



पत्तन प्रबंध बोर्ड

PORT MANAGEMENT BOARD
अण्डमान तथा निकोबार द्वीपसमूह
ANDAMAN & NICOBAR ISLANDS

NOTIFICATION

Port Blair, dated 29th August 2018

No. 1942 – Whereas the draft rules and scale of rates for the port services in Andaman and Nicobar Islands was published on *www.andaman.gov.in* on 2nd June 2017, inviting objection and suggestions from all persons likely to be affected thereby, within a period of forty five days from the date of publication in the website.

And whereas, objections and suggestions received in response to the above mentioned publication have been examined by the Board on 29th January 2018.

And whereas, the revised draft rules and scale of rates were again published on 27th March 2018 on *www.andaman.gov.in* for the purpose of public consultation and suggestion until 10th April 2018.

And whereas the suggestions received in response to the revised draft rules and scale of rates were examined by the Port Management Board.

Now, therefore in exercise of powers conferred by sub section (2) of section 6 of the Indian Port Act – 1908 read with Government of India, Ministry of Shipping No. PD/26024/1/98-PMB dated 11.01.1999 and No. PD-11016/1/2016-MP dated 25.07.2018, the Port Management Board, Andaman and Nicobar Islands hereby makes the following rules:

1. SHORT TITLE AND COMMENCEMENT

- i. These rules shall be called as “Rules and Scale of Rates for the Port Services to be Levied at Ports of Andaman and Nicobar Islands” by replacing earlier notification No. G.S.R. 1345 dated 31st August 1976, G.S.R. 345 (E) dated 15th June 1998 and G.S.R. 428 (E) dated 21st April 1992.
- ii. These rules and scale of rates shall come into effect from the 1st day of September 2018.

2. DEFINITIONS

In these rules unless the context otherwise requires:

- i. “Break Bulk Cargo” means free flowing cargo.

- ii. "Bulk Cargo" means free flowing cargo.
- iii. "Consignment" means the goods covered by an application for Import or Export.
- iv. "Dead weight Tons" means the weight in tons of cargo, stores fuel passengers and crew carried by the ship when loaded to her maximum summer loading
- v. "Ports of Andaman" means and includes the Port of Diglipur, Mayabunder, Rangat, Port Blair, Hut Bay (little Andaman), Carnicobar (Mus), Car Nicobar (Malaca), Nancowry, Katchal, Campbell Bay, Neil Island, Havelock, East Island, Jolly Buoys/Machpherson Strait, Cinque & South Cinque Islands, Dugong Creek, Tillanchang, Tillanchang (Castile Bay), Chowra, Teressa, Pillomillow, Kondul, South Bay and Port Meadow.
- vi. "Schedule" means 'Schedule' to these rules.
- vii. "Coastal Vessel" means:
 - i. Any Indian vessel having trade licence issued by DG (Shipping) to trade in Indian waters and vessel is not touching foreign Port (any Port located outside India) and not in possession of foreign cargo.
 - ii. Any vessel flying a foreign flag operating in the Indian waters for such period as may be specified in a licence to be granted by the Director General of Shipping for carrying on Coastal trade.
- viii. "Vessel engaged in overseas trade" means –
 - i. Every vessel flying a foreign flag and operating in the Indian waters; Provided that such a vessel shall not be deemed to be a vessel engaged in overseas trade during the period for which she is licenced by the Director General of Shipping to carry on Coastal trade.
 - ii. Every Indian Vessel loading goods for a foreign Port;
 - iii. Every Indian Vessel carrying goods from foreign country;
 - iv. Every Vessel in Ballast whether carrying goods or sailing empty proceeding from an Indian to a foreign Port.
 - v. Every Vessel in Ballast carrying goods or sailing empty arriving at an Indian Port from a foreign Port.

3. SCALE OF CHARGES

The scale of charges for the various services shall be calculated on the following basis, namely.

- i.
 - a. One unit by weight means one ton (Thousand Kilograms).
 - b. One unit by volume measurement means one cubic meter;
 - c. One unit by capacity measurement for liquids in bulk means thousand litres (one Kilo Litre).
- ii. In the case bulk cargo, charges for wharfage, cranage, demurrage and special services shall be calculated on the basis of the unit prescribed in the manifest of the vessel.
- iii. In the case beak bulk cargo, charges:
 - a. For wharfage and demurrage shall be calculated on the total of each items of goods;

- b. For carnage, shipment, delivery loading and unloading shall be calculated on the weight of such cargo.
- iv. In calculating the gross weight or measurement by volume or capacity of any individual items, fractions up to and including 0.5 shall be taken as 0.5 and fractions over and above 0.5 shall be treated as one unit unless otherwise specified.
- v. The aggregate of all charges including demurrage payable on any one consignment shall be subject to a minimum of rupees five.
- vi. The minimum payment on account of demurrage on import or export shall be rupee one on any consignment.

4. WHARFAGE CHARGES

Wharfage charges for the goods which are imported, exported, transhipped through the Ports of Andaman shall be levied at the rates specified in Scheduled-I [PART-A, B, C, D, E].

