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PART IV-C

Statutory Rules and Orders (Other than those published in Parts I, I-A and I-L) made by Statutory Authorities other than the Government of Gujarat including those made by the Government of India, the High Courts, the Director of Municipalities, the Commissioner of Police, the Director of Prohibition and Excise, the District Magistrates and the Election Commission, Election Tribunals, Returning Officers and other authorities under the Election Commission.

GUJARAT MARITIME BOARD

NOTIFICATION

SECTOR-10A, OPP AIR FORCE STATION,
CHH ROAD, GANDHINAGAR, Date: 08th March 2019.

GUJARAT MARITIME BOARD ACT, 1981

No: GMB/T/SOPC/12(25)/2019/262 – In exercise of the powers conferred by section 37 & 38, and section 39 with subsection (7), (8), (10), (11), (12), (13), (14), (16) & (17) of section 110 of the Gujarat Maritime Board act, 1981 (Guj. XXX of 1981) and in super cession of all notifications issued earlier from time to time by the Gujarat Maritime Board in respect of various port charges as specified in the Appendix appended hereto, the Gujarat Maritime Board, with the sanction of the Government of Gujarat vide Ports & Transport department memorandum no. **GMB/102012/G/94/GH-1 dated 08th March 2019**, hereby direct that with effect on and from date of issue of this notification the fees and charges specified in **Schedule-I** appended to this notification shall be reckoned as “GMB Charges” and shall be levied by the Gujarat Maritime Board or any person authorized under section 32 of GMB act 1981 specified in **Schedule-II** appended to this notification.

On behalf of Gujarat Maritime Board,
MUKESH KUMAR(IAS),
Vice Chairman and Chief Executive Officer.

GENERAL TERMS & CONDITIONS

- 1 If a vessel during its stay in port changes its character from a coastal vessel to foreign vessel or vice-versa, the vessel related charges shall be levied as per the charges specified for foreign vessels. The Base Exchange rate at which the dollar denominated charges would be converted into Indian Rupees shall be exchange rate prevailing on the day when the vessels entered port waters.
- 2 Sunset hours and sunrise hours shall be reckoned from 7 pm and 7 am respectively.
- 3 In case of arrival of vessel happens to be Saturday, Sunday, or any other holiday, the Base Exchange rate prevailing on previous Bank working day shall be applicable.
- 4 A regular review of Base Exchange rate shall be made once in 30 days from date of arrival in the cases of vessels staying in the Port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review. The Base Exchange rate shall be the rate on the date of arrival of the vessel or the rate on the 30th day from the date of the arrival of the vessel, whichever is higher.
- 5 The charges for coastal cargo/containers/vessels shall be denominated and collected in Indian Rupees.
- 6 The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.
- 7 All dollars denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms to its equivalent Indian Rupees at the market buying rate notified by the State Bank of India at respective port office location. The rate shall be duly certified by the Port officer.
- 8 For the purpose of calculating the dues, the unit by weight shall be 1 tonne or 1000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1000 litres.
- 9 In calculating the gross weight or measurement by volume or capacity of any individual item, fractions up to 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- 10 All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- 11 Where the operator of a captive jetty or private jetty or private ports has entered into an agreement with the Board, the terms and conditions of such agreement would prevail over the Schedule of Port Charges to the extent there is an inconsistency/difference between the two.
- 12 In line with the provisions of the SBM Agreement signed with respective party, 50% rebate in wharfage charges for cargo handled through SBM/SPM shall be available only during the concession period.
- 13 If any interpretation of SoPC is required at any point of time, it shall be at the level of the Vice Chairman and Chief Executive Officer (GMB) or the Board as per the delegation of financial powers stipulated by it.
- 14 The SoPC rates [GOG and GMB Charges (Except water front royalty (WFR) and other charges notification issued separately earlier)] shall be subject to escalation by Wholesale Price Index (WPI) with effect from 1st April every financial year.

