume custody of the Export Cargo.
- (5). The Port lands import cargo, assumes custody of it, conveys to transit space and sorts for delivery all import cargo including cargo discharged into lighters, except cargo in bulk, live animals not in crates and other cargo for which overside delivery direct from ship is permitted in special cases by the Port and the Customs Authorities.
- (6). In case of temporarily landed cargo handled by Port, these charges cover unslinging, tallying, carrying, sorting in transit sheds or spaces and similar operations while reloading by the Port.
- (7). In case of Cargo temporarily landed on the quay or into lighters either from a vessel berthed at Quay berth or from a vessel berthed in the moorings, Cargo shall lie at the expenses, risk and responsibility of the ship.
- (8). When lighters or barges are supplied in case of cargo not handled by the port, hire charges will be levied as applicable.
- (9). The charges specified at item No.4 in Section 4.7. will not apply for lifts each weighing 5 tonnes and above.
- (10). The charges for shifting of containers either empty or laden shall be payable by ship owner/steamer agent. The tractor-cum-trailer for transporting container shall be supplied by the Ship Owner/Steamer Agent concerned.

SECTION – 5**CHARGES FOR HIRE OF CRAFT/ EQUIPMENT****5.1. Floating Crane charges:****5.1.1. 150 ton Floating Crane 'Bheema':**

Item No.	Weight of package or nature of charge	Unit	Rate (in Rs.)	Second operation half the rate (in Rs.)
1.	Upto 50 tonnes.	Per hr. or part thereof.	2,001.00 per hour or part thereof subject to a minimum Rs.4,002/-	1,000.50 per hr. or part thereof subject to a minimum of Rs.2,001/-
2.	Over 50 tonnes but not exceeding 60 tonnes.	per tonne or part thereof.	862.50	431.25
3.	Over 60 tonnes.	-do-	1,150.00	575.00
4.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the port's ordinary working hours.	Per requisition.	3,990.50	--
5.	For detention if the crane is kept idle owing to the lift or lifts not being ready for slinging.	per hr. or part thereof.	1,995.25	--
6.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation.	1.426.00	--
7.	Additional charges for use of crane deck as a barge.	per loaded trip.	2,990.00	--
8.	For use of the crane for purpose other than routine landing shipment, and delivery of cargo.	per hr. or part thereof.	12,937.50	--
9.	Placing/removal of equipment on Board the vessel for working in the hatches (only for cargo handling)	- do -	1150.00	--

5.1.2. 60 TON FLOATING CRANE:

Item No.	Weight of each package or nature of charge	Unit	Rate (in Rs.)	Second operation half the rate (in Rs.)
1.	Upto 50 tonnes	Per hour or part thereof.	2,001.00 per hr. or part thereof subject to minimum of Rs.4,002.00	1,000.50 per hr or part thereof.
2.	Over 50 tonnes but not exceeding 60 tonnes.	Per tonne or part thereof.	862.50	431.25
3.	When the crane is requisitioned but not utilised and the requisition is not cancelled by giving 2 hrs. clear notice during the Port's ordinary working hours.	Per requisition.	3,990.50	--
4.	For detention, if the crane is kept idle owing to the lift or lifts not being ready for slinging.	Per hour or part thereof.	1,995.25	--
5.	Penalty for violation of the rule i.e. only one lift at a time shall be slung for discharge or loading.	Per violation.	575.00	--
6.	Additional charges for use of crane deck as a barge.	Per loaded trip.	2,990.00	--
7.	Per use of the crane for purposes other than routine landing/ shipments and delivery of cargo.	Per hour or part thereof.	5,692.50	--

NOTES:

