

SECTION – 2
VESSEL RELATED CHARGES

2.1 Port Dues

2.1.1. Schedule of Port Dues

Sl. No.	Type of vessel	Rate Per GRT		Frequency of payment in respect of the same vessel	
		Foreign (in USD)	Coastal (in `)	Foreign	Coastal
1.	POL including Crude oil vessels	0.305	8.07	On each entry into the Port	Once in 30 days
2.	Container vessels *	0.305	8.07		
3.	RoRo vessels	0.305	8.07		
4.	Other general cargo / passenger vessels	0.305	8.07		
5.	Non-cargo vessels	0.305	8.07	On each entry into the port	

Note: Reduced Gross Tonnage as per the International Tonnage Certificate will be reckoned with for levy of Port Dues in case of oil tankers with segregated ballast tank.

2.1.2 Concession / Exemption in Port dues:

Sl. No.	Description	Concession / Exemption
1.	Vessels entering the port in ballast and not carrying passengers	25%
2.	Vessels entering the port but does not discharge or take in any cargo or passengers therein (except materials required for repair purpose)	50%
3.	Vessels entering the port for bunkering at Anchorage but does not enter into Enclosed Harbour	75%
4.	(i). Pleasure yachts	100%
	(ii). Vessels, after sailing out, compelled to re-enter by stress of weather or any damage to the vessel	
	(iii). Indian Naval and Defence vessels	
	(iv). Vessels of war belonging to any Foreign Prince or State but not running for commercial purpose	
	(v). Vessels belonging to other Major Ports except private ports	

2.2 Pilotage Fees

2.2.1 Schedule of Pilotage Fees

Sl. No.	Vessel size (GRT)	Rate per GRT							
		Foreign (in USD)				Coastal (in `)			
		POL & Crude oil vessels	Container Vessels *	RoRo Vessels	Other vessels	POL & Crude oil vessels	Container Vessels	RoRo Vessels	Other vessels
1.	Upto 10,000	0.403	0.403	0.403	0.403	10.65	10.65	10.65	10.65
2.	10,001 to 15000	0.462	0.462	0.462	0.462	12.22	12.22	12.22	12.22

3.	15,001 to 30,000	0.532	0.532	0.532	0.532	14.07	14.07	14.07	14.07
4.	30,001 to 60,000	0.756	0.756	0.756	0.756	19.97	19.97	19.97	19.97
5.	60,001 & above	0.875	0.875	0.875	0.875	23.12	23.12	23.12	23.12

2.2.2 Concession in Pilotage Fee

Sl. No.	Description	Rate of concession (in %)
1.	Vessels not availing services of either the Pilot or the Tug	50
2.	Vessels availing only one movement (either Inward or Outward)	50

2.2.3 Schedule of Shifting Charges

Description	Shifting charges
For each shifting	20% of the Pilotage Fee prescribed in Schedule 2.2.1.

2.2.4 Pilotage Fee for Cold Move operations

Sl. No.	Description	Pilotage Fee
1.	For both Inward and Outward movements	2 times of charges as per Schedule 2.2.1 above
2.	For only one movement (either Inward or Outward)	1.5 times of charges as per Schedule 2.2.1 above
3.	For Shifting	2 times of charges as per Schedule 2.2.3 above

2.2.5 Pilot Requisition cancellation / Pilot detention charges

Sl. No.	Description	Unit	Rate per unit	
			Foreign vessels (in USD)	Coastal vessels (in `.)
1.	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice	Per cancellation	135	3600
2.	For detention of Pilot for more than 30 minutes beyond the time for which requisition was made	Per hour or part thereof	68	1800

Notes:

- (1) Pilotage fee is a composite fee and shall include one inward and one outward movement with services of ports' pilot(s), with required number of tugs/launches of adequate capacity and shifting(s) of vessels for 'port convenience'. Shifting at the request of the vessels will attract separate shifting charges as per Schedule 2.2.3 above.
- (2) Shifting charges shall be levied for movement of a vessel from one berth to another berth within the Enclosed harbor or turning around of a vessel within the same berth, at the request of the user or for other than 'port convenience'.

- (3) Shifting of a vessel to anchorage and re-entry at the request of the user or for other than port convenience or due to bad weather, shall be considered as a pilotage operation and will attract additional pilotage charges at the rates prescribed in Schedule 2.2.1 above.
- (4) If a working cargo vessel at berth or any vessel at mooring is shifted / un-berthed for undertaking dredging work / hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "Shifting for Port Convenience". The shifting made to reposition such shifted vessel shall also be considered as "Shifting for Port Convenience".
- (5) For shifting / pilotage of any vessel for the convenience of / benefit of another vessel, the vessel benefited is liable to pay the shifting / pilotage charges for shifting and repositioning of the vessel shifted.