5. CHARGES FOR PERMITTED ACTIVITIES UNDER SEA AREA OTHER THAN ANCHORAGE

Charges for the use of sea area shall be levied at the rates specified in Scheduled-II.

6. DEMURRAGE CHARGES

Demurrage charges shall be levied on all goods (including confiscated goods/items) left in the transit sheds, Yards, open space at wharves, jetties, quay etc., at the rates specified in Schedule-III.

Direct Delivery of Cargo:

Whenever Packages are directly delivered on vehicle and not moved out of Port premises within 03 hours from the time of directly loading on to the party's vehicle, demurrage charges shall be collected for such packages after expiry of 03 hours from the time of directly loading on to the party's vehicle at the rate specified at Sl. No. 10 of Schedule - III.

Explanation -1 For the purpose of calculation of the number of days for which demurrage charges shall be levied, no allowances shall be made for Sundays or Holidays.

Explanation -2 For the purpose of levy of demurrage charges allowances shall be made for free days as specified.

Explanation -3 For the purpose of calculating demurrage charges under this rule 'DAY' shall be reckoned from 6:00 AM of any particular days to 6:00 AM of the next day

Explanation -4 The goods / confiscated partially or absolutely by the customs / police or any other Govt. Agencies in addition to wharfage charges due on the goods licence fee in lieu of demurrage will be recovered on the actual area occupied by the goods.

7. CHARGES FOR CARGO OPERATION DURING PORT CLOSED HOLIDAYS, DELIVERY OF CARGO AND KEEPING WHARF/JETTY WEIGH BRIDGE OPEN

Charges for the work done during the night shift (2200 hrs to 0600 hrs) and on holidays shall be levied at the rates specified in Scheduled-IV [Part-A, B, C]

8. MISCELLANEOUS CHARGES

Charges for the miscellaneous services shall be levied at the rates specified in Scheduled-V [Part-A, B, C & D]

9. CHARGES, TERMS AND CONDITIONS FOR CONTAINER

Charges for handling, stuffing, de-stuffing, reefer, dwell time and storage charges shall be levied at the rates specified in Scheduled-VI.

10. METHOD OF CALCULATION RECOVERY

- i. Save as otherwise provided in these rules for the purpose of recovery of the various charges, the gross unit of each package specified in its invoice or shipping document, as the case may be, shall be taken into account. Provided that if the aforesaid documents are not available or if such documents do not mention the gross unit of such package, the units arrived at the actual test check shall be taken as the gross units.
- ii. Every party filling an application for Import or Export as the case may be, shall declare the correct unit or units in such application.
- iii. Where gross units are not indicated in the shipping documents, the party filling the application shall weigh or measure as the case may be, the consignment and declare the same in the application.
- iv. If any statement as to the weight or volume of any package made in the application is found to inaccurate, the person making such application shall be deemed to have violated the provisions of this rule.

11. PROHIBITION OF ENTRY, MOVEMENT OF DEPARTURE OF VESSELS WITHOUT EMBARKING PILOT ON BOARD

- i. No vessel of and above the measurement of 200 Gross Tonnage (GT) shall enter into, move in or depart from the limits of the port, without a pilot first having embarked on board.
- ii. Provided that the Conservator of the Port may, in the event of his inability to provide the services of pilot, exempt a vessel from the requirement of the said compulsory Pilotage of vessel in specific circumstances/reasons to be recorded by Conservator/Dy. Conservator of Port.

12. PROVIDING OF PILOT LADDER BY VESSELS

Every such vessel shall, while entering into or departing from the limits of the port or while changing berth from one place to another within the said limits provide a pilot ladder conforming to the specifications and requirements as laid down in the Merchant Shipping, (pilot ladder) Rules,

1967, on any equally efficient or safe ladder, in order to facilitate the embarkation on and disembarkation from board of the pilot.

13. RESTRICTION ON ENTRY AND DEPARTURE OF MORE THAN ONE VESSEL AT A TIME

Not more than one vessel shall be allowed to enter into or depart from the limits of the port at a time unless allowed by the conservator for specific reason. Movements of such vessels shall be regulated in accordance with the direction given to them from the Port Control by the order of Conservator or his authorized representatives.

14. FLYING OF NATIONAL COLOURS ETC BY VESSELS

Every such vessel shall, between sunrise and sunset, when entering into or departing from the limits of the port flying conspicuously her national colours, appropriate letters and signals as prescribed in the revised International Code of Signals in force with effect from the first day of April 1969, indicating the presence of pilot on board.

15. NOC AND CLEARANCE CERTIFICATE BY VESSELS

No vessel shall sail / berthed at the Port without obtaining “No Objection Certificate” and Clearance Certificate from the Port Authority.

16. EXHIBITION OF APPROPRIATE SIGNALS BY VESSELS REQUIRING PILOTS

Every vessel requiring pilot shall exhibit the appropriate signal as prescribed in the revised international code of signals in force with effect from the 1st day of April 1969, indicating such requirement.

