

SCHEDULE OF PORT CHARGES

(With effect from 1st April 2019)



DIGHI PORT LIMITED

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DEFINITIONS - GENERAL

“**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 license issued by the competent authority.

“**Cold move**” shall mean movement of vessel without power of the engine of the vessel.

“**Day**” for the purpose of calculating vessel related dues would be counted as 24 hours from the time of berthing.

“**Dunnage**” means any material or objects used to protect the cargo (example wood, blocks, boards and paper).

“**E**” means each unit

“**Foreign Vessel**” means a vessel employed in trading between any port or place in India and other ports or places outside India.

“**Full Container Load**” (**FCL**) shall mean a container containing cargo belonging to one importer / exporter.

“**Free period**” shall mean the period during which cargo/container shall be allowed storage free of demurrage charges/ground rent and this period shall be exclusive of Customs notified holidays and Port’s non-operating days.

“**Gross Registered Tonnage**” or “**GRT**” shall have the meaning assigned to “ton” as defined in the Indian Ports Act, 1908, as amended from time to time.

“**Hazardous cargo**” shall mean cargo classified as hazardous goods under International Maritime Organisation (IMO).

“**Inland water barge**” shall mean barge, which plies only in inland waterways.

“**Less than a Container Load**” (**LCL**) shall mean a container containing cargo belonging to more than 1 importer / exporter.

“**Lighterage**” shall mean transfer of cargo directly from one vessel to another vessel / craft / barge for further discharge.

“**Month**” shall mean 30 consecutive calendar days including public and national holidays.

“**Over dimensional container**” shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam etc. They also include damaged containers and other types which require special devices.

“**Port**” means Dighi Port Limited, its successors and assigns.

“**POL**” means Petroleum, Oil and Lubricants.

“**Power driven vessel**” shall mean any vessel other than a sailing vessel.

“**Reefer Container**” shall mean a refrigerated container used for carriage of perishable goods with provision for receiving electrical supply to maintain the desired temperature.

“**RO- RO**” is a short form of the term “Roll On – Roll Off” which is a method of ocean cargo service using a vessel with

ramps which allows wheeled vehicles to be loaded and discharged without cranes.

“Sailing vessel” shall mean a vessel propelled solely by wind power.

“Shifting” shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage / mooring or vice versa within the port limits.

“Ship to Ship (STS)” operation shall mean transfer of bulk liquid / gas cargo from one vessel to another vessel(s) at a designated place within the notified jurisdiction of the Port.

“Shut out cargo / container” shall mean any cargo / container brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.

“T” (Means’) means a measurement tonnes which refers to the weight of cargo such as wood, timber, wool or any unenumerated cargo for which the weight in “tonnes” will be worked out by applying a measurement factor of 1.41584 cubic meters (50 cubic feet) per tonnes.

“Tonne” and the abbreviation **“T”** means metric tonnes of 1000 kilograms.

“Transshipment” of cargo / container shall mean any cargo / container landed at Port or at stream and subsequently shipped through another vessel to other ports.

“Vessel” includes floating crafts like any ship, barge, boat, sailing vessels or any other description of vessel used in transportation of goods and passengers.

GENERAL TERMS & CONDITIONS

- 1) In determination of the measurement of the Gross Registered Tonnage for the purpose of calculating the charges, a fraction of a half a GRT or more shall be counted as one GRT and less than half GRT shall be ignored.
- 2) If the vessel in the course of her voyage or during stay in the port changes its character from a coastal vessel to a foreign vessel or vice versa, all Vessel Related Charges shall be charged at the rates levied for foreign vessels.
- 3) The payment of all tariffs notified in US Dollars, shall be made in equivalent Indian Rupees at the reference rate notified by the Reserve Bank of India on the date the vessel is brought alongside the berth.
- 4) The tariffs mentioned hereunder are not inclusive of applicable GST and other applicable taxes, which will be chargeable extra.
- 5) All charges are payable in advance of rendering services.
- 6) The User shall pay penal interest of 18% per annum on all delayed payments. Delay in payments by user will be counted beyond 7 days after the day of raising the invoice.
- 7) Cost of damage caused to the equipment or any other Port property shall be recovered from the user in addition to penalty.

