



# GUJARAT MARITIME BOARD (GOVERNMENT OF GUJARAT)

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No.GMB/Traffic/Revision of SoPC/149/(2025)/674

Date 28<sup>th</sup> April, 2025

## Read:

1. Notification No. PT/2019/1/WKS/102016/G-396/GH-1 dated 08.03.2019
2. Notification No. PT/2019/2/WKS/102016/G-396/GH-1 dated 08.03.2019
3. Notification No. PT/2019/3/WKS/102016/G-396/GH-1 dated 08.03.2019
4. Notification No. GMB/T/SOPC/12(25)/2019/262 dated 08.03.2019
5. Notification No. PT/2020/15/WKS/102016/G-396/GH-1 dated 10.06.2020
6. Notification No. PT/2020/16/WKS/102016/G-396/GH-1 dated 10.06.2020
7. Notification No. GMB/T/SOPC/12(25)/2019/260 dated 10.06.2020

## OFFICE ORDER

In accordance with Condition No.14 of the General Terms and Conditions prescribed under the above referred notification nos.1 to 4, and as amended vide the above referred notification no.5 to 7, the applicable rates are subject to annual escalation based on the Wholesale Price Index (WPI) with effect from 1<sup>st</sup> of May every year.

In this regard, considering the Weekly Statistical Supplement Vol.40 dated 18<sup>th</sup> April 2025 issued by Reserve Bank of India, Wholesale Price Index (WPI) is observed at 2.00% year-on-year <sup>[1]</sup>.

Accordingly, the rates specified under the aforesaid Notifications shall be escalated by 2.00%, with effect from 1<sup>st</sup> May 2025, and shall remain applicable until 30<sup>th</sup> April 2026, or until further revision, whichever is earlier. A Schedule of Revised Rates [as indexed with WPI] corresponding to each above referred Notification serial nos.1 to 4 applicable with effect from 1<sup>st</sup> May 2025, is annexed herewith for implementation.

This office order is being issued for compliance in pursuance of the terms and conditions stipulated under the above-referred notifications.

## Enclosure:

- [1] Schedule of Revised Rates [as indexed with WPI] corresponding to Notification:PT/2019/1/WKS/ 102016/G-396/GH1 applicable with effect from 1<sup>st</sup> May, 2025 (Pg No. 1 to 17)
- [2] Schedule of Revised Rates [as indexed with WPI] corresponding to Notification:PT/2019/2/WKS/ 102016/G-396/GH1 applicable with effect from 1<sup>st</sup> May, 2025 (Pg No. 18 to 26)
- [3] Schedule of Revised Rates [as indexed with WPI] corresponding to Notification:PT/2019/3/WKS/ 102016/G-396/GH1 applicable with effect from 1<sup>st</sup> May, 2025 (Pg No. 27 to 41)
- [4] Schedule of Revised Rates [as indexed with WPI] corresponding to Notification:GMB/T/SOPC/ 12(25)/2019/262 applicable with effect from 1<sup>st</sup> May, 2025 (Pg No. 42 to 59)

  
Vice Chairman &  
Chief Executive Officer

## Copy Submitted to:

- Principle Secretary, Ports and Transport Department, Government of Gujarat.
- Chairman, Gujarat Maritime Board, Gandhinagar.

## Copy for information and necessary actions to:

- All Departments, Gujarat Maritime Board, Gandhinagar.
- All Port Officers, Gujarat Maritime Board.
- NIC Team – To update the rates on GPOFMS Portal.