- (1). The charge prescribed above includes the charges for haulage and mooring of the crane.
- (2). When requisitioned, full charges shall have to be paid whether the crane is utilised or not, unless 2 hours clear notice is given cancelling the requisition.
- (3). Only one lift at a time shall be slung for discharge or loading. But when two or more lifts made up into one slung are discharged or loaded by the crane, then the crane charges are recoverable at the rate applicable to the total weight of such a lift. In addition, a penalty shall be levied.
- (4). The cranes shall not be hired for lifting packages below 5 tonnes. If, however, for any special reasons, the crane is hired for lifting packages below 5 tonnes, charges shall be recovered as for packages of 5 tonnes weight.
- (5). Transshipment or same bottom cargo or ship's gear removed to a workshop for repairs when discharged by a heavy lift crane for subsequent relifting, charges therefor will be levied separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of relifting from the wharf and putting it on board the ship.
- (6). The charges, as above, for the first operation of discharge from the vessel, will be paid by the hirer of the crane. The importer or the consignee will pay crane hire charges at half the above rate for discharging the lift from the deck of the crane or from the lighter barge or pontoon. At the time of delivery, full crane charges will be recovered from the hirer. Similarly, on the export side for unloading the lift from a wagon, lorry or truck, full crane charges will be levied from the hirer. At the time of shipment, for lifting the package from the wharf on to the deck of the crane or to a lighter, barge or pontoon, crane charges at half the rates, will be levied from the hirer. At alongside the ship, full crane charges will be levied from the hirer who gives the requisition for loading the packages on to the ship.
- (7). For the purpose of working out the detention period, 15 minutes grace period will be allowed in order to cover trivial delays in making the lifts ready, irrespective of whether two or more lifts are handled consecutively. Such detention will count till the lift is handled.

5.2. TOWAGE CHARGES:

5.2.1. TOWAGE CHARGES (within port limits):

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
1	Tugs upto and inclusive of 2000 HP.	(a) First 2 hrs. or part thereof.	568.25	18,665.65
		(b) Per every additional hr. or part thereof.	284.12	9,327.70
2	Tug above 2000 HP	(a) First 2 hrs. or part thereof.	1136.51	37,311.60
		(b) Per every additional hr. or part thereof.	568.25	18,665.65

NOTE:

Tugs for stand-by arrangements at the requisition of the party shall be charged @ 70% of rates prescribed in the above schedule.

5.2.2. TOWAGE CHARGES: (OUTSIDE PORT LIMITS):

Item No.	Description	Unit	Rate		Maximum charge per day of 24 hrs. per tug	
			Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)	Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
1.	For the use of a Port tug within 3 miles of the outer buoy at the entrance channel.	for the 1st two hrs. or part thereof.	126.77	4,161.85	1,267.70	41,618.60
2.	For the use of port tug within 3 miles of the outer buoy at the entrance channel.	per every additional hr. or part thereof.	79.20	2,600.10	--	--
3.	For the use of tugs beyond 3 miles.	per day.	3,166.79	1,03,965.7	--	--

NOTES:

- (1). These charges are exclusive of any charges for insurance of the tug for Marine risks. An additional charge of 20 per cent over the Insurance premia to cover the incidental charges, over and above the Insurance premia shall also be levied. In such cases claims for damages shall not be made against the hirers in case of accidents.
- (2). The above charges do not include the cost of ration to the crew and victualling of the officers deputed with the tugs.
- (3). The tug hire charges will be calculated from the time the tug leaves the port jetties to the time it returns to jetties.

5.3. BARGE CHARGES

5.3.1. BARGE CHARGES (FOR SHIP'S CARGO HANDLING PURPOSE)

Item No.	Description	Unit	Rate (in Rs.)
1.	Barge capacity 150 tonnes given on hire (for export cargo and import cargo).	Per trip	201.25
2.	Barges-used for either import cargo or over side discharge cargo.	Per tonne	24.15
3.	Cancellation of requisition for barge (capacity150 tonnes) when the cancellation notice falls short of 4 clear hours.	Per trip	12.65
4.	Cancellation of requisition for Barge (capacity150 tonnes) when the cancellation notice is received after the lighter has been made available.	Per trip	186.30
5.	Barges used for handling export cargo when port handles cargo.	Per tonne	3.45
6.	Detention charges.	Per hr. or part thereof	8.60
7.	Steel pontoons LAVA/KUSA (capacity 400 tonnes) given on hire for handling export cargo.	Per trip	6,716.00
8.	Cancellation of requisition for LAVA/KUSA when the cancellation notice falls short of 4 clear hours.	Per hr. or part thereof	335.80
9.	Cancellation of requisition for LAVA or KUSA when the cancellation notice is received after the pontoon is made available.	Per trip	6,716.00

NOTES

- (1). The charges specified for Item No. (5) above includes the cost of providing barges for the conveyance of cargo from the place of loading to the place of unloading and includes the cost of towing barges, their gear and the provision of lights when work is carried on at night but shall not include cost

of handling cargo in the barges which shall be borne entirely by the consigner.