17. DUTY CERTIFICATE FOR SERVICE OF PILOT

- i The Master of the vessel provided with a pilot on board shall sign the duty certificate presented by the pilot and return the same to him prior to the disembarkation of the vessel by pilot.
- ii The time of embarkation and disembarkation of the pilot shall be clearly indicated by the Master of the vessel in the duty certificate.
- iii Port will levy charges towards providing of Pilot, mooring boats, tug, sue of berths occupy by the vessels, which shall be payable by the vessel and shipping agent/carrier of the vessel.

18. FEES FOR PILOTAGE, MOORING OR UNMOORING

Charges for Pilotage, mooring or unmooring shall be levied at the rate specified in Schedule – VII

19. CHARGES FOR PORT FLOATING CRAFTS

Charges for the Port Floating Crafts shall be levied at the rate specified in Schedule - VIII

20. BERTH HIRE CHARGES

Charges for the berth hire charges shall be levied at the rate specified in Schedule – IX.

21. ANCHORAGE PORT

Means and includes the Ports of East Island, Jolly Buoy, Cinque, Car Nicobar (Malacca), Castle Bay, Tillongchong, Kondul, Pilomilo, South Bay, Port Meadow, Dugong Creek, Chowra & Teressa and any other Port area which may be further added.

22. FOREIGN SAILING YACHT (BERTH / ANCHORAGE)

Charges for the berth / anchorage charges shall be levied at the rate specified in Schedule – X

23. MODE OF PAYMENTS

- i. All payments for the service provided in this rules shall be made by the consignee/shippers etc., as applicable including Government departments by any banking mode or cash.
- ii. In respect of foreign going vessels (including Indian Flag Vessels engaged in Foreign Trade), the charges shall be collected in equivalent Indian Rupees, by converting the US dollar rates at market buying rate of exchange notified by State bank of India, on the date of arrival of the vessel. The charges for Coastal vessel shall be recovered at the rates notified in Indian Rupees only.

24. REVISION OF RATES

- 1. Schedule of rate shall be published annually by Port Management Board and decision of the Board of Port Management Board shall be final.
- 2. Charges are exclusive of GST or any other applicable tax.

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SCHEDULE – I (SEE RULE 4)

1. WHARFAGE CHARGES (PART ‘A’)

ITEMS No.	NOMENCLATURE		UNIT	RATES (In Rs)
1	2		3	4
1.	GENERAL CARGO			
	a.	Bags, Bundles, Bales, Cases	Per ton	35
	b.	Fire Bricks	Per ton	35
	c.	Pig Iron	Per ton	35
2.	ANIMALS			
	a.	Sheep, Goats, Pig etc.	Each	20
	b.	Poultry etc.	Per Cage	150
	c.	Horse, Cow, Buffaloes, Bullock etc.	Each	200
	d.	Horse, Cow, Buffaloes, Calf etc. with mother	Free	Free
	e.	Elephant	Each	5000
3.	COAL			
	a.	Coal and Coke	Per ton	40
4.	UNPACKED MOTOR BOAT			
	a.	Up to 5 mtrs.	Each	5000
	b.	Above 5 mtrs and upto 10 mtrs.	Each	10000
	c.	Above 20 mtrs and upto 40 mtrs.	Each	40000
5.	POL PRODUCTS (IN BULK)			
	a.	Petrol (MS)	Per KL	47
	b.	Kerosene (SKO)	Per KL	47
	c.	HSD	Per KL	47
	d.	ATF	Per KL	47
	e.	Bitumen	Per ton	47
	f.	LPG	Per ton	47
	g.	CNG	Per ton	50
	h.	LNG	Per ton	50
	i.	LPG Cylinder (Filled)	Each	2
	j.	LPG Cylinder (Empty)	Each	1
6.	MOTOR VEHICLE, MACHINERY AND EQUIPMENTS			
	a.	Road Roller	Each	4700
	b.	Tractor / Bulldozer	Each	4700
	c.	Turbo Boiler	Each	4700
	d.	Motor Car and Jeep	Each	4000
	e.	Motor Chassis	Each	4000
	f.	Trailer	Each	5000
	g.	Motor Lorry or truck	Each	4700
	h.	Scooters, Motor Cycles and other motorized two wheelers.	Each	300

	i.	Three wheeler	Each	600
	j.	Equipment weighing upto 15 MT	Each	18000
	k.	Equipment weighing above 30 MT	Each	60000
7.	OTHER CARGO			
	a.	BICYCLE	Each	35
	b.	Goods of less than 10 KG	Per package	5
	c.	Goods not otherwise specified	Per ton	47
	d.	Goods not otherwise specified	Cbm	47
	e.	Sand (Bulk)	Per Ton	40
	f.	Stone/Metal Chips (Bulk)	Per Ton	50
	g.	Cement (In Bulk) (With Pneumatic Transfer)	Per Ton	40
	h.	Cement (break Bulk)	Per Ton	60
	i.	Steel	Per Ton	50
	j.	Oil, Fuel, Shipped for bunkers (Not as cargo)	Per KL	25
8.	PRIORITY CHARGE (In addition to wharfage Charges)		Per ton	50

NOTE:

- i It shall be the primary responsibility of the party to declare the correct value of the cargo at the time of filling the import/export applications based on the documents specified supra subject to verification by the Port. Any under declaration of value /nature of cargo, weight or volume etc. of cargo found by the Port at the time of verification of the documents specified above with regard to the value, nature of cargo etc shall involve the party liable for penalty under 10 (4). The penalty shall be levied up to Ten times of the wharfage amount so due subject to a minimum of Rs. 1500/-.
- ii Wherever measurement, volume and weight are given, the unit more favourable to the Port will apply.