2.2.6 Charges for hire of Tugs / Launches / Mooring Crew

Sl. No.	Description	Unit	Rate per unit per hour or part thereof	
			Foreign (in USD)	Coastal (in `)
1.	Oil Recovery vessel	Per vessel	667	17,600
2.	Tugs	Per tug	900	23,800
3.	Vessel "Prestige"	Per vessel	460	12,100
4.	Launches	Per launch	90	2,400
5.	Mooring crew	Per crew	20	530

2.3 Berth Hire Charges

2.3.1 Schedule of Berth Hire charges

Sl. No.	Type of Vessel	Rate per GRT per hour or part thereof	
		Foreign (in USD)	Coastal (in `.)
1.	POL including Crude oil vessels, calling at Oil Berths	0.0043	0.1140
2.	Container vessels *	0.0043	0.1140
3.	RoRo vessels	0.0043	0.1140
4.	Other general cargo vessels, Bunkering vessels and Govt. Research vessels	0.0043	0.1140
5.	Non-cargo vessels	0.0086 subject to a minimum of USD 600 per vessel	0.2280 subject to a minimum of `16,000 per vessel

2.3.2 Additional Berth Hire Charges

Description	Rate per hour or part thereof	
	Foreign (in USD)	Coastal (in `.)
Vessels not calling for Pilot within 4 hours after completion of discharge or loading or ballasting or within such extension granted by Port, in writing, calculated for the period of actual delay in calling the pilot, except: (a). Vessel waiting for tide for safe sailing (b). Strike by the Port employees (c). Break down of port equipment (d). Vessel under arrest by Court	564	14,900

Notes:

- (1). The period for the purpose of levy of Berth Hire shall be reckoned from the time the vessel occupies the berth till she vacates the berth.
- (2). Berth hire charges include charges for one wharf crane, for landing and shipment (subject to availability). For additional cranes, charges prescribed at Schedule 3.2.2 shall apply.
- (3). Berth Hire Charge shall not be levied after expiry of 4 hours from the time of the vessel signalling its readiness to sail. The time limit of 4 hours shall exclude the ship's waiting period for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities. A penalty equivalent to Berth Hire charges for 24 hours shall be levied for a **"False Signal"** by a vessel.

"False Signal" means a vessel signals its readiness and asks for a pilot in anticipation even when she is not ready for un-berthing 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 vessel is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions"

- (4). Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or any other competent authority, will be applicable:
 - (a). For providing **"Priority Berthing"** to any vessel, a fee equivalent to 75% of the Berth Hire charges calculated for the total period of actual stay at the berth subject to a minimum of Berth Hire charges for 24 hours shall be levied.
 - (b). For providing **"Ousting Priority"** to any vessel, a fee equivalent to 100% of the Berth Hire charges calculated for the total period of actual stay at the berth subject to a minimum of Berth Hire charges for 24 hours shall be levied. In addition, pilotage / shifting charges for 'shifting out' and 'shifting in' of the vessel shifted from berth, shall be levied on the vessel enjoying ousting priority.
 - (c). The fee for providing priority / ousting priority as mentioned above shall not be charged for the following categories:
 - (i). Coastal vessels which will be accorded priority berthing.
 - (ii). Vessels for which special exemption has been granted by the Ministry of Shipping.
- (5). 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.
- (6). No Berth Hire will be charged when the vessels idle at the Port's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to Port. This provision will, however, not apply in the case of vessels idling at berths operated by the private operators licensed by the Port due to reasons not attributable to Port.
- (7). If the vessel operations are stopped for more than 24 hours due to dispute between the Master of the Vessel and the Stevedoring Agents / C&F Agent / Importer / Exporter of the cargo, stowage problem, ship-crane repair, etc. Berth Hire charges at 2 times of normal Berth Hire charges as per Schedule 2.3.1 above shall be payable for the period beyond 24 hours and till the operations are resumed.

2.3.3 Schedule of Berth Hire charges for Sailing vessel / Floating crafts / bodies / any other vessel

Sl. No.	Description	Unit	Rate (in `.)
1.	Vessels, other than Merchant vessels and not registered under Harbour Craft Rules of Chennai Port, berthed at Timber Pond and Boat Basin	Per vessel per hour or part thereof	100
2.	Vessels registered under Harbour Craft Rules of Chennai Port berthed anywhere in the port	Per vessel per day or part thereof	135
3.	Pleasure yachts	Per yacht per calendar month or part thereof	3,000

Note:

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 port for their Departmental use, concerning the Port Operations will be exempted from the above Berth hire charges.

2.3.4 Anchorage Fee

Description	Rate per GRT per hour or part thereof	
	Foreign (in USD)	Coastal (in `.)
Vessels entering the Enclosed Harbour, shifted to Anchorage and subsequently re-berthed, for the period of stay in anchorage at any points within the Port limits	0.0009	0.0238

* Please refer Trade Notice No.A/76/2017/T(M.Cell) dated 16.6.2018. for concession in VRC