Definitions and Abbreviations**Definitions**

No	Particulars	Definition
a.	“Captive Jetty” or “Captive SPM/SBM”	: means a jetty or SPM constructed for landing & shipping by a port based industry located in Gujarat for landing and shipping of their captive industrial raw materials or their finished products from the jetty.
b.	“Coastal Ship” or “Coastal vessel”	: means a vessel exclusively employed in carriage by sea of passengers or goods between a port or place in India and another port or place in India, and which is registered in India and has Indian Crew. Further such vessel shall have a valid coasting license issued under the Merchant Shipping Act, 1958 by the Competent Authority.
c.	“Day”	: means day of 24 hours commencing at the hour when the service is availed of
d.	Sunset hours	: Sunset hours and sunrise hours shall be reckoned from 7 pm and 7 am respectively.
e.	“Foreign Ship” or “Foreign Vessel”	: means a vessel employed in trading between any Port or place in India and a port or place outside India, or between ports or places outside India
f.	“Gujarat Maritime Board”, “GMB” and “Board”	: means the Gujarat Maritime Board and includes any officer or servant authorized by it
g.	“L.D.T.”	: means light displacement tonne of the vessels certified as such
h.	“Landing Place”	: includes a bund, wharf, pier, jetty, SBM/SPM and hard place used for the landing, shipping or storage of goods, or for the embarking/disembarking of passengers or delivery/support of liquid/ gas cargo
i.	“Measurement Tonne”	: measurement Tonne refers to the weight of cargo such as wood, timber, wool or any unenumerated cargo for which the weight in "tonne" shall be worked out by applying a measurement factor of 1.41584 cubic meters (50 cubic feet) per tonne
j.	“Mechanized vessel”	: means mechanically propelled vessel which covers every description of vessel propelled wholly or in part by electricity, steam or other mechanical power registered under Indian Vessel Act, 1917
k.	“Navigational Assistance”	: means providing services related to navigational and directional assistance/ advice on VHF set or any other such communication means by an authorized representative of GMB for the purpose of beaching/ berthing a manned/live ship
l.	“Passenger”	: means any person of 3 years of age or upward, carried in vessel, other than master, their agents and crew and the owners with family and servants
m.	“Pilotage Services”	: means providing services related to pilot, pilot vessel, use of navigational channel, and navigational aids like lights, beacons, buoys, etc.
n.	“Port Group”	: means the ten port groups of GMB, as given in Schedule II

No	Particulars	Definition
o.	“Port”	: means any minor port to which GMB Act applies within such limits as may from time to time be defined by the State Government under the Indian Port Act, 1908, and includes any part of a river or channel which is defined as such under the GMB Act
p.	“Private Jetty”	: means a jetty or wharf, which is newly constructed or renovated or modernized with mechanized handling by private party with private investment or leased by GMB to the private party
q.	“Public Holiday”	: means a Sunday and any other day declared to be a public holiday in the State under Section 2 of the Negotiable Instrument Act, 1881
r.	“Reefer”	: means any container for the purpose of carriage of goods which require refrigeration
s.	“Sailing Vessel”	: means any vessel provided with sufficient sail area for navigation under sail alone whether or not fitted with mechanical means of propulsion, and includes a rowing boat or canoe but does not include a pleasure craft
t.	“Shut out goods”	: means such goods which are sent for the shipment to the vessel from the port transit, but not accepted on board by the vessel and certified as such by the Master of the vessel and returned to transit
u.	“Steamer”	: means any vessel propelled by machinery that runs on steam, diesel, electricity etc. and includes all kinds of barges, whether self-propelled or dumb in tow, but does not include a sailing vessel
v.	“Tonne”	: Tonne in relation to cargo means a metric tonne of 1000 kilograms and wherever weights are declared in measure of long Ton according to British Unit, the rate of conversion of such ton into Metric Unit of weight shall be 1,016.05 kilograms. In respect of bulk liquid cargo which is not measured in tonnes, one "Tonne" shall be measured on the basis of 1000 liters of such cargo Tonne in relation to vessel shall be determined or determinable by the rules made under section 74 of The Merchant Shipping Act, 1958 (44 of 1958) for regulating the measurement of the Gross Tonnage of Ships.
w.	“Vessel”	: means barges, boats, tugs, launches or any other mechanized or non-mechanized floating craft and also include anything made for the conveyance mainly by water of human being or of goods
x.	“GRT”	: means Gross Registered Tonnage of vessel as per the Ship's Registry or the International Tonnage Certificate issued by the competent authorities or a declaration from Defence Authorities in respect of war ships/ Naval ships.
y.	"Port Transit"	: means the transit area within the port in which the goods are brought for landing or shipping

ABBREVIATIONS

a.	"B"	:	<i>means bale</i>
b.	"E"	:	<i>means each</i>
c.	"Kg"	:	<i>means kilogram</i>
d.	"SBM"	:	<i>means a Single Buoy Mooring, which has been put in the sea for handling the steamers carrying liquid/gas cargo.</i>
e.	"SPM"	:	<i>means Single Point Mooring, which has been put in the sea for handling the steamers carrying liquid/gas cargo</i>
f.	"T (Meas)"	:	<i>means a measurement tonne as defined in clause (g) under Definitions</i>
g.	"T"	:	<i>means tonne as defined in clause (q) under Definitions</i>
h.	"TEU"	:	<i>Twenty feet Equivalent Unit</i>
I	"FEU"	:	<i>Forty feet Equivalent Unit</i>
j.	USD	:	<i>United State Dollar</i>
k.	WPI	:	<i>Wholesale Price Index issued by RBI at the completion of every Financial Year</i>

