



सत्यमेव जयते

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Separate paging is given to this Part in order that it may be filed as a Separate Compilation.

## PART IV-A

**Rule and Orders (Other than those published in Parts I, I-A, and I-L) made  
by the Government of Gujarat under the Central Acts**

### PORTS AND TRANSPORT DEPARTMENT

#### Notification

Sachivalaya, Gandhinagar, Date: 08<sup>th</sup> March 2019.

#### INDIAN PORTS ACT, 1908

**No. PT/2019/1/WKS/102016/G-396/GH1:** In exercise of the powers conferred by Section 33 - of Indian Ports act 1908 (XV of 1908) in its applications to the state of Gujarat and in super session of Government in Ports & Transport Department Notification No. G/PT/62/2012/GMB/102012/G/14/GH1, dated 20<sup>th</sup> July, 2012 the Government of Gujarat hereby directs that with effect on and from the day following the expiration of thirty days from the date of publication of this notification, the fees specified in Schedule-I appended to this notification shall be levied by Gujarat Maritime Board or any person authorized under section 32 of GMB Act 1981 specified in Schedule-II appended to this notification in the "Official Gazette".

#### SCHEDULE - I

#### 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 30<sup>th</sup> 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 1<sup>st</sup> 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

No	Particulars	Definition
d.	Sunset & Sunrise hours	<i>Sunset hours and sunrise hours shall be reckoned from 7 pm and 7 am respectively.</i>
e.	"Foreign Ship" or "Foreign Vessel"	<i>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</i>
f.	"Gujarat Maritime Board", "GMB" and "Board"	<i>means the Gujarat Maritime Board and includes any officer or servant authorized by it</i>
g.	"L.D.T."	<i>means light displacement tonne of the vessels certified as such</i>
h.	"Landing Place"	<i>includes a bunder, wharf, pier, jetty, SBMISPM 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>
i.	"Measurement Tonne"	<i>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</i>
j.	"Mechanized vessel"	<i>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</i>
k.	"Navigational Assistance"	<i>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</i>
l.	"Passenger"	<i>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</i>
m.	"Pilotage Services"	<i>means providing services related to pilot, pilot vessel, use of navigational channel, and navigational aids like lights, beacons, buoys, etc.</i>
n.	"Port Group"	<i>means the ten port groups of GMB, as given in Schedule II</i>
o.	"Port"	<i>means any non major 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, 1981</i>
p.	"Private Jetty"	<i>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 GoG/GMB to the private party</i>
q.	"Public Holiday"	<i>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</i>
r.	"Reefer"	<i>means any container for the purpose of carriage of goods which requires refrigeration</i>

No	Particulars	Definition
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	“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.
v.	“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.
w.	“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.
x.	"Port Transit"	: means the transit area within the port in which the goods are brought for landing or shipping

### Abbreviations

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

**1. Port Dues**

- 1 Regroups the minor ports under Gujarat Maritime Board
- 2 Alters the entries relating to such ports in the first schedule to the said Act.
- 3 Declares the highest rates of port dues leviable on the vessels entering such ports and directs that the port dues shall be levied at the rates so declared and,
- 4 For these purposes amend the first schedule to the said Act, as follows namely;

In the "Part XI-Ports under the control of Government of Gujarat" the following shall be substituted namely:-

<b>Name of Ports</b>	<b>Vessels Chargeable</b>	<b>Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD</b>	<b>Dues how often chargeable in respect of the same vessel</b>
<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>
<b>[A] MAGDALLA (SURAT) GROUP OF PORTS</b> 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) <sup>#</sup> 11. Nargol <sup>#</sup>	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
	(6) Daughter ships arriving at a port for receiving or delivering transshipped cargo from or to mother ships	Rs. 9.750	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD	Dues how often chargeable in respect of the same vessel
(1)	(2)	(3)	(4)
<b>[B] BHARUCH GROUP OF PORTS</b>  1. Bharuch 2. Bhagwa 3. Dahej* 4. Khambat	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
	(6) Daughter ships arriving at a port for receiving or delivering transshipped cargo from or to mother ships	Rs. 9.750	Once in 30 days for each vessel