2. SPECIFIED CASES (PART 'B')

ITEM No.	CLASSIFICATION FOR PURPOSE OF THIS SCALE	Dues payable
1.	On cargo abandoned	Wharfage as per Part ' A'
2.	On cargo excess landed or over landed	-do-
3.	On cargo confiscated by custom	-do-
4.	On cargo unclaimed or not cleared	-do-
5.	On cargo condemned by Port Health Authority and destroyed ultimately by the Port	-do-
6.	On cargo salvaged	-do-
7.	Unserviceable empty drums, empty bottles and other ship stores disposed off	-do-

	by vessels in the Port including un-manifested dunnage.	
8.	On the manifested description of packages whether they are landed empty or partly empty, or in damaged condition.	-do-
9.	On sweeping collected on board vessel and landed at the Port	-do-
10.	On all cargo admitted to the Ports transit areas for shipment whether it is shipped or having been brought in is taken out without being shipped.	-do-
11.	On cargo entering Ports premises by road and not stored in and space open or covered, let out on monthly or annual basis, whether shipped or not.	-do-
12.	Cargo intended for shipment but stored in any space open or covered, let out on monthly or annual basis	Wharfage as per Part 'A' at the time of shipment only.
13.	Cargo intended for shipment but left in the Ports transit area	Wharfage as per Part 'A' on entering the harbour.
14.	Coal or oil fuel which has paid wharfage on landing. If manifested and shipped as cargo.	Wharfage as per Part 'A'
15.	Coal which as paid wharfage on landing re-shipped for Bunkers	Wharfage as per Part 'A'
16.	Regimental and Mess stores	Wharfage as per Part 'A'
17.	Package containing more than one variety of articles carrying different rates of wharfage	Wharfage as per Part 'A' at the rate applicable for the article carrying the highest rate of wharfage.

3. GOODS FROM VESSEL IN DISTRESS (PART 'C')

Item No	Classification for Purpose of this scale/Part	Dues payable
1.	Cargo of other Ports landed from vessels in distress	Wharfage as per Part 'A' of this chapter on landing.
2.	Cargo that has paid export wharfage at the Port Blair Port but has not been carried to destination.	No wharfage at the time of landing or at the time of re-shipped or if removed out of the Port premises.
3.	Cargo of other Ports re-shipped without having left the Port premises.	No wharfage at the time of shipment.

NOTE:

Handling charges if incurred on items 2 and 3 above will be recovered as per item 1 of Part 'B' of clause.

4. TRANSSHIPMENT GOODS (PART 'D')

Item No.	Classification for Purpose of this scale / Part	Rates
1	2	3
1.	Cargo of other ports landed and re-shipped	Rs.43/- per Ton on the weight equivalent to the manifested tonnage of the cargo transhipped
2.	Cargo (Oil, Mineral, LPG/LNG and others) transhipped directly from ship to ship (STS)	(i) 0.9 USD per ton of cargo handled from/to the mother vessel for initial Transhipment (STS) quantity up to 3 million ton per annum (ii) 0.7 USD per ton of cargo handled from/to the mother vessel when the quantity of Transhipment by same firm/entity becomes more than 3 million tones and up to 6 million ton per annum. (iii) 0.5 USD per ton of cargo handled from/to the mother vessel when the quantity of Transhipment by same firm/entity becomes more than 6 million ton per annum

NOTE:

1. Goods consigned to other Ports, if landed for transhipment, shall be considered as transhipment cargo so long as it remains within the Port area and shall pay wharfage charges as per schedule I Part D Item No.1.
2. If transhipment cargo goes out of the port area and thereafter brought into the port area for loading, the same shall not be treated as a transhipment cargo.
3. It is the responsibility of the steamer Agent / Carrier to shift transhipment cargo for shipment when the on carrier vessel is berthed at a berth different from the one where the transhipment cargo is landed and lying.
4. In respect of cargoes other than transhipment containers (loaded or empty) shifted from one hatch to another of the same vessel via the quay, only handling charges shall be recovered as provided in various chapters of the Part or rates.
5. In respect of containers (loaded or empty) shifted from one hatch to another of the same vessel via the quay the charges shall be levied as on item No. 1 under this Part.