[1] <https://rbi.org.in/Scripts/WSSViewDetail.aspx?TYPE=Basic&PARAM1=4/18/2025>

## 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> May every financial year.<sup>[1]</sup>

## Definitions and Abbreviations

### Definitions

No	Particulars	Definition
a.	“Captive Jetty” or “Captive SPM/SBM”	<i>means a jetty or SPM constructed for landing &amp; 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.</i>
b.	“Coastal Ship” or “Coastal vessel”	<i>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.</i>
c.	“Day”	<i>means day of 24 hours commencing at the hour when the service is availed of</i>
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>

[1] As amended via notification no.PT/2020/15/WKS/102016/G/396/GH-1 dated 10.06.2020

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>
t.	“Shut out goods”	<i>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</i>
u.	“Tonne”	<i>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.</i>
v.	“Vessel”	<i>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.</i>

w.	“GRT”	<i>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.</i>
x.	“Port Transit”	<i>means the transit area within the port in which the goods are brought for landing or shipping</i>

### 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. 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:-

Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<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 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[B] BHARUCH GROUP OF PORTS</b>  1. Bharuch 2. Bhagwa 3. Dahej* 4. Khambat	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[C] BHAVNAGAR GROUP OF PORTS</b>  1. Bhavnagar* 2. Ghogha 3. Talaja	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	Once in 30 days for each vessel

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		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[D] PIPAVAV GROUP OF PORTS</b>  1. Jafrabad* 2. Mahuva 3. Pipavav Victor 4. GPPL# 5. Rajpara 6. Swan LNG Pvt Ltd#	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[E] VERAVAL GROUP OF PORTS</b>	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	1 Veraval*		
	2 Navabander		
	3 Kotda		
	4 Madh vad		
	5 Mangrol		
	6 Mul-Dwarka		
7 Chhara <sup>#</sup>			
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[F] PORBANDAR GROUP OF PORTS</b>  1 Porbandar*	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	Once in 30 days for each vessel

Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[G] OKHA GROUP OF PORTS</b>	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	Once in 30 days for each vessel
	1 Okha* 2 Rupen 3 Beyt 4 Bhogat		

Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[H] JAMNAGAR GROUP OF PORTS</b>  1 Bedi* (including Rozi) 2 Pindhara 3 Salaya 4 Sikka* 5 Jodiya	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	Once in 30 days for each vessel
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Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(1)	(2)	(3)	(4)
<b>[I] NAVLAKHI GROUP OF PORTS</b>  1 Navlakhi*	(1) Foreign Vessel	USD 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	Once in 30 days for each vessel
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Name of Ports	Vessels Chargeable	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Highest rates of port dues leviable subject to explanation hereto	Dues how often chargeable in respect of the same vessel
		Rate per GRT in Rs./USD	
(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 0.346	Once in 30 days for each vessel
	(2) Coastal Vessel	Rs.8.133	Once in 30 days for each vessel
	(3) Sailing Vessel	Rs.9.760	Once in 90 days for each vessel
	(4) Tug, Ferry and River Ship	Rs.9.760	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.43.258	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.12.977	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 Alang or Sosiya or Sachana 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. Jaffrabad* 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) <sup>#</sup> 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.

## 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> May every financial year. <sup>[1]</sup>

## Definitions and Abbreviations

### Definitions

No	Particulars	Definition
a.	“Captive Jetty” or “Captive SPM/SBM”	<i>means a jetty or SPM constructed for landing &amp; 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.</i>
b.	“Coastal Ship” or “Coastal vessel”	<i>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.</i>
c.	“Day”	<i>means day of 24 hours commencing at the hour when the service is availed of</i>
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>

[1] As amended via notification no.PT/2020/15/WKS/102016/G/396/GH-1 dated 10.06.2020

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>
t.	“Shut out goods”	<i>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</i>
u.	“Tonne”	<i>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.</i>
v.	“Vessel”	<i>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.</i>

w.	“GRT”	<i>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.</i>
x.	"Port Transit"	<i>means the transit area within the port in which the goods are brought for landing or shipping</i>

### 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. 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025			
	Foreign vessels	Minimum Charges	Coastal Vessels	Minimum Charges
	(USD)	(USD)	(INR)	(INR)
1	2	3	4	5
Pilot with Launch vessel is provided by GMB				
Upto 30,000 GRT	0.346	2076.400	8.133	51910.011
More than 30,000 GRT	0.224	-	5.295	-
Pilot with vessel is not provided by GMB for pilotage, but pilotage is mandatory				
Upto 30,000 GRT	0.034	207.640	0.866	5191.001
More than 30,000 GRT	0.024	-	0.518	-
Only pilot is provided by GMB, launch vessel is not provided				
Upto 30,000 GRT	0.139	622.920	3.286	20764.004
More than 30,000 GRT	0.087	-	2.163	-