<b>Name of Ports</b>	<b>Vessels Chargeable</b>	<b>Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD</b>	<b>Dues how often chargeable in respect of the same vessel</b>
<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>
<b>[C] BHAVNAGAR GROUP OF PORTS</b>  1. Bhavnagar* 2. Ghogha 3. Talaja	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
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Name of Ports	Vessels Chargeable	Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD	Dues how often chargeable in respect of the same vessel
(1)	(2)	(3)	(4)
<b>[D] PIPAVAV GROUP OF PORTS</b>  1 Jafrabad* 2 Mahuva 3 Pipavav Victor 4 GPPL <sup>#</sup> 5 Rajpara 6 Swan LNG Pvt Ltd <sup>#</sup>	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
	(6) Daughter ships arriving at a port for receiving or delivering transshipped cargo from or to mother ships	Rs. 9.750	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD	Dues how often chargeable in respect of the same vessel
(1)	(2)	(3)	(4)
<b>[E] VERAVAL GROUP OF PORTS</b> 1 Veraval* 2 Navabander 3 Kotda 4 Madhavad 5 Mangrol 6 Mul-Dwarka 7 Chhara#	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
	(6) Daughter ships arriving at a port for receiving or delivering transshipped cargo from or to mother ships	Rs. 9.750	Once in 30 days for each vessel

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<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>
<b>[F] PORBANDAR GROUP OF PORTS</b>  1 Porbandar*	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
	(6) Daughter ships arriving at a port for receiving or delivering transshipped cargo from or to mother ships	Rs. 9.750	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD	Dues how often chargeable in respect of the same vessel
(1)	(2)	(3)	(4)
<b>[G] OKHA GROUP OF PORTS</b>  1 Okha* 2 Rupen 3 Beyt 4 Bhogat	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
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<b>Name of Ports</b>	<b>Vessels Chargeable</b>	<b>Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD</b>	<b>Dues how often chargeable in respect of the same vessel</b>
<b>(1)</b>	<b>(2)</b>	<b>(3)</b>	<b>(4)</b>
<b>[H] JAMNAGAR GROUP OF PORTS</b>  1 Bedi* (including Rozi) 2 Pindhara 3 Salaya 4 Sikka* 5 Jodiya	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
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Name of Ports	Vessels Chargeable	Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD	Dues how often chargeable in respect of the same vessel
(1)	(2)	(3)	(4)
<b>[I] NAVLAKHI GROUP OF PORTS</b>  1 Navlakhi*	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
	(6) Daughter ships arriving at a port for receiving or delivering transshipped cargo from or to mother ships	Rs. 9.750	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Highest rates of port dues leviable subject to explanation hereto Rate per GRT in Rs./USD	Dues how often chargeable in respect of the same vessel
(1)	(2)	(3)	(4)
<b>[J] MANDVI GROUP OF PORTS</b>  1 Mandvi* 2 Mundra 3 GAPL# 4 Jakhau 5 Koteswar	(1) Foreign Vessel	USD 0.26	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs. 6.110	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs. 7.332	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.7.332	Once in 90 days for each vessel
	(5) Ships arriving at a port for loading and unloading transshipped cargo from or to daughter vessels	Rs. 32.50	Once in 30 days for each vessel
	(6) Daughter ships arriving at a port for receiving or delivering transshipped cargo from or to mother ships	Rs. 9.750	Once in 30 days for each vessel

Ports marked with asterisks (\*) are intermediate Ports and Ports marked with (#) are private and joint Sector ports.