1. Berth hire charges

Vessels occupying berths, jetties or wharves apart from those designated as steamer berths and/or non-steamer berths would be liable to pay berth hire charges as per the following table:

Rate per GRT per day	USD	INR
Foreign Vessel	0.13	-
Coastal Vessel	-	3.055

INR per GRT

Particular	Rate per day	Rate per Month
Other Crafts (Tug, launches, barges, dredger, ferry boats, fishing boats, sailing vessel & other harbor crafts)	3.67	91.65

Terms and Conditions

- i. Berth hire charges shall be levied on every vessel that is directly or indirectly berthed on any Landing place owned by GMB. However, fishing boat using Landing place for any use other than fishing purpose shall pay berth hire charges applicable to other craft.
- ii. The berth hire charges shall be payable as per the actual berth occupancy period.
- iii. Period of berth occupancy shall be reckoned from the time when the first line of rope is tied up on the bollard till the time when the last rope is untied.
- iv. All berth hire charges shall be payable in advance. The first payment shall be made on the basis of an estimate/declaration of the total berth occupation time of the vessel and shall be paid fully before the vessel is berthed at the port.
- v. Where a vessel is allocated a berth on ousting priority/special arrangement, berth hire charges shall be charged at three times the normal rates for the period of stay.
- vi. When vessels/crafts are beached and/or lying idle the Landing Place earmarked for them without causing any obstruction to the port working during off season, the rate of hire charges shall be less by fifty percent.

- vii. The vessel for whose convenience adjacent berths are kept vacant on account of the nature of the cargo being handled at the that particular berth or for any other reason shall be charged additional berth hire for each of the berths so kept vacant at the rate applicable for that particular vessel.
- viii. If the GMB designated outfitting jetty is used for shipbuilding/ship repair purposes by shipyards, then for such purposes, the payment of berth hire charges will be fully exempted.

- ix. **Penal Berth Hire Charge:** A vessel after completion of discharge or loading or ballasting shall call for pilot for sailing within four hours (or within such extension granted by the GMB in writing for stated reasons). If the vessels do not call for the pilot for sailing within the period of four hours after completion of discharge or loading or ballasting or within such extensions granted by GMB or officials authorized by it, the vessel shall pay additional berth hire charges at the rate of two (2) times the normal rate (in addition to normal berth hire charges as specified above) for the period from the time of expiry of four hours or such extended period by the GMB or officials authorized by it till the time of calling the pilot.

The time limit prescribed for cessation of berth hire shall include the ship's waiting time for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

Penal Berth hire charge mentioned above shall not be applicable to private and captive jetties, which have entered into an agreement with GMB.

- x. **Detention charges:** If a vessel delays in arrival at the berth as per the estimated/prescribed time, then detention charges shall apply to the vessel. Rate for detention charges will be as per normal berth hire charges:

Rate per GRT per day	USD	INR
Foreign vessel	0.13	-
Coastal vessel	-	3.055

However, if the delay is due to bad weather, tide not available, pilot not available or any other reason not attributable to vessel, then detention charges shall not apply. Detention charges mentioned above shall not be applicable to private and captive jetties, which have entered into an agreement with GMB.

Provided that no detention charges shall be levied if the ship is not to be considered for inclusion in fleet as fixed by the Conservator of the Port under the rule of Gujarat Ports(Priority of Working) Steamers Rules,1962.

- xi. No vessel shall be liable to pay both mooring fees and berth hire on the same day if there is a shifting from mooring to berth quay, jetty, dock or pier or vice-versa. Applicable fees shall be mooring or berth hire charge whichever is higher.
- xii. Any vessel that has left Landing Place and has subsequently returned to the Landing Place for any reason whatsoever, berth hire charges shall be levied again. However, such charges shall be levied only after expiry of the time limit for which the berth hire charges were paid earlier.

2. Mooring Charges

Vessel using the mooring buoys in GMB waters (excluding SBM/SPM belonging to Private Ports), would be liable to pay mooring fees as follows:

Rate per GRT per Day	Foreign Vessels USD	Coastal Vessel INR
Vessels at SBM/SPM	0.0195	0.455
Steamers using other mooring buoys	0.013	0.312
Other Crafts(Tug, launches, barges, dredger, ferry boats, fishing boats, sailing vessel & other harbour crafts)	-	0.546

Terms and Conditions

- i. The mooring charges shall be payable in advance before the vessel avails the facilities. In case of over stay beyond stipulated/declared period, subsequent payments shall be made in advance before expiry of the stipulated/declared period.
- ii. No vessel shall be liable to pay both mooring fees and berth hire on the same day if there is shifting from mooring to berth quay, jetty, dock or pier or vice versa. Applicable fees shall be mooring or berth hire charge whichever is higher.