SECTION1–GENERALCARGO

VESSELRELATEDCHARGES(VRC)

PORT DUES

	Per
Foreign Vessel	US \$ 0.61 Minimum charge applicable as per GRT GRT 0-1000 US \$ 1000 GRT 1001 – 2000 US \$ 2000 ABOVE 2001 GRT US \$ 2899
Coastal Vessel	Rs. 17.00 Minimum charge applicable as per GRT GRT 0-1000 INR 25000 GRT 1001 – 2000 INR 50000 ABOVE 2001 GRT INR 66000

- Port Dues is payable once in 30 days in case of each vessel.

PILOTAGE

Foreign Vessel	US \$.66 Minimum Charges applicable as per GRT GRT 0-1000 US \$ 900 GRT 1001 – 2000 US \$ 1500 ABOVE 2001 GRT US \$ 2250
Coastal Vessel	Rs. 66 Minimum Charges applicable as per GRT GRT 0-1000 INR 60000 GRT 1001 – 2000 INR 100000 ABOVE 2001 GRT INR 165000

- Pilot assistance is mandatory for all ships entering / leaving the port.
- Full Pilotage fees will be payable by vessels anchored / berthed within the port limits.
- Full Pilotage charges will be applicable for vessels which are required to be moved from berth to berth, one anchorage to another, from berth to anchorage or vice versa during the course of the operation.
- Cold move charges: Vessels which are required to be moved without their main engines in operation shall be considered cold moves. The cold move charges applicable shall be as follows:-
 - a) Five times the normal Pilotage rate in case the vessel has to be brought in / shifted and taken out as cold move.
 - b) Three time the normal Pilotage rate in case the vessel has to be moved / shifted one way as a cold move with engines shut off and the other way as a normal move with engines running.
- A written notice for requisition of pilot to be submitted to the Port Authorities at least 24 hours prior to vessel arrival.
- The port reserves the right to withdraw the Pilot service to any of the vessels which has not duly complied with the required statutory permissions or un-seaworthiness of the vessel. This shall be treated as cancellation of the Pilot after boarding and the cancellation charges as listed below shall apply.
- Port won't accept any claims / damages for unexpected breakdown of port tug.

CANCELLATION AND DETENTION CHARGES FOR PILOTS:

<u>Cancellation of Pilot requisition</u>	
Foreign Vessel / Coastal Vessel If intimation of cancellation of requisition for services of pilot is given before departure of the pilot from the berth.	50% of pilotage charges will be applicable 100% of pilotage charges will be applicable
If intimation of cancellation of requisition for services of pilot is given after departure of the pilot from the berth.	
<u>Detention Charges</u>	
Foreign Vessel	
Pilot boarding - First 30 minutes	Nil
31 st minute to 60 minutes	US \$ 330
Every 30 minutes slab after 60 minutes	US \$ 425
Coastal Vessel	
Pilot boarding - First 30 minutes	Nil
31 st minute to 60 minutes	Rs 16,500
Every 30 minutes slab after 60 minutes	Rs.18,500

- Cancellation of Pilotage services shall be made in writing to the Port Authorities.
- Detention charges of pilots will be applicable for a period more than 30 minutes beyond the time for which requisition is made.

BERTH HIRE CHARGES

	Per GRT / Day or part thereof
Foreign Vessel	US \$ 0.31
Coastal Vessel	Rs.17.00

- A day shall be reckoned as 24 hours from the time of berthing i.e. from the time the first line of rope is tied up on the bollard.
- Berth hire for all vessels shall be reckoned from the time of berthing i.e. from the time the first line of rope is tied up on the bollard. The period of berth occupancy shall end at the time the last line of rope is untied on the bollard for unberthing.
- Time of unberthing for a vessel shall be established at the first available time on completion of operations, in consultation with the Port Authorities.
 - a) Penal berth hire will be charged at double the above rate per GRT per day or part thereof, if the vessels continue to occupy the berth, more than the time prescribed by the Port Authorities.
 - b) Vessels remaining idle for more than a single day shall attract penal berth hire and may be removed from berth at the expenses of the user, if the Port authorities deem so necessary.
- Port shall not be held responsible due to Failure in Berthing/ Sailing of Vessel due to breakdown of Port Tug.