### **Terms & Conditions**

- i. Port Dues will be levied in advance and shall be payable before the vessel enters the port water.
- ii. Port Dues shall remain valid for a period of thirty (30) days for foreign and coastal vessels; however, in case of other crafts validity shall be ninety (90) days
- iii. Port dues shall be levied at the normal rates on all vessels calling at the ship breaking yards at Aland or Sosiya or Sanchana for beaching.
- iv. If a vessel during its stay in port changes its character from a coastal vessel to foreign vessel or vice versa, the charges shall be levied as per those specified for foreign vessels.
- v. For the purpose of calculating Port Dues, all the ports under each of the port groups shall be treated as a single port, and the payment of Port Dues at one port in a port group shall exempt the vessel from the payment of Port Dues at the other ports within the same group for the period for which such Port Dues are applicable
- vi. Port Dues payable by a vessel under specific circumstances shall be as under:

S.No.	Incidence	Percentage of assessed Port Dues payable
1	Vessel entering a port in distress with cargo on board and brought into harbour in tow	Full Rates
2	Vessel in distress brought into harbour in tow which has no cargo on board	75%
3	Vessel entering in ballast and not carrying passengers or cargo and sailing from the Port without taking passengers or cargo	50%
4	Vessel entering in ballast and not carrying passengers or cargo but sailing from the Port with passenger or cargo	75%
5	Vessel entering a port but not discharging or taking in any cargo or passengers (with the exception of such un-shipment or reshipment, as may be necessary for purpose of repair)	50%
6	Vessel entering a port for taking provisions of water, bunker-coal or fuel for her own consumption	50%
7	Vessel that have paid half the port dues under clause iv above, and which re-enter the same port with cargo or passengers or both within thirty days from the date of previous entry in the port	Difference between the Port Dues already paid and Port Dues payable at the full rate
8	Vessel which enters a port and leaves it within 48 hours, without discharge or taking in any passenger or cargo	50%
9	Vessel which, having left any port is compelled to re-enter in distress (on account of weather, damages sustained, emergency situations such as fire on board, sudden breakout of epidemic on deck requiring emergency evacuation of crew, sudden deterioration of health of crew member due to illness such as heart stroke, paralytic attack, and other such situations requiring critical medical care)	Nil

**Schedule II**  
**Name of Ports and their Group in Gujarat Maritime Board**

<b>Sr. No.</b>	<b>Name of Group</b>	<b>Name of Port</b>	<b>Designation of the Head of the Port</b>
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 (GCPTCL) ## 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) # 5. Rajpara 6. Swan LNG Pvt Ltd. #	The Port Officer, Jaffrabad
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

Sr. No.	Name of Group	Name of Port	Designation of the Head of the Port
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 private ports.
- iii. Ports marked with (##) is liquid cargo terminal of Gujarat Chemical Port Terminal Company Ltd. is a Joint sector port.

By order and in the name of Governor of Gujarat

**PRAKASH MAJMUDAR,**  
Deputy Secretary to Government.

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**PORTS AND TRANSPORT DEPARTMENT**

**Notification**

Sachivalaya, Gandhinagar, Date: 08<sup>th</sup> March 2019

**INDIAN PORTS ACT, 1908**

No. **PT/2019/2/WKS/102016/G-396/GH1**: In exercise of the powers conferred by sub section (1) of Section 35 of Indian Ports Act 1908 (XV of 1908) in its applications to the state of Gujarat and in super session of Government in Ports & Transport Department Notification No. G/PT/63/2012/GMB/102012/G/14/GH1, dated 20th July, 2012 the Government of Gujarat hereby directs that with effect on and from the date of issue of this Notification, the fees for the services rendered shall be levied at the rate specified in SCHEDULE I appended hereto at the ports of the Gujarat Maritime Board specified in SCHEDULE II appended hereto:.