3. Anchorage Charges

Rate per GRT per Day	USD	INR
Foreign Vessel (including vessel at anchorage for repair & ship breaking yard)	0.0247	-
Coastal Vessel	-	0.585
Other Crafts (Tug, launches, barges, dredger, fishing boats, sailing vessel & other harbour crafts)	-	0.702

Terms and Conditions

- i. The anchorage dues shall be payable in advance before the vessel avails the facilities. In case of over stay beyond stipulated/declared period, subsequent payments shall be made in advance before expiry of the stipulated/declared period.
- ii. The anchorage dues shall be payable in respect of vessels arriving in the port limit and remaining on its own anchor per day or part thereof after the first thirty days.

However, in respect of any vessels arriving in the port limits without the intention of loading/unloading cargo and lying idle on its own anchor in stream, the charges are payable from the date of entry into the port limit.

4. Beaching Fees

Rate per GRT for 30 days	Foreign Vessels USD	Coastal Vessel INR
Sea going vessel	0.117	5.2
Other Crafts(Tug, launches, barges, dredger, sailing vessel, fishing boats & other harbour crafts)	-	5.2

Terms and Conditions:

- i. Beaching charges shall be payable by any vessel lying idle within the docks but not at the mooring wharves or jetties for which charges are prescribed separately.
- ii. Beaching charges shall be payable in advance and all subsequent payments shall be payable before the end of the period for which such charges are levied.
- iii. Full beaching charges shall be recovered even in cases of vessels in distress.

5. Demurrage Charges

Demurrage charges shall be levied on all goods left in the port's transit area/sheds/yards beyond the free days as mentioned below:

No.	Category	Free Days	Starting Point
1	Import Cargo	5.0	From the date of completion of landing at the wharf
2	Export Cargo	7.0	From the date of receipt of cargo at Port Transit
3	Transshipment Cargo	10.0	From the date of completion of landing at wharf

After expiry of free days, demurrage charges shall be levied on the cargo until cargo is cleared from port transit at the rate mentioned below:

No.	Period after expiry of free days	Rate
1	1 st week	30% of the Wharfage Charges
2	2 nd week	45% of the Wharfage Charges
3	3 rd week	60% of the Wharfage Charges
4	4 th & onward weeks	90% of the Wharfage Charges

Terms and Conditions

- i. For the purpose of calculation of free days, Public-Holiday, Customs notified holidays, port's non-working days and period during which goods are detained by Customs Department for Special examination or testing under section 17 of Customs Act, 1962 (52 of 1962) other than the period taken in ordinary process of appraisement, in respect of which the Commissioner of Customs certifies that the detention was not attributable to any fault or negligence on the part of the importer, shall be excluded.
- ii. No Demurrage charges shall be levied on goods landed or shipped provided the port transit is owned/ leased/ rented by the importer/exporter/captive/private jetty operators.
- iii. If any time after the expiry of free period, the Port Authority/Board apprehends congestion at the port due to the presence of a cargo which could detrimentally affect the rapid transit of goods through the port, GMB may at its discretion, direct the owner, or any representative to remove such cargo to any other godown, shed, or open space within the port premises within a specified period. If the goods are not so removed within that period, the Port Authority/Board may cause them to be removed at the risk and cost of the owner. The charge for such removal shall be reimbursed to the Board as per the actual labour charges incurred by the Port Authority/Board plus a supervision charge equivalent to 15% of actual labour charge.
- iv. In respect of import cargo, after the expiry of free period, the goods shall remain solely at the risk and cost of the owners. If the goods are not removed within a period of one month from the expiry of free period or in the case of perishable goods within such shorter period as may be determined by the Board (such period being not less than 24 hours after the landing of goods), the Port Authority/Board may deal with such goods in accordance with the powers vested to it under Section 7 of the Ports Act as well as GMB Act.
- v. In case, where any consignment or part thereof landed from a vessel is unmarked, or in the opinion of the Port Authority, so insufficiently marked as to prevent the delivery of the whole consignment according to the bill of lading or any other document, the Board shall have the whole of such consignment sorted according to sizes as far as possible and shall charge the Master, Owner or Agent of the vessel, the cost of such sorting at the rate of Rs. 50.00 per tonne. The "Free Days" in such cases shall be counted so as to commence on the date on which the Port Authority notified that such consignment is ready for delivery.
- vi. In respect of both import and export cargo, the importers/exporters (or its agents or any other authorized representative) of the goods who fail to take measures which are aimed at improving speedy lifting of cargo stacked in the port transit shed/area even after being served three notices by the Board during a year shall be debarred for a period of one year for such work at any GMB port.
- vii. **Goods not shipped or short shipped** - No "Free days" shall be allowed in respect of goods which are brought into port transit and meant for shipping on a particular vessel, but are not shipped in full or part on the said vessel under advice of the shipper. Such goods shall pay demurrage at the applicable rates.

