

SECTION – 2

Vessel Related Charges

2.1 Port Dues

2.1.1 Schedule of Port Dues

Sl. No.	Type of vessel	Rate Per GRT for each entry	
		Foreign (in USD)	Coastal (in `)
1.	POL including Crude oil vessels	0.3909	10.3430
2.	Container vessels	0.3258	8.6191
3.	RoRo vessels	0.3584	9.4811
4.	General cargo vessels	0.3258	8.6191
5.	Passenger and Non-cargo vessels	0.3584	9.4811

Refer Port Website: www.chennaiport.gov.in for Trade Notices/Circulars on concessional rates, as applicable.

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), including vessels entering the port only to take bunkers and/ or crew change	50%
3.	Vessels entering the port for bunkering and / or crew change 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	General cargo Vessels	Passenger & Non-cargo vessels	POL & Crude oil vessels	Container vessels	RoRo Vessels	General cargo Vessels	Passenger & Non-cargo vessels
1.	Upto 10,000	0.5165	0.4305	0.4735	0.4305	0.4735	13.6496	11.3746	12.5121	11.3746	12.5121
2.	10,001 to 15000	0.5921	0.4935	0.5429	0.4935	0.5429	15.6618	13.0515	14.3567	13.0515	14.3567
3.	15,001 to 30,000	0.6818	0.5682	0.6251	0.5682	0.6251	18.0328	15.0274	16.5301	15.0274	16.5301
4.	30,001 to 60,000	0.9689	0.8074	0.8882	0.8074	0.8882	25.5945	21.3288	23.4617	21.3288	23.4617
5.	60,001 & above	1.1215	0.9346	1.0280	0.9346	1.0280	29.6318	24.6932	27.1625	24.6932	27.1625
Min. charges per vessel		946.96					25,024				

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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	173.03	4613.95
2.	For detention of Pilot for more than 30 minutes beyond the time for which requisition was made	Per hour or part thereof	87.16	2306.98

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	854.86	22557.07
2.	Tugs	Per tug	1153.49	30503.31
3.	Vessel "Prestige"	Per vessel	589.56	15507.98
4.	Launches	Per launch	115.35	3075.97
5.	Mooring crew / Warping	Per crew	25.63	679.29
6.	Bollard Pull test charges	Per vessel	557.28	25610.00

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	0.0055	0.1462
2.	Container vessels	0.0046	0.1218
3.	RoRo vessels	0.0051	0.1340
4.	General cargo vessels, Govt. Research vessel, vessels for bunkers and / or crew change	0.0046	0.1218
5.	Passenger vessels	0.0051	0.1340
6.	Non-cargo vessels	0.0102 subject to a minimum of USD 704.92 per vessel	0.2679 subject to a minimum of `18,798/- per vessel

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2.3.2 Additional Berth Hire Charges

Description	Rate per GRT per hour or part thereof	
	Foreign (in USD)	Coastal (in `)
Vessels not calling for Pilot within 4 hours after completion of discharge or loading operations including lashing / unlashings operations or pipeline flushing through shorelines calculated from the time of completion of discharge / loading / flushing till the time vessels vacate the Berth	2 times of Berth Hire charges as prescribed in Schedule 2.3.1	2 times of Berth Hire charges as prescribed in Schedule 2.3.1
Vessels at any berth on Double Berth Hire charges shall vacate the berth when port requires the berth for any other vessel or for any other purpose failing which such vessel shall attract additional berth hire from the time of issuance of a notice to this effect by Chennai Port Trust or its authorized officials.	5 times of Berth Hire charges as prescribed in Schedule 2.3.1	5 times of Berth Hire charges as prescribed in Schedule 2.3.1
The charges in Schedule 2.3.2 will not be applicable in case of: (a). Vessel waiting for tide for safe sailing (b). Strike by the Port employees (c). Break down of port equipment		

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). A vessel berthed alongside berth BD-3 and occupying adjacent berth BD-1 so as to render BD-1 unavailable for other vessel operation, shall, in addition to the berth hire charges payable for the said vessel, attract berth hire charges applicable for the largest ship that can be berthed at BD-1. For the purpose of this note, GRT of the largest vessel which can be berthed at BD-1 shall be taken as 43,000 MT.
- (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.
- (8). Vessels intending to carry out Crew Change at Berth will be allowed a free period of 6 hours stay at Berth and after the expiry, applicable charges as per Sl. No.4, of Schedule 2.3.1 will be levied for the entire period.

2.3.3 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	205
2.	Vessels registered under Harbour Craft Rules of Chennai Port berthed anywhere in the port	Per vessel per day or part thereof	256
3.	Pleasure yachts	Per yacht per calendar month or part thereof	5122

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.	0.00116	0.03050

Note:

The above charges shall not be applicable to the vessels which are shifted to Anchorage for Port Convenience or due to bad weather.