**SCHEDULE - I**

**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 30<sup>th</sup> 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 liters.
- 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 1<sup>st</sup> 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

No	Particulars	Definition
d.	Sunset & Sunrise hours	: <i>Sunset hours and sunrise hours shall be reckoned from 7 pm and 7 am respectively.</i>
e.	"Foreign Ship" or "Foreign Vessel"	: <i>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</i>
f.	"Gujarat Maritime Board", "GMB" and "Board"	: <i>means the Gujarat Maritime Board and includes any officer or servant authorized by it</i>
g.	"L.D.T."	: <i>means light displacement tonne of the vessels certified as such</i>
h.	"Landing Place"	: <i>includes a bunder, wharf, pier, jetty, SBMISPM 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>
i.	"Measurement Tonne"	: <i>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</i>
j.	"Mechanized vessel"	: <i>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</i>
k.	"Navigational Assistance"	: <i>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</i>
l.	"Passenger"	: <i>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</i>
m.	"Pilotage Services"	: <i>means providing services related to pilot, pilot vessel, use of navigational channel, and navigational aids like lights, beacons, buoys, etc.</i>
n.	"Port Group"	: <i>means the ten port groups of GMB, as given in Schedule II</i>
o.	"Port"	: <i>means any non major 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, 1981</i>
p.	"Private Jetty"	: <i>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 GoG/GMB to the private party</i>
q.	"Public Holiday"	: <i>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</i>
r.	"Reefer"	: <i>means any container for the purpose of carriage of goods which requires refrigeration</i>
s.	"Sailing Vessel"	: <i>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</i>

No	Particulars	Definition
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	“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.
v.	“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.
w.	“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.
x.	"Port Transit"	: means the transit area within the port in which the goods are brought for landing or shipping

### Abbreviations

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

### 1. Pilotage Charges

Vessels availing of Pilotage services from the Port Authority in ports where such services are provided shall pay two way Pilotage Charges as per the following table:

Rate per GRT	Foreign vessels (USD)	Minimum Charges (USD)	Coastal Vessels (INR)	Minimum Charges (INR)
1	2	3	4	5
Pilot with Launch vessel is provided by GMB				
Upto 30,000 GRT	0.26	1560	6.11	39000
More than 30,000 GRT	0.169	-	3.978	-
Pilot with vessel is not provided by GMB for pilotage, but pilotage is mandatory				
Upto 30,000 GRT	0.026	156	0.65	3900
More than 30,000 GRT	0.0195	-	0.39	-
Only pilot is provided by GMB, launch vessel is not provided				
Upto 30,000 GRT	0.104	468	2.47	15600
More than 30,000 GRT	0.065	-	1.625	-

*The Pilotage charges per GRT as specified above under Col.2 and 4 in respect of vessels with capacity greater than 30,000 GRT shall be reckoned on the total GRT which exceeds 30,000 GRT. However, in respect of each vessels (with capacity less than 30,000 GRT), the minimum charges as shown in Col. 3 and 5 shall be applicable.*

#### Terms & Conditions:

- i. The Pilotage charges shall be levied on GRT of the vessel, as per slab rate given for vessel groups.
- ii. All Pilotage charges shall be levied and payable in advance before rendering any pilotage or navigational assistance to the vessel.
- iii. In respect of ports where GMB has neither provided the vessel nor the Pilot but invested in navigational assistance equipment like tower, bouy etc, pilotage charges shall be levied at the rate of 50% of applicable charges.
- iv. For shifting a vessel from one port to another port within the same port group, Pilotage charges shall be calculated at the full rate, and shall be levied at all ports where pilotage is mandatory. In respect of ports where pilotage is not mandatory, the pilotage charges will be levied (at full rates) only if such service are requested and provided.
- v. For shifting the vessel between berth on the same jetty or pier or wharf or quay, Pilotage Charges shall be calculated at the rate of 50% of the corresponding rate and shall be levied only if such service are requested and provided.
- vi. Pilotage requisition shall be given not less than 12 hours before the time the pilot is required to board the vessel. However, request may be accepted at the sole discretion of the port authority.
- vii. No requisition shall be required if pilotage is required in case of emergency or in the interest of GMB for shifting the vessel.
- viii. Charges for cancellation of pilotage service shall be as follows:
  - a. Before departure of the pilot-50% of the full charges
  - b. After departure of the pilot-full charges