- viii. **Goods shut out** - Goods meant for shipment into one vessel and subsequently shipped into other vessel(s), consequent upon being shut out or upon being returned by the former vessel for any reason whatsoever, shall be allowed free storage for a period commencing from the date of first arrival of goods into port transit till the date which is immediately preceding the date of shipment of goods in the last vessel, provided that such total free period shall not exceed 10 days excluding public holidays and non-working days.
- ix. **Goods for which ships cancelled** - "Free days" as specified shall be applicable in respect of goods that are brought into the port transit but are not shipped due to trip of the vessel (for which ETA has been declared on the authentic message from the master, or the principals, or the charterers of the vessel) being cancelled.

6. Transshipment Charges

All cargo that is transshipped within port waters, but no cargo is either landed/shipped at/from the landing place shall be subject to transshipment charges of Rs. 6.5/- per tonne on the manifested quantity of the transshipped cargo. The same shall be payable in advance before the commencement of transshipment operations.

7. Godown, Shed, Platform and Open Plot Rent

Rentals for occupation of covered, semi-covered open, plots, warehouses, shed platforms and open space belonging to the Board, within the port limits shall be as per the following table.

Table 7.1

Rs. per 10 sq.mt. per month or part thereof				
Group of Ports	Open plot	Warehouse	Shed	Platform
Jafrabad, Jamnagar & Bharuch	46	228	195	91
Navlakhi, Veraval, Magdalla, Mandvi	33	176	130	65
Bhavnagar, Porbandar & Okha	26	130	104	52

Storage rental rate beyond 30 days

Table 7.2

No.	Period after expiry of 30 days	Rate
1	31-60 days	125% of base rate
2	61-90 days	150% of base rate
3	Beyond 91 days	200% of base rate

- i. Above rates specified in Table 7.1 are applicable for the maximum period of 30 days from the date of allotment of storage area of cargo loaded or unloaded at respective ports. Any period beyond 30 days, rates shall be escalated at the rate mentioned below in table 7.2 for the corresponding period.
- ii. If, however, the charges continue to remain unpaid, the allotment shall stand cancelled, and the occupants shall be liable to pay penal rental charges as per Table 7.3 below till the date of vacation of the plots. Further, the port authority/ Board reserves the right to take possession of any land, plot, shed, platform, godown or any other premises given on lease at any time at its discretion, by giving 24 hours' notice.

Table 7.3

First month	125% of the applicable rentals
Second and third month	150% of the applicable rentals
After first three months	200% of the applicable rentals

- iii. All rentals are payable in advance and shall be paid at least three days prior to the start of the rental period. All rentals for renewal are payable in advance at least three days prior to expiry of the original allotment.
- iv. In case any shed, godown, plot or platform is utilized for storing cargo other than the cargo imported or exported through the port, the occupant shall be liable to pay 10% percent additional rental charges, as applicable.
- v. All unauthorized occupants are liable to pay hire rentals at double the applicable rates, and shall continue to pay the same from time of such occupation till the time the property is vacated or the allotment is regularized by GMB at its discretion.
- vi. The load on the storage floor should not exceed permissible and load limits of the storage under consideration
- vii. Goods stored at the open or closed storage area rented by the Board at the port shall remain at the customer's risk and the port will not be liable for pilferage, theft or damage or any loss thereof.
- viii. If the open plots, warehouses, sheds and platforms belonging to the Board and allowed to be occupied are required by the Board for any purpose, the Board shall have the right to take possession of the space by giving one month's notice to the occupant. In such a case, proportionate reduction of rental charges shall be allowed by the Port Authority.
- ix. The occupation of covered, semi-covered and open space under this section shall be subject to the conditions imposed by the GMB (Landing and Wharfage) Regulation 1986.
- x. All applications for space allotments in respect of port related activities shall be accompanied by a deposit which shall be equivalent to 100% of the estimated actual rental charges for hire period. This deposit will be forfeited if the space allotted is cancelled by applicant or not vacated and handed over to the port authority on demand or even after issuance of notice from port authority/Board. However, the deposit may not be insisted in respect of regular personal ledger deposit account holders keeping minimum balance/deposit of Rs. 100,000/- at the discretion of the Port Authority.
- xi. The above terms and conditions including rental charges shall not be applicable in case of plots popularly known as Lati/Sukhadi plots at Old Bhavnagar port area.
- xii. The above charges shall not apply in the following cases for land allotted on lease basis which are prescribed separately as detailed below:
- xiii. No rental charges shall be levied in respect of open plots earmarked and used for drying fishing nets.
- xiv. Notwithstanding the rental charges mentioned in the tables above, rental charges for open plots used for storage of fish or for erecting temporary huts by fisherman shall be charged at the rate of Rs. 10 per 10 sqm or part thereof.