*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
  - a. berth of one jetty or pier or quay or wharf and that of the other
  - b. berth and mooring
  - c. berth and anchorage
  - d. moorings and
  - e. anchorages
- 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**

- a. 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.
- b. 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
- c. 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
- d. 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
		Foreign Vessels	Coastal Vessels
		(USD)	(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	571.008	25955.006
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	1142.021	51910.011
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	114.201	5191.001

	Per vessel for every subsequent nautical mile or part thereof	27.685	1272.303
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	17.303	778.650
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	865.167	38932.509

### 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**

<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. Jaffrabad* 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*	The Port Officer, Okha

		2. Rupen (Dwarka) 3. Beyt	
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.

## 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.
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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 One tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.
9. All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
10. 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.
11. In line with the provisions of the Agreement signed with respective party, for handling cargo through SBM, 50% rebate in wharfage rate for cargo handled through SBM/SPM shall be available only during the concession period.
12. 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.
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> May every financial year.<sup>[1]</sup>

## Definitions and Abbreviations

### Definitions

No	Particulars	Definition
a.	“Captive Jetty” or “Captive SPM/SBM”	<i>means a jetty or SPM constructed for landing &amp; 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.</i>
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c.	“Day”	<i>means day of 24 hours commencing at the hour when the service is availed of</i>
d.	Sunset 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>
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g.	“L.D.T.”	<i>means light displacement tonne of the vessels certified as such</i>
h.	“Landing Place”	<i>includes a bund, 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>
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[1] As amended via notification no.PT/2020/16/WKS/102016/G/396/GH-1 dated 10.06.2020

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>
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n.	“Port Group”	<i>means the ten port groups of GMB, as given in Schedule II</i>
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t.	“Shut out goods”	<i>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</i>
u.	“Tonne”	<i>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.</i>
v.	“Vessel”	<i>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.</i>

w.	"GRT"	<i>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.</i>
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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>
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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. Landing and Shipping Fees [Wharfage Charges]

All cargo that is actually landed or shipped at berths, jetties, wharfs, quays or pier at non-major ports in Gujarat shall be liable to pay Wharfage charges as per the following table:

No	Classification of Cargo	Unit	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025			
			Captive Jetty with set off	Private Jetty	GMB Jetty	Captive Jetty without set off
			(INR)	(INR)	(INR)	(INR)
1	2	3	4	5	6	7
<b>A</b>	<b>Petroleum Products &amp; Petroleum Derivatives</b>					
	1.Crude Oil		55.902	31.932	32.862	29.283
	<b>2.Liquid Petroleum Products</b>					
	I. Lubricating Oil (Fuel Oil)	T	86.517	91.188	91.295	73.206
	II. Naphtha	T	86.517	91.188	91.295	73.206
	III. Petrol	T	86.517	91.188	91.295	73.206
	IV. Petrol, LDO & SKL	T	86.517	91.188	91.295	73.206
	V. HSD	T	86.517	91.188	91.295	73.206
	VI. Caustic Lye	T	86.517	91.188	91.295	73.206
	VII. Kerosene	T	86.517	91.188	91.295	73.206
	VIII. Furnace Oil	T	86.517	91.188	91.295	73.206
	IX. Other petroleum products	T	86.517	91.188	91.295	73.206
	<b>3. Liquid Petroleum Derivatives</b>					
	I. Butadiene	T	107.267	80.871	91.295	91.295
	II. Butane	T	107.267	80.871	91.295	91.295
	III. VCM	T	107.267	80.871	91.295	91.295
	IV. MEG	T	107.267	80.871	91.295	91.295
	V. PVC	T	90.510	63.889	90.510	74.538
	VI. EDC	T	159.723	111.806	159.723	133.102
	VII. Paraxylene	T	107.267	80.871	91.295	91.295
	VIII. Propylene & Polypropylene	T	107.267	80.871	91.295	91.295
	IX. Ethylene	T	107.267	80.871	91.295	91.295
	X. Other Liquid Petroleum derivatives	T	107.267	80.871	91.295	91.295
	<b>4. Liquefied Gas</b>					
	I. LPG	T	202.183	154.266	202.183	175.562
	II. LNG	T	202.183	154.266	202.183	175.562
	<b>5. Solid Petroleum Products &amp; Derivatives</b>					
	I. Asphalt, Bitumen and Coal tar	T	57.235	46.012	57.235	46.585
	II. Pet coke	T	51.365	40.716	46.012	44.710
	III. Other solid petroleum products and derivatives	T	92.518	75.217	91.295	81.870