- ix. The above charges are for rendering pilotage services between Sunrise Hours and Sunset Hours of the same day. In case the departure of the Pilot happens after Sunset Hours, the charges for rendering pilotage services shall be at double the rate as prescribed.
- x. For shifting a vessel between
- berth of one jetty or pier or quay or wharf and that of the other
  - berth and mooring
  - berth and anchorage
  - moorings and
  - anchorage
- xi. The shifting charges will be 50% of the pilotage charges as described in the table above. However no charge will apply in case a vessel is shifted for “port convenience”

#### Submission of Pilotage Requisition

- When the services of a pilot are requisitioned for inward or outward pilotage or for shifting of a mechanically propelled vessel, a notice of not less than 12 hours before the time the pilot is required to board the vessel shall be given. Requisition submitted with less than the above prescribed notice period, may subject to another exigencies, at the discretion of the Port Authority.
- Where the Port Authority is satisfied that the pilot cannot be posted at the time as mentioned in the requisition, due to non-availability of berth for the incoming ships or due to tide timings, the appropriate time and date for boarding the vessel by the pilot shall be fixed by the Port Authority
- No requisition will, however be required if a pilot is required to shift/attend a vessel in an emergency beyond the control of a master of the vessel, such as fire on board, dragging of anchor, and the like
- No requisition will be required in case of vessel is to be shifted in the interest of GMB

#### 2. Charges for Towage services

Vessels that avail towage by tug or launch from GMB, shall be liable to pay towage charges as per the following table:

Services provided	Unit	Foreign Vessels (USD)	Coastal Vessels (Rs.)
1	2	3	4
Towage Service by a GMB tug or launch for moving a Vessel from one part of the port to another within the inner harbour area	Per vessel per tug	429	19500
Towage Service by a GMB tug or launch for moving a Vessel from one part of the port to another including in the outer harbour area	Per vessel per tug	858	39000
Towage service by a GMB tug or launch for sailing craft or barge (other than those used for lighterage services)	Per vessel for first nautical mile or part thereof	85.8	3900
	Per vessel for every subsequent nautical mile or part thereof	20.8	975

Services provided	Unit	Foreign Vessels (USD)	Coastal Vessels (Rs.)
Towage service by a GMB tug or launch for each additional sailing vessel or barge being towed by the same tug or launch	Per vessel per nautical mile	13	585
Fee for attendance of a tug on a vessel in stream which is in distress, or under bad weather conditions or any circumstances when such attendance is considered necessary by GMB	Per day or part thereof	650	29250

### Terms & Conditions

- i. Towage charges shall be levied against the tug assistance services rendered during navigational operation of vessel in the port limit.
- ii. Charges for towage shall be levied in advance and shall be collected before rendering the services for which such charges are collected.
- iii. For the purpose of levying towage, the definition of outer harbour area would include the following:
  - a. Area outside the lock-gate at the Bhavnagar port
  - b. Area beyond the line joining Samiyani Beacon and the Channel marking cum buoy to the east of the above beacon at Okha port
  - c. Vessel berth area at Porbandar Port; and
  - d. Area near fairway buoy at Sikka

### 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 (GCPTCL)## 5. Dahej 6. Khambhat	The Port Officer, Bharuch

Sr. No.	Name of Group	Name of Port	Designation of the Head of the Port
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)# 5. Rajpara 6. Swan LNG Pvt. Ltd.#	The Port Officer, Jaffrabad
5	Veraval	1. Veraval* 2. Navabandar 3. Kotda 4. Madhavad 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 private ports.
- iii. Ports marked with (##) is liquid cargo terminal of Gujarat Chemical Port Terminal Company Ltd. is a Joint sector port.

By order and in the name of Governor of Gujarat

**PRAKASH MAJMUDAR**  
Deputy Secretary to Government.

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