Table 7.4

No.	Description	Unit	Rate (Rs)
1	Land for industrial and commercial purposes at all ports	Per 10 sq. mt. or part thereof, per year or part thereof	780
2	Land for Larry and Galla (only in case of four wheelers Galla which can change location, including tin/wooden cabin)	Per 10 sq. mt. or part thereof, per month or part thereof.	780
3	For hiring of land (open plot) in port premises for construction of office by port users or by shipping agents	As Above	702(monthly) 3510 (half yearly) Subject to a minimum of INR 1560

No.	Description	Unit	Rate (Rs)
4	For hiring port quarters or buildings for office purposes		
4 (i)	For pucca construction	Per 10 sq. mt. or part thereof, per month or part thereof.	1875
4 (ii)	For tin construction	As above	375

xv. Fees, terms and conditions for granting permission to the lease holder of the land for the change in the ownership or in the structure/constitution of ownership for purpose of lease shall be as per the table given below:

Table-7.5

Sr. No.	Particulars	1 to 1000 sq. m.	1001 to 2000 sq. m.	2001 to 3000 sq. m.	3001 to 4000 sq. m.	4001 to 5000 sq. m.	5001 sq. m. and above
1	Outright transfer of lease rights by the original allottee other than to join family/members as specified in the point 6 below	500% of annual rent	450% of annual rent	400% of annual rent	300% of annual rent	300% of annual rent	250% of annual rent
2	Change in the constitution of the original allottee, whether converted into proprietary firm or partnership firm or co-operative society or a limited company or otherwise	300% of annual rent	300% of annual rent	250% of annual rent	200% of annual rent	150% of annual rent	100% of annual rent
3	Change of management control or majority holding in a proprietary firm or partnership firm or a limited company which is the original allottee, including any changes arising by way of merger, amalgamation, takeover or otherwise	300% of annual rent	300% of annual rent	250% of annual rent	200% of annual rent	150% of annual rent	100% of annual rent
4	Change in purpose of use	200% of annual rent	200% of annual rent	200% of annual rent	150% of annual rent	100% of annual rent	100% of annual rent
5	In case the original allottee being an individual, any transfer of lease rights by such individual to his/her joint family or any other member(s) of such joint family	Nil	Nil	Nil	Nil	Nil	Nil

Annual rent mentioned in above table shall be computed at per Table no 7.4 above.

- The above charges shall not be applicable in case of mere change of name. However, the exemption will not be available if the change of name is due to any change in the constitution or change in the management control or majority holding of the original allottee.

- b. The decision of the Board with regard to interpretation and applicability of any of the changes listed above shall be final and binding on the allottees.
- c. All proposals for change in purpose of use as specified at point 4 in the table above shall be verified thoroughly, and the permission for change shall be granted only if the reasons for change are found by the Board to be reasonable and satisfactory. However, change of purpose of use in respect of Canning Plant, Freezing Plant, Cold Storage, Ice Factory, Band Saw Mill, Workshop, Service Station, Fish Meal Plant, Erection of Diesel Pump and Weigh Bridge will be permitted only with the prior permission of the Vice Chairman & Chief Executive Officer, Gujarat Maritime Board or any person authorized by him.

8. Equipment Hire Charges

The charges for hiring equipment owned by GMB shall be as follows:

No.	Particular	Unit of Charges	Rate (INR)
1	Crawler hire charges	Per hour or part thereof	5460
2	Tug hire charges		
	Upto 200 HP	Per hour or part thereof	3900
	201 to 400 HP	Per hour or part thereof	5590
	401 to 600 HP	Per hour or part thereof	9295
	601 to 800 HP	Per hour or part thereof	13000
	801 to 1000 HP	Per hour or part thereof	16770
	1001 to 1500 HP	Per hour or part thereof	23400
	1500-2000 HP	Per hour or part thereof	36400
	Above 2000 HP	Per hour or part thereof	49400
3	Weighing Scales & weigh bridge	Per ton	6