No	Classification of Cargo	Unit	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025			
			Captive Jetty with set off	Private Jetty	GMB Jetty	Captive Jetty without set off
			(INR)	(INR)	(INR)	(INR)
1	2	3	4	5	6	7
<b>B</b>	<b>Chemicals</b>					
	<b>1. Solid Chemicals</b>					
	I. Chemical salt including processed edible salt, vacuum salt, iodized salt and gypsum	T	41.262	30.612	41.262	34.606
	II. Soda Ash	T	47.732	38.255	41.262	41.074
	III. Unprocessed Salt & Unprocessed Gypsum	T	29.815	25.821	29.815	28.486
	IV. All other solid chemicals which are not petroleum products or petroleum derivatives	T	75.070	57.768	75.070	64.420
	<b>2. Liquid Chemicals</b>					
	1. Liquid Ammonia	T	108.599	87.528	102.490	91.295
	2. Liquid Phosphoric Acid	T	108.599	87.528	102.490	91.295
	3. All other liquid chemicals which are not petroleum products or petroleum derivatives	T	113.165	88.380	102.490	95.861
<b>C</b>	<b>Food Grains &amp; Food Products</b>					
	1. Food Grains and Pulses	T	39.932	27.952	37.270	30.612
	2. Fruits - fresh and dry of all sorts including dates	T	252.896	159.723	223.613	192.997
	3. Seeds of all sorts including castor, cotton, groundnut (decorticated or otherwise)	T	45.255	31.945	42.592	31.945
	4. Fish	T	122.482	91.043	101.156	95.861
	5. Onion	T	52.444	40.464	48.451	44.458
	6. Edible Oil (bulk)	T	75.548	62.239	72.887	64.901
	7. Edible (packed)	T	64.901	52.922	60.908	56.915
	8. Sugar	T	41.262	29.283	37.270	31.945
	9. Molasses	T	41.262	29.283	37.270	31.945
	10. Guar Gum	T	52.444	40.464	48.451	44.458
	11. All other food grains and food products	T	63.091	49.781	60.430	52.444

No	Classification of Cargo	Unit	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025			
			Captive Jetty with set off	Private Jetty	GMB Jetty	Captive Jetty without set off
			(INR)	(INR)	(INR)	(INR)
1	2	3	4	5	6	7
<b>D</b>	<b>Iron &amp; Steel and Other Metals</b>					
	1. Sponge iron, pig iron and hot briquetted iron	T	81.779	68.469	79.862	68.469
	2. Hot Rolled and Cold Rolled	T	81.779	68.469	79.862	68.469
	3. Iron Slabs, Pipes, Plates, sheets, wires, cables, etc.	T	92.427	68.469	79.862	68.469
	4. Empty drums (Barrels)	E	31.146	28.486	32.478	29.816
	5. Scrap					
	I. Mill Scale	T	44.251	39.238	48.555	43.231
	II. Other Scrap	T	95.142	71.183	82.151	81.831
	6. All other iron & steel products and other metals	T	108.346	81.726	95.861	92.373
<b>E</b>	<b>Minerals</b>					
	1. Iron ore including fines	T	55.901	39.932	53.241	42.592
	2. Copper ore, Copper fine & Copper ore including fines	T	55.901	39.932	53.241	42.592
	3. Bauxite including calcined bauxite	T	45.254	31.945	42.592	34.606
	4. Bentonite and clay in lumps/powder	T	55.104	44.457	52.443	45.788
	5. Coal and Coke	T	56.661	43.379	46.012	46.012
	6. Lignite	T	51.365	39.384	46.012	42.047
	7. Limestone	T	47.572	35.593	41.075	38.254
	8. Rock phosphate	T	61.692	47.053	59.031	51.045
	9. Sulphur	T	61.692	47.053	57.700	49.714
	10. Sand (other than Ballast)	T	33.688	25.701	30.814	27.034
	11. Fluorspar	T	54.571	39.932	51.909	41.262
	12. Valuable stones like marble, granite, etc. including mosaic tiles, glazed tiles, etc.	T	67.882	47.919	63.888	51.909
	13. Other stone used for construction including stone chips	T	33.688	25.701	30.814	27.034
	14. All other minerals	T	67.882	47.919	63.888	51.909
<b>F</b>	<b>Machinery and parts including belting</b>	T or T (Meas)	108.345	81.726	95.861	87.050