- c) Vessels working below the handling rates as prescribed by the Port will also attract penal berth hire; and may be removed from berth at the expenses of the user by the Port Authorities if the Port Authorities deem so necessary.
 - d) With respect to 2(a) & (b) penal berth hire would be charged only for the particular day, when the vessel has remained idle or has worked below prescribed handling rates.
- The vessel for whose convenience adjacent berth/berths is/are kept vacant due to the nature of cargo being handled at that particular berth or for any other reason shall be charged additional berth hire for each of the berth so kept vacant at the rate applicable to the particular vessel.

TUG HIRE CHARGES

	Per Tug / Hour or part thereof
Foreign Vessel (For a minimum hire of 4 hours)	US \$ 880
Coastal Vessel (For a minimum hire of 4 hours)	Rs. 52,000
Cancellation of Tug Foreign Vessel Coastal Vessel	US \$ 880 Rs. 52,000
Detention Charges – For every hour of detention or part thereof Foreign Vessel	US \$ 880 Rs. 52,000

- Tug hire charges of a minimum of four hours shall be levied for every requisition.
- The tugs shall not be hired except with the Port crew, and the charges set out in the table above include the cost of the service of the said crew and of fuel.
- The services of tugs will be made available only on written requisition submitted to the Port Authorities, duly specifying therein the purpose for which the tug is required.
- The services of the tugs shall be made available at the discretion of the Port Authorities.
- Every requisition for availing the services of the tugs should be accompanied by the hire charges in advance (Minimum of 4 hours).
- Any damage to the tug during the on-hire time, will be on account of the hirer.
- The decision of Head (Operations) – Dighi Port, will be final in respect of any disputes arising in the matter of making available the tugs, manner and method of usage, and assessment of damage, etc., to the tug and any other equipment thereon.
- The Port shall not be responsible to the user for any loss or damage or injury to life or property arising directly or indirectly from the use of the tugs or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of hire.
- The Port shall not be held responsible in case of breakdown of Tug directly or indirectly from the use of the vessel or delay in supply of the tugs or due to the failure of the tugs at any stage during the period of berthing / unberthing of vessel.

ANCHORAGE CHARGES

	Per GRT per day or part thereof
Foreign Vessel	US \$ 0.12
Coastal Vessel	Rs. 2.94

- Anchorage charges will be levied for the entire period of anchorage, i.e. from the time the vessel enters the anchorage.
- A day shall be reckoned as 24 hours from the time a vessel enters the anchorage.
- The time at which the vessel sails out of the anchorage area will be counted for calculating the period for levying of anchorage fee.
- No vessel shall be liable to pay anchorage fees and berth hire for the same day if there is a shifting from anchorage to berth or vice versa. Only Berth Hire shall be payable for that day.

CARGORELATEDCHARGES

WHARFAGE CHARGES

ITEM	UNIT	Indian Rupees
General Cargo		
Animals	E	65
Bones, Bone Meals, Hides, Horns & Skins	T	40
Bran, Fodder or Cattle Feed	T	55
Cement/Clinker	T	60
Cotton	T	130
Fertilizer	T	55
Food grains, Oil Seeds, Pulses	T	55
Fruits	T	265
Guar Gum	T	45
Gypsum (unprocessed)	T	40
Oil Cakes & Deoiled Extractions	T	40
Onion	T	40
Newsprint	T	55
Salt (unprocessed)	T	25
Sand	T	45
Scrap Bulk	T	100
Scrap Bundle	T	85
Mill Scale	T	90
Stones, Marble and Granite	T	65
Molasses	T	52
Sugar	T	45
Iron, Steel & Other Metals		
Cement Coated Pipe	T	90
H.R. Coils	T	90
Hot & Cold Roll Iron Slabs	T	105
Iron Ore	T	80
Iron Ore Fine	T	100
Pig Iron	T	85
Pipes, Plates, Sheets Etc.	T	100
Project Cargo/Equipment's	Advalorem	0.48%
All items other then those specified above	Advalorem	0.48%
Minerals		
Bauxite	T	75
Bentonite & Clay	T	45
Calcine Bauxite	T	75
Coal & Coke	T	65
Flour Spar	T	55