- (2). The charges prescribed against item No. (2) shall be levied in addition to the import general cargo handling charges.
- (3). Barges returning from ships with rejected or shutout cargo shall be treated as an additional trip and charged for accordingly.
- (4). Four clear hours prior notice shall be given to cancel a requisition for a barge.
- (5). A free period of 16 hours shall be allowed for each barge of 150 tonne average carrying capacity from the time the barge is made available.
- (6). For the purpose of the levy of detention charges, delay on the part of the port in providing tug power for towing the barges shall not be counted.
- (7). The cargo is handled at the specific request of the consignor. Further, the Port undertakes no responsibilities for loss or damage of such cargo while in barges.
- (8). A free period of 16 hours shall be allowed for steel pontoons LAVA/KUSA of 400 tonnes capacity from the time the pontoon is made available. Detention charges @ Rs.300/- per hour or part thereof shall be levied after expiry of the free period.

5.3.2. BARGE CHARGES (FOR OTHER THAN SHIP'S CARGO HANDLING PURPOSE)

Item No.	Description	Unit	Rate (in Rs.)
1.	Barge (capacity 150 tonnes) given on hire.	For first 6 hours or part thereof.	437.00
		For every additional hour or part thereof.	74.75
2.	Crew charges	Per shift per month.	1,403.00
3.	Towage from one point to another within the harbour.	Per each movement.	96.60
4.	(i). Steel pontoons LAVA / KUSA capacity 400 tonnes given on hire (without staff).	For first 6 hours or part thereof.	7590.00
	(ii) Steel pontoons LAVA/ KUSA capacity 400 tonnes given on hire (with staff).	For first 6 hrs. or part thereof.	9,453.00
5.	(i) Steel pontoons LAVA/ KUSA 400 tonnes given on hire (without staff).	Per every additional hour or part thereof.	1,288.00

	(ii) Steel pontoons LAVA/ KUSA capacity 400 tonnes given on hire (with staff) .	Per every additional hour or part thereof.	1,575.50
6.	Ash barge.	Per hr. or part thereof.	69.00
7.	Oil water barge (capacity of 300 tonnes).	Per hr. or part thereof.	2,196.50

NOTES :

- (1). These charges include supply of barge equipment and towage from any part of the harbour to any other part of the harbour and bringing back the empty barge of 150 tonnes capacity only.
- (2). For the purpose of computing these charges, the total time taken from the time of supply of barge to the hirer to the time of completion of discharge will be reckoned.
- (3). Crew to man the lighter hired will not be normally supplied by the port; but, when supplied in special cases, then charges as prescribed at item No.2 above shall be levied.
- (4). If required towage will be undertaken by the Port tugs outside the Port limits and the towage charges will be levied as specified in Section 5.2.2.
- (5). Barge of 150 tonnes capacity cannot be hired on monthly basis.
- (6). The charges prescribed in respect of steel pontoons LAVA/KUSA are exclusive of towage charges.

5.4. MOORING BOAT WITH GANG

Item No.	Description	Unit	Rate (in Rs.)
1.	Mooring boat with gang.	For first 4 hours or part thereof.	361.10
		For every additional hour or part thereof.	135.70

5.5. ELECTRICAL CRANE CHARGES (FOR OTHER USAGE VIZ. CARGO HANDLING FROM/TO LASH BARGES, NON-CARGO OPERATIONS).

Item No.	Description	Unit	Rate (in Rs.)	Minimum Charges (in Rs.)
1.	Electrical quay crane (capacity 6 tonnes).	Per hour or part thereof.	140.80	281.50
2.	Electrical quay crane (capacity 10 tonnes).	Per hour or part thereof.	414.00	828.00
3.	Electrical Hydraulic grab bucket.	Per hour or part thereof.	956.90	--
4.	Grab of 0.75 cu.m.	Per hour or part thereof.	37.25	149.00
5.	Electrical gantry crane of 50 tonnes capacity.	-do-	905.60	1,811.25
6.	Charges for 1.5 cu.m. to 3 cu. m. grab.	-do-	93.15	465.75

