

CHAPTER- II

VESSEL RELATED CHARGES

PORT DUES

1.0 Rate of Port Dues for vessels calling at the Port:-

Particulars	Rate Per GRT		Frequency of payment in respect of the same vessel	
	Foreign Going Vessel (in US\$)	Coastal Vessel (in Rs.)	Coastal Vessels	Foreign vessel
Vessels chargeable (All types of sea going vessels including Lash Barges)	0.2300	6.075	The due is payable once in 30 days	The due is payable on each entry into the Port

Notes:

- (1). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the 'Remarks' column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying Port Dues.
- (2). Port dues shall not be levied on the following:
 - (i). Any pleasure yacht;
 - (ii). Any vessel, which, having left the port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage.
 - (iii). The following categories of naval vessels are exempted from payment of Port Dues.
 - (a). Vessels of war flying the white ensign belonging to or in the service of the Republic of India.
 - (b). Vessels flying the blue ensign.
 - (c). Men of war belonging to any foreign Prince or State entering the Port.
 - (iv). Vessels belonging to other Indian Ports except private port.
- (3). A vessel entering the Port but not discharging or taking in any cargo or passengers therein (with the exception of such unshipment/reshipment as may be necessary for purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (4). A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.
- (5). A LASH vessel making a 'second call' to the Port within 30 days to pick up empty and / or laden fleeting LASH barges, but not discharging or taking any cargo or passengers therein shall not be charged any Port Dues. In the event of discharging or taking of any cargo or passenger during the second call, shall be treated as a Vessel entry to the Port and shall pay the Port Dues as applicable.

- (6). All vessels owned by State/Central Governments other than those specified under note 2 (iii) above are liable for payment of port dues.
- (7). A coastal vessel, which after paying 50% of the Port Dues as per provisions prescribed at 3 above, re-enters the port within the period of exemption of 30 days with cargo or passengers or in ballast shall be charged the difference viz., 50% of the Port Dues previously conceded.
- (8). A coastal vessel, which, after paying 75% of Port Dues as per provisions prescribed at 4 above, re-enters the port within the period of exemption of 30 days with cargo or passengers or in ballast, shall be charged the difference, viz., 25% of the Port Dues previously conceded.
- (9). A vessel landing a passenger at the port without anchoring and proceeding on her voyage is liable to Port Dues in full.

2.0 BERTH HIRE CHARGES

A. Rate of Berth hire charges for Vessels called at the Port excluding Boat Basin & Timber Pond

GRT	Rate per hour or part thereof	
	Foreign-going Vessel (in US\$)	Coastal vessel (in Rs.)
Any volume of GRT	0.00289 per GRT	0.0763 per GRT

- (1). All vessels of war flying the white ensign in the service of the Republic of India but including in times of war, mine sweepers and patrol vessels shall be exempted from the payment of berth hire charges when they occupy berth for a period not exceeding one month in any case and for a period exceeding one month if there are other moorings available for ordinary steamers, but becomes liable for payment of Berth Hire Charges when they occupy alongside berths. All other vessels belonging to the Central Government or State Government shall pay Berth Hire Charges as per the rates specified in the schedule above.
- (2). A vessel after completion of discharge or loading or ballasting shall call for the Pilot for sailing within 4 Hours (or within such extension granted by the Chennai Port Trust in writing for stated reasons). If the vessel do not call for the Pilot for sailing within the period of 4 Hours after completion of discharge or loading or ballasting or within such extension granted by the Chennai Port Trust or officials authorized by it, the vessel shall pay Additional Berth Hire Charges at the rate of Rs.9983.73 per hour or part thereof for Coastal vessel and US\$ 378 per hour or part thereof for Foreign going vessels for the period from the time of expiry of four hours or such extended time granted by Chennai Port Trust or officials authorized by it till the time of calling the Pilot.
- (3). The Additional Berth Hire Charges specified in Note 2 shall not be charged for the following cases:
 - a. Vessel waiting for tide, draft etc. to sail for the safety of the vessel.

- b. Strike by the Port employees.
 - c. Loading arm disconnection problem.
 - d. Usage of idle berth with concurrence of Chennai Port Trust or officials authorized by it.
- (4). (i). The Berth Hire Charge shall not be levied after the expiry of 4 Hours from the time of calling for the Pilot for sailing.
- (ii). A penal berth hire equal to one day's berth hire charge shall be levied for a False call for Pilot.