No	Classification of Cargo	Unit	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025			
			Captive Jetty with set off	Private Jetty	GMB Jetty	Captive Jetty without set off
			(INR)	(INR)	(INR)	(INR)
1	2	3	4	5	6	7
<b>G</b>	<b>Other Dry Cargo</b>					
	1. Fertilizers of all types	T	61.826	47.184	59.163	51.177
	2. Cement & Clinker	T	50.579	34.606	46.585	37.269
	3. Animal feed					
	I. Oil cakes & Deoiled Extractions	T	32.718	27.393	27.393	27.393
	II. All other animal feed	T	27.393	27.393	33.275	27.393
<b>H</b>	<b>Containers</b>					
	<b>1. Reefer Containers</b>					
	I. 40 feet loaded	E	1776.401	957.821	1277.265	1050.993
	II. 40 feet empty	E	468.415	399.309	532.410	282.071
	III. 20 feet loaded	E	957.994	518.755	691.787	571.997
	IV. 20 feet empty	E	236.855	130.373	170.304	143.683
	<b>2. Other Containers</b>					
	I. 40 feet loaded	E	1436.990	771.477	1037.683	851.338
	II. 40 feet empty	E	355.278	188.900	255.451	215.519
	III. 20 feet loaded	E	731.717	398.962	571.997	452.204
	IV. 20 feet empty	E	179.622	97.098	143.683	110.408
<b>I</b>	<b>Miscellaneous</b>					
	<b>1. Animal</b>					
	I. Goat and Sheep	E	34.048	27.393	27.393	27.393
	II. Cows, bullocks and Buffalos	E	55.450	42.140	52.788	44.801
	III. All other animals	E	67.429	50.127	54.785	54.119
	<b>2. Ballast of all kinds, ashes &amp; waste of streamers</b>					
		T	40.464	33.808	39.132	35.138
	<b>3. Bones and Bone Meals, hides, horns and skins</b>					
		T	39.932	27.952	37.269	30.613
	<b>4. Coir &amp; Jute - Yarn, Ropes &amp; Other Products</b>					
		T	35.593	27.606	34.261	28.936
	<b>5. Raw Cotton</b>					
		T	35.593	27.606	34.261	28.936
	<b>6. Textile</b>					
	I. Cotton	T	226.273	146.412	199.654	173.034
	II. Woollen	T	226.273	146.412	199.654	173.034
	<b>7. Other textiles</b>					
		T	266.205	173.034	239.586	199.654
	<b>8. Wood and Timber</b>					
	I. Bobbin, Plywood & other boards, logs, squares, sleepers, planks and scantlings	T or T (Meas)	74.391	61.082	71.728	63.742
	II. Wood pulp/synthetic resin	T	86.371	69.067	82.377	73.060
	III. Other wood and timber products	T	91.694	70.397	85.038	74.391

