**SECTION - 2**

# VESSEL RELATED CHARGES

**2.1 BERTH HIRE**

**2.1.1 Schedule of Berth Hire for Vessels**

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| **DESCRIPTION** | **Rate per GRT per hour or part thereof** | |
| **Foreign-going vessel (in US $)** | **Coastal vessel**  **(in Rs)** |
| Berth EQ 8 & EQ 9 | 0.0083 subject to a minimum of US$ 166/- | 0.2182 subject to a minimum of  `4,363/- |

**General Notes relating to Berth hire**

(1). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.

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| (2). | The period of berth hire shall be calculated from the time mooring in the berth is completed. |
| (3). | No berth hire charges shall be payable for the period when loading/unloading operations cannot be carried out due to non-availability or break down of plant equipment or any other reasons including power failure attributable to VSPL. |
| (4). | (i). There shall be a time limit beyond which berth hire shall not apply. The berth hire shall cease to apply 4 hrs after the time of vessel signalling its readiness to sail.  (ii). The time limit of 4 hrs prescribed for cessation of berth hire shall exclude the ship’s waiting time for want of favourable tidal condition or on account of inclement weather or due to absence of night navigation facilities. |
|  | (iii). The Master/Agent of the vessel shall signal readiness to sail only in accordance with favourable tidal and weather condition.  (iv). There shall be a penal berth hire equal to one day’s berth hire charge for a false signal. |

“False signal” would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for unberthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signalling readiness when a ship is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions”.

(5). Ousting Priority/Priority berth Hire:

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| (i). | For providing the "ousting priority" to any vessel, a fee equivalent to berth hire for a single day (24 units of one hour each) or 100% of the berth hire 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 for a single day (24 units of one hour each) or 75% of the berth hire, 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 Shipping  (e). Coastal vessels which will be accorded priority berthing shall not be liable to pay priority berthing charges.  **Note**: The VSPL is governed by clause 3.9 (b) of the License Agreement which provides that the Licensee (VSPL) may with the prior written approval of the Licensor (VPT) offer preferential or priority berthing to any one or more shipping lines or vessel owners / operators to optimize the use of the berths and equipment. |

**2.1.2. Penal Berth Hire Charges**

Penal berth hire charges shall become payable for over-stayal of the vessel beyond the berth occupancy as per the norms given in clause 2.1.4 if the norms cannot be achieved due to any reasons attributable to the vessel.

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| (i). | Vessel shall be permitted to occupy the berth after completion of cargo operation without attracting penal berth hire charges for period mentioned below: |
|  | (a). Any vessel which requires “securing” 10 hrs  (b). Food Grains vessels requiring fumigation and Inerting 10 hrs  (c). In all other cases 7 hrs |
|  |  |
| (ii). | The berth occupancy for each vessel for the purpose of levy of penal berth hire charges shall be subject to the following conditions: |

(a). For deciding the period of stay of a vessel, number of shifts lost due to labour stoppage of work and labour holiday shall be excluded.

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|  | (b). | The shift in which the vessel is berthed shall not be deciding the vessels stay at berth since normally vessels are berthed in the middle of shift resulting in engagement of less number of hooks. |
|  | (c). | In case of new cargoes, average performance of three consignments shall be fixed as “NORM” tentatively which will be reviewed after six months for further refinement. |
|  | (d). | Any stoppage of work for reasons attributable to VSPL shall be excluded. |
| (iii). | (a). | In case of supply of bunkers and or water through barges, the vessel shall be permitted to stay at berth without attracting penal berth hire for 8 hours. |
|  | (b). | In case of supply of water, the vessel shall be permitted to stay at berth without attracting penal berth hire for 12 hours from the time of placement of barge alongside the vessel. |
|  | (c). | Vessels taking water / bunker through sources other than barge will be permitted to stay for 8 hours from the time of completion of loading / unloading the cargo without attracting penal berth hire. |

**2.1.3.** Penal berth hire charges shall be levied in addition to normal berth hire for the period of over-stayal at the rates prescribed below.