'False call for Pilot' means when vessel is not ready in all respects but has called for pilot and after boarding the vessel, the Pilot could not sail the vessel, as it was not ready resulting in disembarkation of the pilot from the vessel without sailing/shifting.

- (5). Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or appropriate authority will be applicable:
- (a) For providing the "priority berthing" to any vessel, a fee equivalent to berth hire charges for a single day or 75 percent of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.
 - (b) For providing the "ousting priority" to any vessel, a fee equivalent to berth hire charges for a single day or 100 per cent of the berth hire charges calculated for the total period of actual stay at the Berth whichever is higher shall be levied. In addition, for providing "Ousting priority" to any vessel, the charges for 'shifting in' and 'shifting out' of the vessels shall be collected.
 - (c) The fee for according priority / ousting priority as indicated above shall be charged for all the vessels except the following categories:
 - (i). Vessels carrying cargo on account of Ministry of Defence.
 - (ii). Defence vessels coming on goodwill visits.
 - (iii). Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
 - (iv). Any other vessel for which special exemption has been granted by the Ministry of Shipping.
- (6) In respect of Vessels coming under Berth Reservation Scheme the berth reservation charges shall be paid as per the scheme and direction issued by the government from time to time.
- (7) No berth hire will be charged when the vessels idle at the CHPT's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to CHPT.

B. Berth Hire Charges for vessels berthed at Timber Pond and Boat Basin:-

- (1) Vessels belonging to Coast Guard Service and any other vessels which are not registered under the Harbour Craft Rules for the Port of Chennai, other than the Merchant Vessels and the non-commercial powered harbour crafts belonging to the Central Government or a State Government such as the launches of the Defence Service, the Customs, the Police and the Port Health Department that are plying and stationed at the said port for their Departmental use concerning the Port Operations, shall pay:-

Berth hire charges at the rate of Rs.65.62 per hour or part thereof per vessel or craft, or barge etc as the case may be, for occupying Boat basin and Timber Pond.

C. Charges for the Harbour Craft registered under Harbour Craft Rules for berthing at anywhere in the Port:-

- (1) Any powered harbour craft registered under the Harbour Craft Rules for the Port of Chennai other than non-commercial powered harbour craft belonging to the Central Government or a State Government, plying in the Port shall pay berth hire charges either at the rate of Rs.2100/- per calendar month or part thereof or Rs.3.93 per hour or part thereof per craft at the option of the owner of the craft and the said option once exercised by the owner shall be final.

D. ANCHORAGE FEE

Sl. No.	Particulars	Rate per hour or part thereof	
		Foreign going (US\$)	Coastal (Rs.)
1.	For anchoring at mooring point within the Enclosed Harbour	0.0011	0.0291
2.	For anchoring at any point other than mooring point outside the Enclosed Harbour	0.0006	0.0158

Note: The above charges at Sl.No.2 will be collected, for the vessel shifted out of the Enclosed Harbour for any reasons and re-berthed. No vessel shall be allowed to anchor in the outer anchorage without a designated Steamer Agent.

3.0 PILOTAGE FEES

3.1. a) RATE OF PILOTAGE FEES FOR OTHER THAN IRON ORE VESSELS CALLED AT THE PORT

Item No.	Size of vessel	Rate per GRT	
		Foreign-going vessel (in US\$)	Revised Coastal vessel (in Rs.)
I.	Upto 3,000 GRT	0.389	10.27
II.	3,001 to 10,000 GRT	0.269	7.10
III.	10,001 to 15,000 GRT	0.310	8.19
IV.	15,001 to 30,000 GRT	0.357	9.43
V.	30,001 to 60,000 GRT	0.507	13.39
VI.	Over 60,000 GRT	0.587	15.50

b) RATE OF PILOTAGE FEES FOR IRON ORE VESSELS BERTHED AT THE IRON ORE BERTH AT BHARATHI DOCK

Item No.	Size of vessels	Rate per GRT	
		Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
I.	Upto 3,000 GRT	0.267	7.05
II.	3,001 to 10,000 GRT	0.185	4.89
III.	10,001 to 15,000 GRT	0.213	5.63
IV.	15,001 to 30,000 GRT	0.247	6.52
V.	30,001 to 60,000 GRT	0.349	9.22
VI.	Over 60,000 GRT	0.402	10.62

3.2. Rate of Pilotage Charges for Hot move/ Cold move operations

Sl. No.	Particulars	Operations	
		Hot Move	Cold Move
1.	Inward Pilotage	50%	100%
2.	Outward Pilotage	50%	100%

Note: The above percentage of charges shall be applied on the rates of Pilotage Fee prescribed at 3.1 (a) and 3.1 (b).