No	Classification of Cargo	Unit	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025			
			Captive Jetty with set off	Private Jetty	GMB Jetty	Captive Jetty without set off
			(INR)	(INR)	(INR)	(INR)
1	2	3	4	5	6	7
	<b>9. Wool</b>					
	I. Raw Wool including goat hair & its products	B	35.378	27.393	30.613	27.393
	II. Waste	T or T (Meas)	35.378	27.393	30.613	27.393
	<b>10. All other goods</b>					
	I. Solid Cargo	T	84.387	61.760	79.063	68.414
	II. Liquid Cargo	T	97.697	73.740	95.861	84.387
	<b>11. Project Cargo</b>	Ad Valorem	0.43%	0.43%	0.43%	0.43%
	<b>12. Automobiles / Cars</b>	Ad Valorem	0.43%	0.43%	0.43%	0.43%

For existing captive jetties which are under set-off regime and Captive jetties where cargo utilization is outside Gujarat (e.g. Bharat Oman Refinery Ltd.), wharfage would be calculated based on rates mentioned in column 4. For example, wharfage rates for Crude and HSD would be:

Crude	HSD
Rs. 55.902/MT	Rs. 86.517/MT

For new Captive jetties without set-off option and existing Captive jetties after completion set off period, Wharfage would be calculated based on rates mentioned in column 7. For example, wharfage rates for Crude and HSD would be:

Crude	HSD
Rs.29.283/MT	Rs. 73.206/MT

### Terms and Conditions

- i. In respect of goods landed or shipped, wharfage charges shall be payable in advance on the entire cargo before start of handling operation
- ii. Captive/private jetties would be entitled for the concessional wharfage as per their respective concession agreement
- iii. Wharfage shall be levied on manifested quantity. However, in case of bulk cargo, if the quantity ascertained by draft survey is higher than the quantity as manifested by the consignor/consignee in the statement of fact, then the wharfage shall be payable based on the actual quantity as ascertained by draft survey.
- iv. Wharfage Charges prescribed for the commodities do not include charges for any on-shore or off-shore operations.
- v. **Coastal Concession:**

All goods that are either landed at or shipped from any of GMB port to any other port within India shall be entitled to a concession of 40% on the listed wharfage.

(It is clarified that in respect of captive jetties entitled for capital cost set off against wharfage charges, the amount of set off and net wharfage payable shall be computed with reference to the

wharfage rate as prescribed in column 4 as reduced by coastal rebate)

- vi. In case of a sailing vessel which was destined to a particular landing place at Port, however due to distress, arrives at a different landing place at Port, only 75% of the wharfage shall be recovered from the goods landed or shipped by such vessels at such different landing place.
- vii. Wharfage charges in case of project machineries imported for port infrastructures at any of GMB Ports shall be charged at 50% of the prescribed rate.
- viii. Sand scooping charges will be exempted for both capital and maintenance dredging when such dredging is approved by GMB and any other competent government authority. However, in case the dredged material/sand is used for any economic activity, including but not restricted to land reclamation, sale for construction purposes or any other use which may be decided by GMB from time to time, then the User will be liable to get prior approval/permission from GMB to carry out such activity and will also be charged INR 4.008/MT of the dredged material.
- ix. On bonafide ship stores, furniture, tools and materials for use on the particular ship landed or shipped for which documentation under Customs Act 1962 is necessary, two thirds (2/3<sup>rd</sup>) of the Wharfage Charges applicable on such cargo shall be levied.
- x. The Wharfage Charges payable on the cargo under certain special circumstances is as under:

No.	Nature	Charges
1	Abandoned or confiscated goods	Full Wharfage Charges on the manifested quantity of the cargo
2	Empty or partly empty packages	Full Wharfage Charges on the manifested description of such packages
3	Sweeping collected from a vessel, where the consignment is partly landed at the port	Full Wharfage Charges on the manifested quantity of such cargo
4	Goods brought into transit and returned unshipped or short shipped	Full Wharfage Charges on the manifested quantity of such cargo
5	Goods shut out from shipment	Full Wharfage Charges for each shipping and landing
6	Goods shut out from shipment and subsequently reshipped	Full Wharfage Charges for each shipping and landing
7	Goods sent from the vessel for landing, but not accepted for landing; or goods landed in excess of what was to be landed and subsequently shipped back to the vessel	Full Wharfage Charges for each shipping and landing
8	Salvaged cargo	Full Wharfage Charges on the manifested quantity of such cargo
9	Goods shipped from landing place and landed at other place in the same port	Wharfage Charges at half the prescribed rate for such cargo payable at each landing place on the manifested quantity of such cargo
10	Goods except containers discharged from one vessel and reloaded on to another vessel	One and half times full wharfage charge on manifested quantity of such cargo