NOTES

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

5.6. MOBILE CRANE CHARGES:

Item No.	Description	Unit	Rate (in Rs.)	Minimum Charges (in Rs.)
1.	Mobile crane (capacity 25 tonnes)	Per hr. or part thereof	287.50	575.00
2.	Mobile crane (capacity 40 tonnes)	-do-	460.00	920.00
3.	Mobile crane (capacity 45 tonnes)	-do-	488.75	977.50
4.	Mobile crane (capacity 75 tonnes)	-do-	1,207.50	2,415.00
5.	Mobile crane (capacity 12 ¹ / ₂ tonnes with staff & stores)	-do-	546.25	1,092.50

5.7. FORK LIFT TRUCK CHARGES:

Item No.	Description	Unit	Rate (in Rs.)
1.	Forklift trucks upto and inclusive of 5000 kgs.	(a). For the first hr. or part thereof. (b). For every additional hour or part thereof.	319.70 159.85
2.	10 Ton and 12 ton diesel forklift truck	(a). For the first hour or part thereof. (b). For every additional hour or part thereof.	1,242.00 621.00

5.8. OTHER EQUIPMENT CHARGES:

Item No.	Description	Unit	Rate (in Rs.)	Minimum charges (in Rs.)
1.	Front end loader.	Per hr. or part thereof.	322.00	644.00
2.	Poclain excavator.	-do-	615.25	1,230.50
3.	BEML pay loader (capacity 3 to 3.5 tonnes).	-do-	920.00	1,840.00

SECTION – 6

CHARGES FOR LICENCE (STORAGE) FEE

Item No.	Description	Unit	Rate for a period of		Penal rate for a period of
			An year or more (in Rs.)	Less than any year (in Rs.)	Less than any year (in Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
6.1. LICENCE FEE FOR SHEDS :					
1.	Transit sheds at New Lighterage wharf.	Per 100 sq.mtrs. per fortnight or part thereof.	2,380.50	2,975.60	5,951.20
2.	Storage sheds, warehouses and all covered spaces as goods shed combustible materials shed etc., and ware house behind GCB.	-do-	1,587.00	1,983.75	3,967.50
6.2. LICENCE FEE FOR OPEN SPACE :					
1.	Open stacking space outside dock area i.e. outside the customs barrier.	Per 100 sq.mtrs. per fortnight or part thereof	138.00	258.75 for first fortnight or part thereof Rs. 172.50 for next fortnight and onwards.	345.00
2.	Open stacking space inside dock area i.e. within the customs barrier.	-do-	181.00	345.00 for first fortnight or part thereof Rs. 232.90 for next fortnight and onwards.	465.75

NOTES

- (1). Penal rate shall be charged for all unauthorised occupations without valid licence or for late application for renewal.
- (2). The licence fee shall be collected on the actual area licensed out on a *prorata* basis

6.3. PUBLIC BONDED WAREHOUSE CHARGES:

Item No.	Description	Unit	Rate (in Rs.)
1.	Bags and bales	For every 50 kgs. or part thereof per day.	0.60
2.	Cases and crates	For every 50 Cubic decimeters or part thereof per day.	0.60
3.	Casks, Kegs, Drums and jars if contents are liquids	For every 100 ltrs. or part thereof per day.	0.60
4.	Carriages & Motor cars	Each per day	51.75
5.	Machinery unpacked	For every 50 kgs. or part thereof per day.	0.60
6.	Articles not enumerated	For every 50 kgs. or part thereof per day.	0.60

- (1). (i). The VPT may store goods under bond in its ware houses, which may from time to time be appointed to be public bonded warehouses by the Collector of Customs, under Section 57 of the Customs Act 1962, as amended from time to time. The class of Goods that may be deposited in ware houses will be subject to the decision of the Collector of Customs and the VPT and will be duly notified to the public.
- (ii). A customs pass allowing goods to be bonded is required for the purpose of bonding goods.
- (iii). The VPT may either accept or reject the Goods at its discretion for storage in the ware-house(s).
- (iv). Goods of ware housing must be delivered at the doors of the transit sheds and removed to the Port's bonded warehouses by the importer under the supervision of a Customs Officer, the importer providing his own labour to convey the goods to the ware-houses.
- (v). Ordinarily a gate-pass will be made out for the full quantity covered by one `into bond bill of entry. If however, bonders desire to sub-divide the quantity and require gate-pass for each sub-item separate gate passes will be issued on written application being made to the Traffic Manager.
- (vi). Goods will not be delivered out of Bond without production and delivery of the gate passes issued for the goods.