Terms and Conditions

- i. All the charges shall be payable in advance except when equipment's are required in an emergency.
- ii. Minimum charges for crawler and tug shall be equivalent to one hour charge mentioned in each category.
- iii. Notice of withdrawal or cancellation for the requisition of the equipment's shall be given to the Port Authority at least 3 hrs before the time started in the application for requisition. Non-compliance leads to retention of 50% of the minimum charges.
- iv. Detention charges over and above requisite time started in the application shall be levied @200% of the normal charges mentioned above.
- v. When a craft is hired for carrying out operations outside the port limits, 200% of the corresponding charges mentioned above shall be levied.
- vi. The period of tug hire shall be counted from the time the craft is untied up the last line and leaves its mooring to the time it returns to the mooring and tied up its first line with bollard on jetty/wharf or the mooring place.
- vii. In addition to the charges for the use of the weighing scale or the weigh bridge, an amount of Rs. 50 shall be levied for furnishing certificate of total weight.
- viii. No weighment charges shall be levied if the weighment is done at the instance of the Board for the purpose of assessing port charges. However, this exemption shall not be available if the declared weight varies compared to the actual weight as weighed by the Board.

- ix. The hirer shall not use the equipment's beyond its authorized capacity.
- x. In respect of equipment's let out on hire by the Board, the Board shall not be responsible for any loss or damage to life or property which may be directly or indirectly caused due to failure or otherwise of such equipment at any stage. Further the hirer shall be responsible to replace/repair the equipment at his own cost, and shall return the assets in the same condition in which they were given by the Board. However, if the Board carries out any repairs/replacements at its cost, the charges for the cost of material and the labour required for carrying out the repairs or replacement plus a supervision charge of 15% of such cost shall be recovered from the private party.

9. Permit Fees

All the vehicles or handling equipment entering any GMB port would be liable to pay permit fee as per the following table:

Rate per unit (INR)			
Particular	Per Day	Per Month	Per Annum
Truck, bus & lorries	130	1950	19500
Taxi, car, tempos, auto rickshaws & others	39	585	5850
Mobile cargo handling equipment (cranes, pay loader, etc.)	260	3900	39000
Weigh bridge user fees	10% of truck user fees		

Terms and Conditions

- Any one operating/entering the port premises/port limit without an entry pass/license fees shall be liable for payment at double the applicable rates.
- The Port Authority at his discretion has the right to suspend or cancel or refuse to issue such permit without assigning any reasons.
- If any damage is caused to Board's assets or any other asset of the State or the Central Government by the private vehicles/equipment/vessel/agent or their users, the cost of damages as estimated by port authority shall be levied on the owner of vehicles/equipment/vessel/agent and vehicles/equipment/vessel/agent will be allowed to leave the port only on making full payment to the Board.

10. Pipeline Charges

- Category I:** If pipeline passes through GMB waters and land at the Gujarat shore within the Port Limit.

Cargo	Facility Compensation Charge (Rs/MT)
Crude	8
POL/LPG/Liquid Chemicals	21

- Category II:** If pipeline passes through GMB waters and land at other than Gujarat shore, following charges would also be applicable:
 - Royalty: Rs. 9.1 lacs/running km/annum
 - Way leave charges
 - Land side: Area occupied (within the Port Limit) X Open plot rent annually as per Table no. 7.1
 - Sea side: Area occupied X 60% of Open plot rent annually as per Table no. 7.1

c. Water Pipeline: only way leave charges mentioned in sub-section (b) shall be applicable.

- 3 Pipeline Charges shall not be applicable for the pipeline of SBM/SPM or where wharfage charges are leviable
- 4 Other Charges applicable for both Category I & II

No.	Charging head	Unit	Basis of charges
1	Supervision charges during commissioning	Rs.	For Construction Cost (a) Up to Rs. 50 Crore - 1% of total cost of construction (b) more than Rs. 50 Crore - Rs. 75 Lakh
2	Scrutiny Fees	Rs.	For Construction Cost (a) Up to Rs. 50 Crore - 1% of total cost of construction (b) more than Rs. 50 Crore - Rs. 75 Lakh
3	Laying/Erection charges	Rs.	Estimated cost of removal, disposal and reinstatement to original condition as a deposit
4	Proposal approval related charges	Rs.	As per actual (Agreement preparation and service charges, agreement execution legal expenses, etc.)

11. Charges for supply of fresh water

The charges for supply of fresh water to vessels by GMB shall be as per the rates specified in the table below:

No.	Description	Foreign (USD)	Coastal (Rs.)
1	Water supply per 1000 litres	9.75	215

12. Passenger Embarking/Disembarking Fees

The transportation charges payable by passengers or visitors of the passenger vessel (excluding labour charges for handling their baggage / luggage) and by importers, exporters and persons engaged by owners, masters and agents of vessels for transportation in port tugs or launches from ship to shore or vice versa shall be at following rates.