5. GOODS FREE OF WHARFAGE (PART 'E')

No.	Classification for purpose of this Part
1	Goods consigned to or by the Board and goods consigned in the name of Government of India on Ports account.
2	Fodder accompanying livestock and not manifested as cargo.
3	Manifested coal retained on board for bunkers.
4	Sweeping collected from the Port premises.
5	Survey rejections.
6	Cargo not manifested for transshipment but merely transferred from one hatch to another of the same vessel without being landed on the quay or on barge/lighter.
7	Bonafide ships fittings, ships stores, un-manifested dunnage and provisions for the use of ships using or frequenting the Port other than (1) Oil fuel shipped for bunker and (2) coal which has paid wharfage on lading, reshipped for bunkers.
8	Bonafide passenger and seaman's baggage and personnel effects accompanying them.
9	Mail in bags or packets, manifested or un-manifested.
10	Personal baggage, horses and carriages accompanying the defense personnel, other than civil staff moving on duty embarking or disembarking and animals meant for providing food.

SCHEDULE – II (SEE RULE 5)

6. CHARGES FOR SEA AREA

Item No.	Service	Unit	Rates
1.	Sea space for Port use	100 Sq.mtrs or part thereof	1350/- per calendar month
2.	Sea space for non Port use	100 Sq.mtrs or part thereof	2000/- per calendar month

SCHEDULE – III (SEE RULE 6)

7. FREE DAYS (IMPORT)

i. General / Containerized Cargo:

Two working days in the case of coastal cargo and three working in the case of foreign cargo including Sunday and Holidays are free after completion of a vessel cargo. If "Port Management Board declares through a notice, the container yard or Port area as congested no free days shall be admissible".

Explanation: - General Cargo means all cargo not specifically mentioned in this part of scale.

- ii. Goods in which the rate of wharfage is quoted per each in Part 'A':
Free days are the same as for General Cargo.
- iii. Dangerous Goods:
The same number of free days is allowed as for general imports. The free days will count from the day following the complete discharge of the cargo into the barges.
- iv. Sweeping collected on board:
The same number of days is free as is allowed for general cargo.
- v. Sweeping collected from the port premises:
Ten days including Sundays and Ports Holidays are allowed free for sweeping of a particular commodity of the particular vessel, collected from the premises of the Ports of Andaman after the last date of clearance of the original commodity of that vessel which has caused the sweeping.
- vi. Survey Goods:
The same number of days is free as is allowed for General Cargo

NOTE

- a. In respect of goods for which application for survey is received on the last free day, the free period will be extended by an additional working day.
 - b. In respect of good surveyed on the last free day and on the extended free day under item (1) above, no demurrage will be levied if such goods are removed on the working day next succeeding that on which they were surveyed.
 - c. In the case of salvaged goods (see below) detained for survey, seven days including Sundays and Ports Holidays will be allowed from the day following the notification of salvages by the receiver of wrecks in the Andaman and Nicobar Administration Gazette or from the day following the date in which the advice of salvages of goods is sent by the receiver or wrecks to the agent, which is earlier.
- vii. Salvaged Goods:
The free period viz. two working days in the case of coast cargo and three working days in the case of foreign cargo will count from the day following the notification of salvage by the receiver of wrecks in the Andaman and Nicobar Administration Gazette, or from the day following the date on which the advice of the salvage goods is sent, by the receiver of wrecks to the steamer agent concerned, or the consignee of the goods or their clearing agent, whichever is earlier.

viii. Packages landed empty or partly empty:

The free days shall be as according to the description of good

ix. Goods landed in excess or under "NIL MARK" etc:

- a. Goods landed in excess of the manifested quantity are free for period not exceeding six days calculated from the date following the issue of vessels out turn, by the Port including Sundays and Port Holidays.
- b. Goods under 'Nil' mark or with marks differing from the manifested quantity on amended delivery orders issued by the agents are free up to six working days in the case of foreign cargo including Sundays and Port Holidays after the date of complete discharge of a vessel's cargo.

x. Abandon Goods.

- a. Abandoned goods are allowed free days as per description of goods. Demurrage on abandoned goods shall be limited up to the date of receipt of intimation of abandoned, in the office of the Chief Port Administrator, in writing, for the goods so abandoned.
- b. In respect of abandoned and uncleared/unclaimed goods sold by the Port in public auction, the demurrage leviable shall be limited to six months from the date of its accrual, or to the date of receipt of intimation of abandonment in the office of the Chief Port Administrator, in writing, whichever is earlier. The limiting of demurrage to six months as per the above provisions, is not admissible in case of abandoned uncleared/unclaimed goods sold by the Port in Public Auction, where there was a request from the agent concerned for withdrawing the goods from the sale at any stage in the process of arranging the auction sale of goods, by this Port.

In such cases demurrage shall be reckoned up to the date of receipt of intimation of abandonment, if any, in the office of the Chief Port Administrator, in writing, tendered to the Port by the agents concerned after the request for withdrawing the goods from the scales, or up to the date of scale by the Port, whichever is earlier.

NOTE:

- a) Request if any, from the consignee / clearing agents / owners of the goods for withdrawal from the sale of abandoned / uncleared / unclaimed goods by the Port shall not be considered unless sufficient amount to cover the dues upto the expected date of clearance of the goods, which was requested for withdrawal from the sale is deposited with the Port by the concerned party along with said request.
- b) After the payment of demurrage as per Note (i) above, if the goods were not cleared by the consignee / clearing agent / owner and subsequently auctioned, the insufficiency of sale proceeds, if any, would be recovered from agent concerned limiting the demurrage up to a maximum period of six months from date of its accrual.