- (vii). On notice of loss of any gate passes being given, the delivery of goods covered by them will be at once stopped until either duplicates are issued or the missing gate passes are produced.
- (viii). Duplicate gate passes will be issued after the Bonders have complied with the following procedure.
 - a). The loss should be advertised in two daily local news papers (one in English and one in Telugu)
 - b). A bond or agreement, in the prescribed form, indemnifying the VPT from all loss which may be incurred by reason of the presentation of the original gate pass, should be executed by the bonders and a substantial surety for the due performance of the obligations under such bond should be given by them to the satisfaction of the Port.
 - c). All costs, charges and expenses incurred by the VPT and in relation to the issue of the duplicate gate pass should be paid by the bonders.

After the lapse of seven clear days from the last date on which the loss was advertised, a duplicate gate pass will be issued.

- (2). Delivery of the goods from the Port's transit sheds in case of goods intended for bond will not be made after 5 p.m. on week days unless specially ordered by the Port's Traffic Manager.
- (3). (a). Admission into or delivery of goods from the Bonded warehouses after working hours on working days and on Sundays and Port holidays. Normally the bonded ware houses are open from 8 a.m. to 5 p.m. with one hour lunch break from 1200 hrs. to 1300 hrs except on Sundays and Port's holidays. Should, however, bonders, require admission or delivery after normal working hours and Sundays and Holidays a written application should be made to the VPT or any official authorised by it, who will arrange to comply with the application provided.
 - (i). The removal of cargo from transit space is permitted by the Collector of Customs or the cargo delivered out of bond is for shipment to a vessel which has applied for Night and Holiday work Sundays and Holidays.
 - (ii). The Bonders concerned must obtain the necessary permission from the customs Department by 3 p.m. on week days and on previous working day in case of Sundays and Holidays.
- (b). Admission of goods into the bonded ware houses as also deliveries from these warehouses for shipment should be carried out under customs supervision which should be arranged for by the bonders with the Chief Inspector, Preventive Services.

SECTION – 7**CHARGES ON PORT RAILWAY TRAFFIC****7.1. SIDING CHARGES :**

Item No.	Description	Unit	Haulage charges including siding charges Rate (in Rs.)	
			Iron ore	Residual cargo
1.	Four wheeler.	Per wagon	344.35	360.00
2.	Eight wheeler (below 50 MT).	Per wagon	688.70	720.00
3.	Eight wheeler (above 50 MT).	Per wagon	860.85	900.00
4.	C.R.T Type.	Per wagon	430.40	450.00

7.2. OPEN TERMINAL CHARGES :

Item No.	Description	Unit	Rate (in Rs.)	
			Iron ore	Residual cargo
1.	Four wheeler.	Per wagon	224.80	235.00
2.	Eight wheeler (below 50 MT).	Per wagon	449.60	470.00
3.	Eight wheeler (above 50 MT)/ BOI type.	Per wagon	564.35	590.00
4.	BOY Type.	Per wagon	669.60	700.00
5.	C.R.T Type.	Per wagon	277.40	290.00

NOTE:

Goods booked by Rail to and from the Port are charged at the rates published by the Railways concerned. The special port terminal charges for the Port's share of this service is included in the Railway charges shown on the Railway receipts.

7.3. OTHER RAILWAY CHARGES

Item No.	Description	Code No.	Unit	Rate (in Rs.)	Remarks
1.	Reshunting charges.	0941	Per tonne.	8.05	On carrying capacity of the wagon
2.	For handling oversize consignment.	0931	Per wagon.	514.05	
3.	Private owned wagons stabled in port railway yard.	0958	Per day or part thereof per axle.	14.95	
4.	Weighment charges	0951	Per 4 wheeler wagon.	151.80	
		0952	Per 8 wheeler wagon.	295.55	

7.4. HIRE CHARGES OF WDSLOCOS

Item No.	Description	Unit	Rate (in Rs.)
1.	For hiring WDS Loco 1380 HP	Per hour	2,656.50
2.	For hiring WDS Loco 1380 HP	Per one day of 1 shift	21,206.00
3.	For hiring WDS Loco 1380 HP	Per one day of 2 shifts	39,857.85
4.	For hiring WDS Loco 1380 HP	Per one day of 3 shifts	58,560.30
5.	For hiring WDS Loco 1380 HP	Per one month of 1 shift	4,25,291.85
6.	For hiring WDS Loco 1380 HP	Per one month of 2 shifts	7,97,043.15
7.	For hiring WDS Loco 1380 HP	Per one month of 3 shifts	11,71,363.55

NOTE

- (1). Any other type of wagon that will be brought into use by the Railways will similarly be charged depending on their carrying capacity.
- (2). Goods booked by Rail to and from the Port are charged at the rates published by the Railways concerned. The Port Terminal charges for the Port's share of this service is included in the railway charges shown on the Railway receipt.