No.	Description	Unit	Rate(Rs.)
1	Passenger by non - cruise liners	Per passenger each way	91
2	Passenger by Cruise Liners	Per passenger each way	390

Terms and Condition:

- Any one operating / entering the port premises / port limit without an entry pass / license fees shall be liable for payment at double the applicable rates.

13. Launching Fee for New Build Flotilla Craft

The Launching fees for new build Flotilla Craft shall be leacied at the following rates:

Launching fees for new built flotilla craft		
Description	Unit	Rate in INR
Tug/Launch		
1. Upto 500 BHP	Per Vessel	Rs. 22,500
2. Above 500 BHP	Per 100 BHP or Part thereof	Rs. 63,500
Dumb barges	Per GRT	Rs 125 per GRT with minimum of Rs. 12,500
Self-Propelled Barges	Per GRT	Rs 250 per GRT with minimum of Rs. 25,000

Launching fees for new built flotilla craft		
Description	Unit	Rate in INR
Fishing vessels		
1. Upto 50 GRT	Per Vessel	Rs 550
2. Above 50 GRT	Per Vessel	Rs. 1000
Sailing Vessel	Per GRT	Rs. 110
Other Vessels	Per GRT subject to a minimum of 10 GRT	Rs. 230

14. Charges for slip way and dry dock

The Charges for the use of slip way and dry dock shall be as per the rate specified in table below:

S.No.	Description	Description	Unit	Rate in Rs.
1	Charges for slip way	Charges for slip way	Per day or part thereof	4000
2	Charges for dry dock	Charges for dry dock	Per day or part thereof	8000

Schedule II

Name of Ports and their Group in Gujarat Maritime Board

Sr. No.	Name of Group	Name of Port	Designation of the Head of the Port
1	Magdalla (Surat)	1. Magdalla (Surat)* 2. Umergaon 3. Maroli 4. Valsad 5. Billimora 6. Onjal 7. Kolak 8. Umarsadi 9. Vansi Borsi 10. Hazira Port Pvt. Ltd. # [HPPL] 11. Nargol#	The Port Officer, Magdalla
2	Bharuch	1. Bharuch 2. Bhagwa 3. LNG Terminal of Petronet LNG Ltd. (PLL)# 4. Liquid Cargo Terminal of Gujarat Chemical port Terminal Company Ltd.## 5. Dahej* 6. Khambhat	The Port Officer, Bharuch
3	Bhavnagar	1. Bhavnagar* 2. Ghogha 3. Talaja	The Port Officer, Bhavnagar
4	Jaffrabad	1. Jafraabad* 2. Mahuva 3. Pipavav Victor 4. Port of Pipavav of Gujarat Pipavav Port Limited (GPPL) #	The Port Officer, Jaffrabad

Sr. No.	Name of Group	Name of Port	Designation of the Head of the Port
		5. Rajpara 6. Swan LNG Pvt. Ltd. #	
5	Veraval	1. Veraval* 2. Navabandar 3. Kotda 4. Madhvad 5. Mangrol 6. Mul-Dwarka 7. Chhara#	The Port Officer, Veraval
6	Porbandar	1. Porbandar *	The Port Officer, Porbandar
7	Okha	1. Okha* 2. Rupen (Dwarka) 3. Beyt	The Port Officer, Okha
8	Jamnagar	1. Bedi* (including Rozi) 2. Pindhara 3. Salaya 4. Sikka * 5. Jodiya	The Port Officer, Jamnagar
9	Navlakhi	1. Navlakhi*	The Port Officer, Navlakhi
10	Mandvi	1. Mandvi* 2. Mundra 3. New Mundra Port of Gujarat Adani Port Limited (GAPL) # 4. Jakhau 5. Koteswar	The Port Officer, Mandvi

- I. Ports marked with asterisks (*) are all Intermediate ports and those ports not so marked are all non-immediate minor ports
- II. Ports marked with (#) viz. Port of Pipavav of Gujarat of Gujarat Pipavav Port Limited (GPPL), LNG Terminal of Petronet Ltd. (PLL), Hazira Port Pvt. Ltd. (HPPL) and New Mundra Port of Gujarat Adani Port Ltd. are respectively private ports & private Port Terminal.
- III. Ports marked with (##) viz. Liquid Cargo Terminal of Gujarat Chemical Port Terminal Company Ltd. is the joint sector Port.

Appendix

List of notifications superseded

GMB/T/12(25)/37-38/2012/28 Dated 20th July, 2012.

On behalf of Gujarat Maritime Board,

MUKESH KUMAR(IAS),
Vice Chairman and Chief Executive Officer.