8. FREE DAYS (EXPORT)

(i). a. Export cargo:

For a vessel shall be allowed a free period of not exceeding eight days (including Sundays and Ports Holidays) from the actual day of receipt of the goods in transit area.

b. Export Container:

For purpose of demurrage free days will be eight working days including Sunday and Holidays.

c. A free period not exceeding ten days including Sundays and Ports Holidays from the actual day of receipt of the goods in the transit area shall be allowed in respect of export cargo stored in the open and shipped in bulk and paying wharfage for not less than 1000 Units (In measurement or in tonnage), this minimum quantity for eligibility to the above free days being restricted to one particular commodity shipped by the one particular vessel covered by one export application.

d. From the day the vessel commences loading of export cargo, to the day the vessel complete loading.

(ii). Goods not shipped and removed outside:

a. Goods shutout by the ship or prevented from shipment by act of God such as cyclone, grounding of vessels etc., and removed outside, shall be allowed in addition to the free days referred to under clause 1 above, two days (including Sundays and Ports Holidays) next to the day of completion of taking in of exports by the vessel.

b. Goods not shipped for any other reasons than above excluding sweepings, shall be allowed the same free days as under Item 1.

c. Three days including Sundays and Ports Holidays are allowed free for sweeping, of a particular commodity of a particular vessel collected from the Ports premises after the last date of shipment of the original commodity of that vessel which has caused the sweepings.

(iii) Salvaged Goods:

Three days including Sundays and Ports Holidays will count as free, from the day following the notification of salvage by the receiver of wrecks in the A&N Administration Gazette or from the day following the day on which the advice of the salvage of the goods is sent by the receiver of wrecks to the steamer agent concerned or the shipper of the goods or the shipping agents, whichever is earlier.

9. FREE DAYS (Transshipment Goods at Wharf/Godowns)

- (i). For Transshipment of Foreign Goods: Transshipment goods shall be allowed a free period of TEN days (excluding, Customs notified holiday and Port's Non-Working days) from the date following the date of expiry of free days admissible as Import Cargo as per classification under schedule-III Serial 8 of this chapter.
- (ii). Transshipment/reshipment of Coastal Goods: Transshipment / reshipment goods shall be allowed free days as applicable for Import Cargo

10. DEMURRAGE CHARGES

Item No.	Classification for purpose of this Scale	Unit	Rate
1.	Goods lost lying in the Port's transit areas beyond the expiry of the free days		
a.	For the first six days after expiry of the free days	Per day	50% of the Wharfage Charges.
b.	For the next six days	Per day	100% of the Wharfage Charges.
c.	Thereafter	Per day	125% of the Wharfage Charges.

NOTE:

For this purpose "Wharfage" means the amount of wharfage worked out on the actual units of the goods lying uncleared, corrected to the first decimal placed.

SCHEDULE – IV (SEE RULE 7)

11. FOR CARGO OPERATION DURING PORT CLOSED HOLIDAYS" (1ST, 2ND & 3RD SHIFT) (PART 'A')

Item no	Description of work	Rates
a.	Foreign Vessel	Rs. 1,00,000/- per shift per day
b.	Coastal Vessel	Rs. 50,000/- per shift per day
c.	For delivery of cargo and admission on exports	Rs. 7000/- per shift or part thereof for one consignee or shipper for delivery of import one vessel or admission of exports per one vessel

12. CHARGES FOR DELIVERY OF CARGO (PART 'B')

Item no	Description of work and period	Proposed Rates
a.	WEEK DAY (i) 6pm to 10pm & 10pm to 6am)	Rs. 55/- per shift or part thereof from each applicant.
b.	On Sunday and Port's holidays during 1 st , 2 nd & 3 rd shift	

13. KEEPING WHARF/JETTY WEIGH BRIDGE OPEN FOR WEIGHMENT (PART 'C')

Item no	Service	Rate
a.	On week days from 6am to 10 pm	200/- per shift/per applicant
b.	On week days from 10pm to 6am	
c.	On Sundays and Ports holidays	

SCHEDULE – V (SEE RULE 8)**14. WEIGHMENT CHARGES (PART 'A'):**

Item no	Service	Rate
1.	Weighment of coals, and scrap iron on the Ports weighment in all case	Rs. 3.00 per ton subject to minimum of Rs. 30.00
2.	Weighment of all other cargo on ports weighbridge or scales	
3.	Weighment bales, skins and hides(including handling charges)	
4.	For Weighment or measurement of cargo at the request of the importer or shipper for the purpose of declaration of tonnage in the import or export documents of the port for recovery of port charges, the necessary labour and the appliance for the movement of the cargo wherever necessary being provided by the party at his cost	

15. LICENCE FEE FOR SPACE ALLOTTED (PART 'B')

Item no	Service	Unit	Rate
a.	Open space (undeveloped)	100 sq mtrs or part thereof	Rs. 1350/- per calendar month
b.	Open space (develped)	-do-	Rs. 2100/- per calendar month
c.	Open space hardened with water bound macadam surf	-do-	Rs. 1758/- per calendar month
d.	Open space area in the transit area for cargo(export)	-do-	Rs. 2344/- per calendar month
e.	Covered space	10 sq mtrs or part thereof	Rs. 1375/- per calendar month
f.	Open sided shed	-do-	Rs. 234/- per calendar month
g.	Place allotted for use as office accommodation	-do-	Rs. 469/- per calendar month

16. WHARF/JETTY STEVEDORING CHARGES (PART 'C')

Item no	Service	Rate
a.	Stevedoring and shifting charges from landing place to Godown/Yard by using Govt. labour.	Rs. 10000.00 per gang.