SECTION - 8**CHARGES FOR OTHER SERVICES****8.1. CHARGES FOR SUPPLY OF WATER TO VESSELS:**

Item No.	Description	Unit	Foreign-going vessel (in US \$)	Coastal vessel (In Rs.)
1.	Supply of fresh water to vessels at Shore.	Per 1000 Ltrs. or part thereof	3.241 subject to a minimum charge of \$ 16.205	106.40 subject to a minimum charge of Rs.532.00
2.	Supply of fresh water to vessels by Boat at Quay Walls, Jetties and Moorings.	Per 1000 Ltrs. or part thereof	4.182 subject to a minimum charge of \$ 20.912	137.30 subject to a minimum charge of Rs.686.50
3.	Supply of fresh water to Fishing vessel.	Per 1000 Ltrs. or part thereof	2.480 subject to a minimum charge of \$ 12.86	81.40 subject to a minimum charge of Rs.422.20

NOTE:

- (1). Service charges equivalent to 50% of the charges prescribed for supply of water will be levied on the water requisitioned and not taken by the vessel provided the quantity not taken is more than 10% of the quantity requisitioned by the vessel. The charges for supply of fresh water at mooring will include the services of water barges and hoses.
- (2). Port shall supply fresh water to the berths where there is no accessibility for the trade i.e. OSTT, LPG, NOM & FB and other mooring.

8.2. FIRE FLOAT CHARGES:

Item No	Code No	Description	Unit	Rate (in Rs.)	Minimum charges (in Rs.)
(1)	(2)	(3)	(4)	(5)	(6)
1.	0691	For salvage and other purposes.	Per hour	693.56	2,080.70
2.	0692	For salvage and other purposes.	Per day	8,321.85	--
3.	0693	For stand by duties.	Per hour	347.05	1,387.00
4.	0694	For stand by duties.	Per day	4,161.30	--

8.3. JEEP FIRE ENGINE CHARGES:

Item	Code	Description	Unit	Rate (in Rs.)
1.	0695	Jeep fire engine	Per hour or part thereof	208.25

Notes: No charges will be levied for fighting fires in ships lying at wharves and moorings.

8.4. TRAILOR PUMP:

Item	Code	Description	Unit	Rate per hour part thereof
1.	0869	Trailor pump	per day	257.00

8.5. DRY DOCKING CHARGES:**8.5.1. VISAKHAPATNAM INNER HARBOUR:**

Item	Description	Unit	Rate in Rs.	Remarks
1.	For the use of Dry Dock	Per day	27,009.25	On the 1st day
2.	-do-	-do-	22,022.95	From 2nd to 14th day inclusive.
3.	-do-	-do-	33,034.45	From fifteenth day and after.

Notes :

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

8.5.2. VISAKHAPATNAM FISHING HARBOUR:**8.5.2.1. Slipping in and slipping out charges of the mechanised fishing boats / vessels:**

Item No.	Tonnage	Rate (in Rs.)
i)	For Mechanised Fishing boats:	Rs.4,000 (for both operations).
ii)	For Vessels:	
	Upto 15 tonnes	Rs.280 per tonne subject to a minimum of Rs.4,200/-.
	Above 15 to 25 tonnes	Rs.4,200 for first 15 tonnes and Rs.280 per tonne thereafter.
	Above 25 to 50 tonnes	Rs.7,000 for first 25 tonnes and Rs.180 per tonne thereafter
	Above 50 to 80 tonnes	Rs.12,000 for first 50 tonnes and Rs.140 per tonne thereafter .
	Above 80 to 125 tonnes	Rs.16,500 for first 80 tonnes and Rs.100 per tonne thereafter.
	Above 125 tonnes	Rs.20,000 for first 125 tonnes and Rs.80 per tonne thereafter.