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| **Sl.**  **No.** | **Particulars** | **Unit** | **Foreign-going vessel (in US $)** | **Coastal vessel**  **(in Rs)** |
| 1. | Up to 6 hours | Per GRT | 0.016 | 0.42 |
| 2. | Above 6 hrs. and upto 12 hours | - do - | 0.032 | 0.84 |
| 3. | Above 12 hrs. but upto 18 hours. | - do - | 0.064 | 1.67 |
| 4. | Above 18 hrs. per day or part there of | - do - | 0.080 | 2.09 |

**2.1.4. Commodity wise per vessel hook per shift output rates**

**For Exports For Imports**

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| **Sl.**  **No.** | **Nomenclature** | **Per hook per shift output (in tonnes)** |  | **Nomenclature** | **Per hook per shift output**  **(in tonnes)** |
| 1. | Containers (boxes) | 20 | Containers (boxes) | 22 |
| 2. | Ferro Silicon | 102 | Ferro Silicon | 262 |
| 3. | General Cargo | 82 | General cargo | 86 |
| 4. | Iron & Steel | 180 | Iron & Steel | 108 |
| 5. | Iron Ore & Pellets (manual loading) | 598 | Iron Ore (manual unloading) | 560 |
| 6. | Maize | 61 | Maize (bulk) | 234 |
| 7. | Sugar | 94 | Sugar in bags | 82 |
| 8. | Wheat (bags) | 91 | Wheat (in bulk) | 134 |
| 9. | Rice (bags) | 81 | Rice | 62 |
| 10. | Rice (Bulk) | 80 | Rock Phosphate | 281 |
| 11. | Aluminium Billets | 98 | Ammonium Nitrate | 347 |
| 12. | Aluminium Ingots | 110 | Ammonium Sulphate | 210 |
| 13. | C.P. Coke | 346 | Bauxite Bags | 233 |
| 14. | Cement | 102 | Bentonite | 254 |
| 15. | Charge Chrome | 404 | Bulgar wheat bags | 62 |
| 16. | Chick Peas | 219 | Carbon Anodes | 229 |
| 17. | Chrome Ore | 188 | Chrome Ore | 206 |
| 18. | Coal tar (Bags) | 192 | Coal tar pitch | 77 |
| 19. | Coffee (Bags) | 67 | Coking Coal   1. Discharged by vessels with self discharging gear      1. All types of coal discharged by non-self discharging vessels | 622      360 |
| 20. | Dry Yeast | 62 | CSB in bags | 74 |
| 21. | Feldspar | 317 | DAP Bulk | 262 |
| 22. | Fenugreek | 99 | DBM in bags | 242 |
| 23. | Ferro Chrome (Bulk) | 341 | DBM in Bulk | 220 |
| 24. | Ferro Chrome Bags | 226 | Dolomite | 405 |
| 25. | Ferro Manganese | 99 | Coal / Coke (parcel of below 20000) | 234 |
| 26. | Granite Blocks | 199 | Coal / Coke (parcel of above 20000) | 361 |
| 27. | Ilmenite Sand | 333 | Lime Stone | 372 |
| 28. | Kenaf | 40 | Mono Ammonium Phosphate | 210 |
| 29. | Manganese Ore | 310 | MOP | 267 |
| 30. | Pet Coke (Bags) | 83 | Oil Pailes | 57 |
| 31. | Pig Iron | 458 | Paper bundle | 212 |
| 32. | Quarzite | 117 | Petroleum Coke | 401 |
| 33. | Silicon Manganese Ore (Bags) | 200 | 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 |

**Notes:**

(1). The total number of hooks worked shall be reckoned to compute the per hook per shift productivity.

(2). The following two cases shall be deemed as non-performance / poor performance of the vessel:

(a). If a vessel works with less number of hooks for reasons such as lack of / insufficient cargo, improper stowage, failure of ship’s gear and lack of clearance arrangements;

(b). If the actual hook output in the shifts following the shift in which the vessel is berthed does not conform to the norms prescribed for that commodity.

**2.2. CHARGES FOR SUPPLY OF WATER TO VESSELS**:

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| **Item No.** | **Description** | **Unit** | **Foreign-going vessel (in US $)** | **Coastal vessel (in**  **`)** |
| 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 | `84.65 subject to a minimum charge of  `423.25 |
| 2. | Supply of fresh water to vessels by Boat at Quay Walls, | Per 1000 Ltrs. or part thereof | 4.182 subject to a minimum charge of $ | `109.20 subject to a minimum charge of |
| **Item No.** | **Description** | **Unit** | **Foreign-going vessel (in US $)** | **Coastal vessel (in**  **`)** |
|  | Jetties and Moorings. |  | 20.912 | `546.00 |