17. GENERAL CHARGES (PART 'D')

Item no	Service	Unit	Rate (In Rs)
a.	Rent for ship gangway (Each)	Per day	500.00
b.	Rent for Pallets (Each)	Per day	50.00
c.	Rent for cargo handling gears		
	i. Rope Slings	Per day	200.00
	ii. Wire Slings	Per day	100.00
d.	Film shooting in the port area	Per port / per day	100000.00
e.	Licence fee for way leave of Pipelines and cables etc		
	i. Pipelines up to 20.32 Cms (08 Inches) diameter	Per running mtr per calendar month	50.00
	ii. Pipelines above 20.32 Cms (08 Inches) diameter but less than 20 inches	Per running mtr per calendar month	100.00
	ii. Pipelines above 20 Inches diameter	Per running mtr per calendar month	150.00

SCHEDULE – VI (SEE RULE 9)

18. CONTAINER CHARGES

Item no	Service	Unit	Rate (In Rs)
I	WHARFAGE		
a.	Wharfage for containerized cargo per container of 20 feet	Per TEU	1113.00
b.	Wharfage for containerized cargo per container of above 20 feet	Per TEU	1992.00
c.	Wharfage for empty container 20 feet	Per TEU	59.00
d.	Wharfage for empty container above 20 feet	Per TEU	117.00
II	HANDLING CONTAINERS BY USING MECHANICAL APPLIANCES		
a.	Handling charge per 20 feet (stuffed) container	Per TEU	450.00
b.	Handling charge above 20 feet (stuffed) container	Per TEU	800.00
c.	Handling charge per 20 feet (empty) container	Per TEU	150.00
d.	Handling charge above 20 feet (empty) container	Per TEU	300.00
III	CHARGES FOR STUFFING AND DE-STUFFING		
a.	Stuffing/De-stuffing charges – 20 feet container	Per TEU	400.00
b.	Stuffing/De-stuffing charge above 20 feet container	Per TEU	600.00
IV	REEFER CONTAINERS		
a.	Monitoring charges per container for 20 feet	Per shift or part thereof	500.00
b.	Charges for supply of Electricity to Reefer Container (per 20 feet)	Per shift or part thereof	2500.000
V	DWELL TIME AND STORAGE CHARGES FOR CONTAINERS		
a.	First 03 days for 20ft & 40ft TEU	Per day	FREE
b.	From 4 th day to 10 th day per 20ft TEU	Per day	12.00
c.	From 4 th day to 10 th day per 40ft TEU	Per day	23.00
d.	From 11 th day to 20 th day per 20ft TEU	Per day	23.00
e.	From 11 th day to 20 th day per 40ft TEU	Per day	47.00
f.	From 21 st day onwards per 20ft TEU	Per day	176.00
g.	From 21 st day onwards per 40ft TEU	Per day	234.00

SCHEDULE – VII (SEE RULE 18)

19. FEES FOR PILOTAGE, MOORING OR UNMOORING

- a. The fees leviable for pilot vessels in and out of Harbour limits which include service of the ports Pilot and the services of the launches with the crew, but excludes the services of the Tug engaged in the port operations, shall be as specified in the appendix.

Item no	Classification	Unit	Rate (INR/USD)
1.	Pilotage fee for coastal / Foreign Vessel.	Per GT	5.00 / 0.2430

- b. SHIFTING ON COLD MOVE: For piloting a vessel as cold move namely without the power of the engine of the vessels either partly or fully, in any operation, pilotage fee shall be levied double at the rate payable under sub-rule (1).
- c. SHIFTING/TURNING/ANCHORAGE: For shifting a vessel from one berth and re-mooring it or for turning a vessel around in its berth including vessels with heavy lifts, a fee at half the rates payable for one way pilotage (Mooring and Unmooring) under Sub-rule (1) in respect of the berth from where shifting or turning is made shall be levied.
- d. For mooring a vessel/anchorage a vessel in the Harbour when it does not enter or leave port, a fee at half of rates payable for one way pilotage (mooring or unmooring) under sub- rule (1) shall be levied.
- e. NIGHT PILOTAGE: For navigation of vessels for the purpose of mooring or unmooring, anchoring, shifting or turning between 1700 hrs to 0600 hrs additional charges at the rate of Rs. 6.00 per GT / 0.2784\$ per GT) shall be levied.

Explanation: For the purpose of this sub-rule, the time of boarding the vessel by the pilot shall be deemed as the commencement of navigation.