ITEM	UNIT	Indian Rupees
Lignite	T	45
Lime Stone	T	45
Rock Phosphate	T	55
Sulphur	T	110
Unenumerated Goods		
All non – hazardous Solid Cargo in Bulk/Break Bulk other than the ones mentioned	T	75
All non – hazardous Liquid Cargo/Break Bulk other than the ones mentioned	T	105
Wood & Timber		
Bobbin, Plywood & Other Boards Logs, Squares, Sleepers, Planks And Scantlings	T	40
Wood Pulp/Synthetic Resin	T	100
POL & POL Products		
Asphalt, Bitumen & Coaltar	T	80
Butene	T	160
Crude Oil	T	75
Diesel/Kerosene	T	65
Furnace Oil	T	75
Lubricating Oil (Fuel Oil)	T	85
LPG	T	165
Petrol/Naphtha/LDO & SKL	T	90
Other Solid Petroleum Products & Derivatives	T	80
Other Liquid Petroleum Products & Derivates	T	80
Chemicals & Other Liquid Bulk		
Ammonia	T	170
Caustic Soda/Soda Ash	T	45
EDC	T	165
Empty Drums (Barrels)	E	165
Ethylene	T	160
LNG	T	190
Phosphoric Acid	T	180
Oil Vegetable & Edible Bulk	T	65
Oil Vegetable & Edible Packed	T	55
All Other Solid Chemicals Which Are Not Petroleum Products or Derivates	T	80
All other Liquid Chemicals Not Specifically Included Under Petroleum/POL Derivatives	T	80

- All wharfage charges are payable in Indian Rupees.
- Wharfage on different cargo types shall be recovered from Importer or Exporter based on the quantity manifested.
- Wharfage shall be levied on a minimum of 50 Kgs for Bulk / Break-bulk cargo and a minimum of 50 ltrs. for liquid cargo.
- In the case of bulk cargo, Wharfage shall be levied on the manifested tonnage of the vessel cargo without insisting on any other shipping documents or invoices. However, if the quantity ascertained by draft survey on arrival and departure of the vessel by the consignee/consignor is manifested in the statement of fact and if such quantity is higher than the manifested quantity, then the higher quantity shall be chargeable.
- In all other cases the Port Authority shall assess Wharfage on the gross weight of goods as shown in invoices or as ascertained by actual weighment at the time of landing or shipping or any subsequent date.
- All transshipment and re-shipment of goods shall be dealt with ordinary landing & shipping of goods and shall be subject to levy of Wharfage on landing and shipping each time.
- Full wharfage shall be applicable on the cargo transhipped from one vessel to another vessel on the manifested quantity of such transshipment cargo.
- Full wharfage will be charged on cargo transferred from one hatch to another of the same vessel.
- Wharfage on packages containing miscellaneous cargo types shall be levied based on the applicable rate for individual cargo items in that package subject to a minimum quantity of 50 Kgs for Bulk / Break-bulk cargo and a minimum of 50 ltrs. for liquid cargo.
- In case of distressed vessels, full wharfage will be applicable on goods and will be recovered as mentioned below:
 - a) Initial loading (shipping) – Full wharfage payable
 - b) Unloading (landing) on return due to distress – Full wharfage payable
 - c) Reloading (shipping) – Full wharfage payable
 - d) Cargo from other ports landed from vessels in distress – Full Wharfage payable
- Goods mentioned below shall not attract any Wharfage charges.
 - a) Fodder accompanying livestock and not manifested as cargo
 - b) Cargo consigned for Dighi Port for own consumption.
 - c) Ships dunnage fittings, stores, provisions, spares and un-manifested dunnage for the use of ships.
 - d) Sweeping of cargo on board the vessel, 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.
 - e) Cargo collected from sweepings from the wharf, sheds, warehouses, rented plots etc.
 - f) Seamen's luggage and personal belongings accompanying them.

STORAGE CHARGES

CUSTOM BONDED AREA (TRANSIT AREA)

Category	Free Days	Calculated from
Import Cargo	5	Calculated from the date of completion of cargo landing at Berth
Export cargo	5	Calculated from the date on which the cargo is brought into the transit area to the date when evacuation of cargo commences from the transit area for loading onto the vessel

PERIOD AFTER FREE DAYS	Rate of Demurrage Charge payable per day or part thereof (Indian Rupees)
First Week	20% of the Wharfage charges applicable on the cargo
Second Week	30% of the Wharfage charges applicable on the cargo
Third Week	50% of the Wharfage charges applicable on the cargo
Fourth Week	75% of the Wharfage charges applicable on the cargo
Fifth Week onwards	100% of the Wharfage charges applicable on the cargo