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

Item No.	Tonnage	UNIT	Rate in Rs. (per day)
i).	Upto 4 tonnes	1st day 2nd day to 10th day 11th day to 15th day from 16th day onwards	Rs.220/- Rs.110/- Rs.220/- Rs.350/-
ii).	5 tons to 10 tons	1st day 2nd day to 10th day 11th day to 15th day from 16th day onwards	Rs.450/- Rs.230/- Rs.450/- Rs.700/-
iii).	11 tons to 20 tons	1st day 2nd day to 10th day 11th day to 15th day from 16th day onwards	Rs.1100/- Rs.450/- Rs.1100/- Rs.1400/-
iv).	21 tons to 50 tons	1st day 2nd day to 10th day 11th day to 15th day from 16th day onwards	Rs.2200/- Rs.1100/- Rs.2200/- Rs.2800 /-
v).	51 tons to 80 tons	1st day 2nd day to 10th day 11th day to 15th day from 16th day onwards	Rs.2400/- Rs.1200/- Rs.2400/- Rs.3200/-

vi).	81 tons to 125 tons	1st day 2nd day to 10th day 11th day to 15th day from 16th day onwards	Rs.2600/- Rs.1300/- Rs.2600/- Rs.3600/-
vii).	126 tons and above	1st day 2nd day to 10th day 11th day to 15th day from 16th day onwards	Rs.2800/- Rs.1400/- Rs.2800/- Rs.4000/-

8.5.2.3. Docking and undocking charges for Dry Dock at Fishing Harbour:

Docking and undocking charges would be Rs.44,000/- per day for both the operations.

8.5.2.4. Dry Docking charges for Dry Dock at Fishing Harbour :

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

Notes:

- (1). The above rates as at 8.5.2.3 and 8.5.2.4 are applicable for trawlers of 125 tonnes and more capacity.
- (2). Trawlers of less than 125 tons. capacity are to be charged at a consolidated amount of Rs.50,000/- plus actual charges of slipway as at item 8.5.2.1 & 8.5.2.2 for the trawlers less than 125 ton capacity using dry dock.
- (3). The rates are applicable to each trawler irrespective of the number of trawlers in the dry dock.

8.6. CHARGES FOR DISPOSAL OF OIL BILGE :

Sl.	Description	Unit	Rate (in Rs.)
1.	Disposal of Oil bilge residues from ships;		
	a) For Foreign-going	Per ship per shift of 8 hours or part thereof	10,357.65
	b) For Coastal-going	Per ship per shift of 8 hours or part thereof	7,250.35

2.	Oil pollution craft `SUCHI' along with oil boom	Per shift of 8 hours or part thereof	7,187.50
3.	Oil recovery craft `M.L.MISHA' without any fixed or floating oil boom	per shift of 8 hours or part thereof	23,287.50
	(i). Hire charges for fixed oil boom	-do-	2,944.00
	((ii). Hire charges for floating oil boom	-do-	7,590.00

(The charges are exclusive of charges of any chemicals etc., used)

Note : Day means a period of 24 hours or part thereof calculated from the time the craft is kept for disposal of oil bilge at ship till the disposal is completely discharged to the masonry tank at shore.

8.7. CERTIFICATE OF WEIGHMENT:

Sl. No.	Description	Unit	Rate (in Rs.)
(ii).	Original	Each	20.00
(ii).	Extra copy	Each	10.00

8.8. SUPPLY OF BERTHING PROGRAMME:

Sl. No.	Description	Unit	Rate (in Rs.)
(i).	Without postage	Year	250.00
(ii).	With postage	Year	850.00
(iii).	Additional copy	Year	100.00 (without postage) 150.00 (with postage)

8.9. Duplicate copy of bills rendered Each copy 20.00

8.10. Certificate of payment Each certificate 20.00

8.11. Amendments copy Each amendment 20.00

8.12. Co-opering licence Per Year 50.00

Note: Late fee of Rs.50.00 shall be levied if the application for renewal is not received before one month of the expiry of the licence.