- f. PILOT DETENTION CHARGE: Rs. 2000.00 / 100\$ shall be levied for each hour or part of an hour that a pilot is kept waiting on board any vessel at the ports beyond 15 minutes after boarding such vessel.
- g. PILOT CANCELLATION: In the case of pilots whose services have been requisitioned under sub-rule (1) as the cases may be but not utilized shall be charged a flat rate of Rs. 6000.00 / 300\$.

Note: -

- a. Rs. 6000.00 / 300\$ shall be levied not only in cases of cancellation of requisitions for outward pilotage of vessels but also for the cancellation of requisitions for shifting of vessels and re-mooring, anchoring, weighing anchor or for turning around in vessel berth or re-mooring a vessel in the same berth due to position of heavy lifts or due to some other similar reasons.
- b. The above charges are not leviable in case of cancellations caused under exceptional circumstances for reasons that could not be attributed to the owner or vessels fault.

SCHEDULE – VIII (SEE RULE 19)

20. CHARGES FOR PORT FLOATING CRAFTS

Tug charges for berthing, unberthing, mooring or un-mooring of vessels shall be as specified in the table below:

Item no	Classification	Unit	Rate (INR/USD)
1.	Tug Charges (Per Hour)	Up to 2000 GT	6000.00 / 275
		Above 2000 to 10000 GT	6000.00 + 1.25 paise / 275 + 0.0535 per GT over 2000 GT
		Above 10000 to 30000 GT	16000.00 + 1.50 paise / 703 + 0.0750 per GT over 10000 GT
		Above 30000 GT	1.75 / 0.0900 per GT
2.	Salvage/Towing Charges	Per Hour	15000.00 / 500
3.	Tug Engaged for Cold Move	Per Hour	Twice of the normal tug hire charges
4.	Tug Detention Charge	Per Hour	10000.00 / 310
5.	Motor Launch	Per Hour	1000.00 / 100
6.	Pilot Boat	Per Hour	Nil
7.	Potable Water to Ships	Per Ton	Cost per ton to PMB + 20%

SCHEDULE – IX (SEE RULE 20, 21)

21. BERTH HIRE CHARGES

- a. Masters, owners or Agents of the merchant/fishing vessels and other floating crafts approaching at or lying to or alongside any wharf, jetty, mooring, quay etc. shall pay berth hire charges at the rates specified scheduled during their operational stay at berth.

Item no	Classification	Unit	Rate (INR/USD)
1.	Coastal / Foreign Vessel	Per day Per GT	2.00 / 0.1
2.	Berth hire charges for game fishing vessels	Per day	2500.00 / 0

- b. **ANCHORAGE CHARGES:** Rate of anchorage shall be charged with half of the rate of quay berth charges applicable.

- c. All vessels belonging to Central Government including Naval Ships, Coast Guard vessels and vessels belonging to public and private undertakings shall pay berth hire charges as per the rates specified in the scheduled.
- d. **VESSELS OCCUPY THE BERTH:** Any vessels which continues to occupy the berth at wharves/jetty at any port for more than two hours after completion of discharge/loading or after expiry of notice period as may be specified by the Conservator of Port (by Chief Port Administrator) by means of signal message or communication inviting to vacate such berth shall pay applicable berth hire charges + an additional charge of Rs. 3000.00 / 150 \$ per hour up to 03 (Three) hours delay and Rs. 6000.00 / 300 \$ per hour or part thereof thereafter. In case of maintenance berth the applicable berth hire charge shall be the charge payable at the time of issue of notice to vacate the berth.
- e. **BEACHING CHARGE:** Beaching of vessels on undeveloped port land for repairs or lay off, the hire charges will be as given below, namely:
- i. Beaching Charges on undeveloped Port Land for repairs @ Rs. 8.50 / 0.4054\$ per sq. mtr per day.
- ii. **BEACHING CHARGES FOR LAY OFF OR SHIP BREAKING @ Rs. 15.00 / 0.2895\$ for 60 days and Rs. 20.00 / 0.5819\$ up to 90 days per sq.mtr per day.** A refundable security deposit of Rs. 2,00,000/- (US \$ 2798.00) to be deposited with the board for removal of such vessels in the event they are abandoned, by the owners as dues for clearing the wrecks or left over on actual cost basis, the balance being refundable.
- f. The Foreign Flag Cruise vessels visiting A & N Islands will be given 25% discount on vessel related charges on more than one entry to any Ports of A&N Islands during its single voyage and 15% for those with single entry.

SCHEDULE – X (SEE RULE 22)

Item no	Classification	Unit	Rate (INR/USD)
1.	Foreign Yachts during stay in A&N Water	Per day per vessel	0 / 400

Note:

1. For the purpose of calculation of charges, the arrival day shall be deducted while calculating the total days of halt in A & N Waters.
2. The above charge is inclusive of all charges (Diving Charge, Game Fishing Charge and Tourism Charge etc.) and no other charges shall be levied by any other authority except for the fee being levied by Immigration Authorities.

Sd/-
Chief Port Administrator & CEO
(F.No. 241/CRS/PMB/17-18/PF-I)