- On expiry of the Free Days, demurrage charges shall be levied on the import cargo until the entire delivery is completed and on export cargo till the cargo commences loading.
- Public holidays and non – working days are included in the free days.
- The above-mentioned rates are not applicable for storage of perishable and hazardous cargo.
- If at any time after the expiry of free period, the Port apprehends congestion at the port due to the presence of cargo which could affect the smooth transit of cargo through the port, the port at its discretion, may direct the owner or any of his representatives to remove the cargo from the Transit Area to any other location within the port premises.
- If the cargo is not removed within the stipulated time period given by the port, then the port has the right to remove the cargo at the risk and cost of the owner.
- No Free Days shall be allowed in respect of cargo which are brought into the Transit Area and meant to be shipped on a particular vessel but are not shipped in full or part on the said vessel under the advice of the shipper.
- The port has the right to auction the cargo that has been stored in the Transit Area for a period in excess of 120 days.

OTHER STORAGE AREA WITHIN THE PORT

OPEN PLOT	Per sq.mt per month or part thereof
Un-Paved Plot	
First 30 days	Rs. 17
31 st day – 60 th day	Rs. 28
61 st day – 90 th day	Rs. 50
Paved Plot	
First 30 days	Rs. 33
31 st day – 60 th day	Rs. 66
61 st day - 90 th day	Rs. 100

	Per sq.mt per month or part thereof
Covered Storage	Rs. 105

- Written application for storage areas should be made in advance and before the storage of goods, to the Operations Department of Dighi Port.
- Allotment of storage area will be given only after advance payment for the storage area has been received.
- Cargo / Goods stored at the open plot or in warehouses at the Port shall remain at the Customer's risk, and the Port will not be liable for any pilferage, theft or damage or any loss thereof.
- Space allotted to a customer cannot be sublet without the permission of the Head (Operations) - Dighi Port, and shall be used only for the purpose for which the space has been allotted and only for the specific period allowed by the Port.
- The Port Authorities reserve the right to take over the spaces allotted for storage of cargo, which are lying unoccupied without any prior notice in the overall interest of the Port.

CRANE HIRE

Gottwald Mobile Harbor Cranes	Rs. 50,000 / hour or part thereof or Rs. 65 /

- Advance application for crane hire should be made to the Operations Department, Dighi Port mentioning the number of hours and the purpose for which the crane is required.
- When cranes are required for longer period than requisitioned for, a fresh requisition shall be submitted at least three hours before the expiration of the period mentioned in the original requisition.
- Notice for withdrawal of requisition of crane is to be given to the Port Authority at least 3 hours before the time stated in the requisition application. Should the same not be provided accordingly, a minimum of one hour's charges shown above against their respective category shall be levied.
- The Port Authorities can withdraw the equipment at any time for their own work during the period of requisition, however this period will be excluded from the period of hire.
- The Port Authorities can withdraw the equipment at any time during operation on account of any unsafe working conditions.

OTHER CHARGES

Fresh Water Supply	Per 1000 liters
At Berth	Rs. 850

- Charges for supply of water by licensed agencies will be levied at the rate of Rs. 100 per 1000 liters for the use of port facilities.

	Per Ton
Weighment Charges	Rs. 35.00

- Issuance of Weighment certificate will be charged at Rs. 50 per certificate

Forklift/ Cradle/ Sadle shifting by Shore Crane	Every shifting per
A) Wharf to Hatch. B) Hatch to Wharf C) One Hatch to another Hatch	4,500/-

	Per Day or part therof
Other expense	Per Day or part therof
Gangway charges	Rs. 6,500
Forklift charges	Rs., 4000
Garbage disposal	Rs . 5000 per cbm per trip
Security	Rs. 2200/- Per calendar day/per
Sludge disposal	Reception Available
Hot-work permission	Rs. 4500/- Per shift
Bunkering / Provision trucks entry	RS. 3000/ Per Vehicle.
Diesel supply	Reception Available Minimum
Generator power supply	RS. 2000 Per shift (12 hour slab)
Dock entry permit	
Daily DEP	Rs. 65.00 per person
Monthly DEP	RS. 1000 Per person
Quarterly DEP	Rs. 3500.00 Per person
Annually DEP	Rs. 10000.00 Per person