8.13. CHARGES FOR USE OF PORT GEAR:

Item No.	Description	Unit	Rate (in Rs.)
(1)	(3)	(4)	(5)
1.	B.G.Materials Trolley	Trip	13.80
2.	i) 2 ton cast iron hand roller	Per day or part thereof	9.20
3.	ii) 2 ton cast iron had roller	Per month on monthly hire	184.00
4.	Concrete mixer ransom rapier 2 cubic yard with 9 HP engine (excluding labour and stores)	Per day or part thereof	23.00
5.	Sal sleeper (BG)	Sleeper per day or part thereof	2.00
6.	Sal sleeper (BG)	Sleeper per month	23.00
7.	Ammonia prints of drawings of any size	Copy	18.40
8.	i) Motor slings (Big or small)	Per day or part thereof	9.20
	ii).Motor slings (for foreign-going vessel)	- do -	14.95
9.	i) Wire slings (big or small)	- do -	69.60
	ii) Wire sling (Big or small) (for foreign-going vessel)	- do -	109.25
10.	i) Rope sling-small	Day	23.00
	ii) Rope sling-small (for foreign-going vessel)	Day	36.80
11.	i) Rope sling-big	Day	46.00
	ii) Rope sling-big (for foreign-going vessel)	Day	72.45
12.	Chain slings 4 legged	Sling per day.	69.00
13.	Set of 4 legged wire hooks	Set per day	4.60
14.	Cargo flat tray or steel tray	Tray per day	9.20
15.	Life boats	Per day	92.00
16.	Life belts	Per day	23.00
17.	Life rafts	Per day	23.00
18.	Empty oil drums	Per day	2.30
19.	Jack hammers	Per day	20.70
20.	Drill rods	Each per month	4.60
21.	i) Drill bits 1600x33mm	Per day	2.00
	ii) Drill bits 800x34mm	Per day	2.00
22.	i) 10 ton jack reversible	Per day or part thereof	9.20
	ii) 10 ton jack reversible	Per month	92.00
23.	Pulley single sleeve 12" dia	Per month or part thereof	46.00
24.	Pulley single sleeve 6 dia	Per month or part thereof	23.00
25.	Shackle	Large shackle per 12 hrs. or part thereof	46.00
26.	Save-all nets	Net per 12 hrs. or part thereof (as per item)	9.20

27.	i) Sling can hook	Sling per hr. or part thereof	9.20
	ii) Sling can hook	Per day of 24 hours	73.60
28.	Chain sling single hook	Sling per day	23.00
29.	Chain sling double hook	Sling per day	46.00
30.	Wire sling with four hooks	Sling per day	69.00
31.	3 ton dump clump anchor with joining shackles chain and buoy	Per day or part thereof	69.00
32.	Beators steel	Each per month	4.60
33.	Hire charges for use of cranes of outsiders in Port area	Per day or part thereof	9.20
34.	Hand forge	Day of 24 hrs or part thereof	9.20
35.	i) Tip wagons (Tram line)	Per day or part thereof	4.60
	ii) Tip wagons (Tram line)	Wagon per month	69.00
36.	i) Trip track	Per month	62.10
	ii) Trip track	Per day or part thereof	2.30
37.	Wooden pallets lifting capacity of 1 ton (approximately)	Pallet per day or part thereof	31.05
38.	i) Grab plate set	Per day	184.00
	ii) Grab plate set (for foreign-going vessel)	Per day	289.80
39.	i) Cluster light with 1,000 watt bulb	Day of 12 hrs	341.55
	ii) Cluster light with 1,000 watt bulb	Per month	8,899.85
40.	iii) Cluster light with 500 watt bulb	Day of 12 hrs	331.20
	iv) Cluster light with 500 watt bulb	Month	8,562.90
41.	Charges of Electrician	Per shift	116.15
42.	Yokohama fenders	Per day or part thereof	1064.00

NOTES:

1. Charges for the consumption of the fuel will be charged separately as per the actuals of the rates prevailing during the hire period together with 10 per cent of storage charges.

SECTION – 9**CHARGES FOR ISSUAL OF LICENCE:**

SI No.	Particulars	(PER LICENCE)	
		FRESH	RENEWAL
(i).	Stevedoring licence	Rs.3 lakhs.	Rs.2 lakhs
(ii).	Ship repairing licence	Rs.1 lakhs.	Rs.75,000/-
(iii).	Ship chandling licence	Rs.50,000/-	Rs.25,000/-
(iv).	Other miscellaneous trader licences.	Rs. 5,000/-	Rs.3,500/-

FURTHER ORDERS