General Notes:

- (1). Pilotage fee shall include services of ports' pilot(s); and, provision of required number of tug/ tugs, launches with the crew for inward and outward pilot(s) movement.
- (2). In case of any shifting made on the request of the Steamer Agent shifting charges shall be levied as per the rates prescribed.
- (3). Shifting of a vessel to outer anchorage other than port convenience shall be considered as a pilotage action. Hence, reentry of the vessel under the same port entry, pilotage fees afresh shall be payable.
- (4). If a vessel is shifted to the outer anchorage at the request of the user, the user shall pay an Additional Pilotage Fee.
- (5). For vessels upto 3000 GRT i.e., in Item No.I of Clause 3.1.(a) the Minimum charges under this Schedule shall be US\$ **750.14** for foreign-going vessels and Rs.**19812.70** for Coastal Vessels.
- (6). For vessels of 3,001 GRT and upto 10,000 GRT in Item No.II of Clause 3.1. (a) the Minimum charges under this Schedule shall be US\$ **908.51** for foreign-going vessels and Rs.**23995.57** for Coastal vessels.
- (7). A fee at half the rates payable for pilotage shall be levied in respect of the following vessels:
 - (i). For mooring a vessel outside the limits of port when it does not enter or leave it for example VLCC vessels and giant tankers. This provision is not applicable for vessels that are shifted to outer anchorage from berth and again from outer anchorage to berth.
 - (ii). If in case of any vessel in her voyage at this port, only one way Pilotage is involved.
 - (iii). In cases of vessels, where the services of either the Pilot or the Tug alone are involved.
- (8). In the case of pilots whose services have been requisitioned but not utilised within 30 minutes from the time of boarding the vessel, the following charges shall be levied:

Services	Rate	
	Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
Pilots whose services have been requisitioned but not utilised after the Pilot has boarded a vessel.	89.30	2358.59

The rates specified above shall be levied not only in cases of cancellations of requisition for outward pilotage of vessels but also for the cancellations of requisitions for shifting of berths of vessels and re-mooring or for turning a vessel around in her berth or for re-mooring a vessel in the same berth due to position of heavy lifts.

(9). Special Charges:

- (i). A fee of US\$ 45.379 in respect of a foreign-going vessel and Rs.1198.55 in case of coastal vessel shall be levied for each hour or part of an hour that a pilot is kept waiting on board any vessel at the Port of Chennai beyond thirty minutes after boarding such vessel.
- (ii). The charge for towage of a sailing vessel within the limits of the Port of Chennai shall be US\$ 22.75 for foreign going vessel and Rs.600.87 for coastal vessel per hour subject to a minimum of US\$ 11.38 for foreign going vessel and Rs.300.57 for coastal vessel for a duration of 30 minutes and less. Charges for the period in excess of this duration shall be levied at the rate fixed for one hour or part thereof.

4.0 OTHER CHARGES

4.1 Rate of Shifting Charges

Item No.	Size of vessels	Rate per GRT per shifting	
		Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
I.	Upto 30,000 GRT	0.0515	1.360
II.	30,001 to 60,000 GRT	0.0515*30000 + 0.0411*GRT exceeding 30000	1.360 * 30000 + 1.086*GRT exceeding 30000
III.	Over 60,000 GRT	0.0515*30000 +0.0411*GRT exceeding 30000 0.0360*GRT exceeding 60000	1.360 * 30000 + 1.086*GRT exceeding 30000+0.951*GRT exceeding 60000

Notes:

- (1). For shifting a vessel from stream to berth or from berth to stream or change of berths or anchorages, shifting charges shall be levied **except for shiftings carried out on Port Convenience (TAMP/36/2005 Dt.09.07.07)**. The shifting charges shall be levied on all acts of shiftings, which exclude the inward and outward movements connected with the pilotage.
- (2). In case of first shifting on the User's request, ~~100% Shifting Charge shall be levied, if the shifting is in Cold Move. Any subsequent shifting on User's request on Cold Move, 200% Shifting Charge shall be levied, if the shifting is in cold move.~~ **(TAMP/36/2005 Dt.09.07.07)**
- (3). Turning round of a vessel within berth on the request of the Agent shall also be considered as a shifting.
- (4). No separate charges shall be levied for shifting of any vessel for port convenience.
 - (a). Port convenience is defined to mean of the following:

- (i). If a working cargo vessel at berth or any vessel including transhippers at anchorage / mooring buoys is shifted / in berthed for undertaking work / hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting made to reposition such shifted vessel shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
- (ii). If a working cargo vessel is shifted from berth to accommodate, on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as PORT CONVENIENCE.
- (iii). In case of transhippers, however, all acts of shifting are chargeable.
- (iv). Whenever a vessel is shifted ~~from~~ **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 vessels 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.
- (v). Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths, due to LOA / Draft restrictions.
- (vi). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel is shifted, the vessel enjoying priority cannot be berthed at the adjacent berth due to length restrictions
- (vii) ~~In the event of occupying of 'any other cargo vessel' in a designated berth for a specific cargo due to non availability of vessel for the specific cargo, the other cargo vessel working at the designated berth may be shifted to any other berth fallen vacant after the berthing of the other cargo vessel in the designated berth to accommodate the specific cargo vessel in the designated berth, provided no other cargo vessel waiting for the vacant berth shall be berthed in the said vacant berth in the normal turn. In the event of normal turn of berthing of the specific cargo vessel, if the designated berth is not vacant, the shifting of other cargo vessel from the designated berth shall be made as Port convenience to accommodate the specific cargo vessel. (TAMP/36/2005 Dt.09.07.07)~~

4.2 Rate for supply of water to shipping

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
1.	Water supplied to shipping by the CHPT alongside quays except at Bharathi Dock	Per 1,000 litres or part thereof	3.00	79.23
2.	Water supplied to shipping at moorings including tanker moorings and Bharathi Dock	-do-	4.00	105.64

4.3 Fees for salvage of goods:

Item No.	Value of Goods Salvaged	Rate of Salvage Charges	Minimum Charges payable
1.	Less than Rs.1,000	58.08 Per Cent ad valorem	Subject to a minimum of Rs.475.20
2.	Rs.1,000 and more but less than Rs.5,000	47.52 Per Cent ad valorem	Rs.1056.00
3.	Rs.5,000 and more but less than Rs.10,000	39.6 Per Cent ad valorem	Rs.4224.00
4.	Rs.10,000 and more but less than Rs.20,000	31.68 Per Cent ad valorem	Rs.7128.00
5.	Rs.20,000 and more but less than Rs.50,000	18.48 Per Cent ad valorem	Rs.10692.00
6.	Rs.50,000 and over	13.20 Per Cent ad valorem	Rs.14916.00

Note: These charges include the cost of ordinary diver's charges but are exclusive of any special charge which may be necessary in certain case, such as the use of tugs, barges or other crafts which will be charged at actual cost or at the rates set forth in the Port's Scale of Rates, as the case may be. In case of goods liable to damage by water, the above percentage shall be recovered on the sale value or Customs valuation, as the case may be.

4.4 DIVER'S CHARGES:

Item No.	Period	Rate per hour or part of an hour (in Rs.)	Week days between 6 a.m. to 6 p.m.	Sundays and Board's Holidays between 6 a.m. to 6 p.m.	Minimum Charges (in Rs.)
			Minimum Charges (in Rs.)	Rate per hour or part of an hour (in Rs.)	
1.	Upto a maximum of four Indress hours	792.00	1584.00	1188.00	2296.80

2.	In excess of the above	1188.00	-	1742.40	-
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- Note: (1). The Diver's charges specified above shall be levied in all cases of diving work carried out on special requisitions for the services of the Port Submarine Diver irrespective of the results of search or examinations by the Divers. Where a search is undertaken for recovery of goods lost over board and such goods are recovered, charges as for salvage shall be levied.
- (2). When the diving boat is towed by a launch, the towage charges shall be levied extra