<b>11</b>	Goods discharged and re-loaded on to the same vessel	Applicable one time full wharfage rate
<b>12</b>	Containers discharged from one vessel and reloaded on to another vessel	1.15 times of applicable full wharfage charge
<b>13</b>	Unloading cargo from the distressed vessel at the landing place on return due to distress*	Additional 50% of the prescribed Wharfage Charges on manifested quantity of such cargo
<b>14</b>	Re-loading the cargo onto the distressed vessel at the landing place*	Additional 50% of the prescribed Wharfage Charges on the manifested quantity of such cargo
<b>15</b>	Survey rejection in port transit	Full Wharfage Charges

\* These charges will be in addition to the full Wharfage Charges already paid by the distressed vessel at the ports on the initial visit prior to return due to distress.

xi. No Wharfage charges shall be levied on the following:

- 1) Goods used for carrying out handling operation at Landing Place
- 2) Fresh fish landed at or shipped from any landing place by vessels of less than 15 GRT and registered in Gujarat
- 3) Goods consigned to or by the Gujarat Maritime Board
- 4) Passenger bonafide kits allowed by steam ship companies without any extra charges
- 5) Ships sweeping provided that the entire cargo is landed at the landing place and satisfactory proof is produced to the effect that the sweeping from a part of the consignment for which wharfage charges have been paid.
- 6) Sweeping collected from the Landing Place
- 7) Cargo not manifested for transshipment, but merely transferred from one hatch to another of the same vessel.

## 2. Lighterage Levy

Particular	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025
	INR per MT
Lighterage Levy	6.656

### Terms and Conditions:

- i. All cargo handled at any GMB ports (Including GMB Jetties, Captive Jetties, Private Jetties) through lighterage operations shall be subject to a lighterage levy
- ii. Lighterage levy shall be levied on the manifested quantity and shall be in addition to the wharfage charges and other charges levied on the cargo.
- iii. Lighterage Levy shall be payable in advance before commencement of lighterage operation.

## 3. License Fees

All the harbour crafts or agents or persons operating within the port limit declared by Gujarat State

shall be liable to obtain valid license from the Board at the rate mentioned below:

#	Particular	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025		
		Unit	Per Month	Per Annum
			INR	INR
1	Tugs and Launches	Per GRT	5.191	57.102
2	Mechanized vessel plying for goods and passenger	Per vessel	692.133	6921.335
3	Non-mechanized vessel plying for goods and passenger	Per vessel	346.066	3460.667
4	Ship Chandlers/ship repair	Per chandler	7267.401	72674.017
5	Hawkers & Porters	Per hawker	207.640	2076.400
6	Clearing Agent	Per agent	-	51910.011
7	Pilot license Fees*	Per pilot	8651.669	86516.686
8	Weigh bridge license fees	Per unit	-	20764.004
9	Stevedoring license fees	Per agent	-	51910.011

\*Pilot license fee shall be applicable up to issuance of notification regarding Gujarat Maritime Board Private Pilotage Rules 2016 thereafter the rate of pilot license fee shall be applicable as per aforesaid rule.

#### Terms and Conditions

- i. 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.
- ii. Owners of the Tonnies, boats and sailing vessels plying for passengers ferry service shall have to abide by the passenger vessel rules in force from time to time at the respective ports.
- iii. 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 the full payment to the Board.
- iv. The Port Authority at his discretion has the right to suspend or cancel or refuse to issue such permit without assigning any reasons
- v. All harbour crafts that are licensed to ply between a vessel and the shore or vice versa can also ply from place to place within the port, and also from one port to another port that is controlled, managed and administered by the Board without the necessity of having to obtain a separate license.
- vi. The porter/hawkers shall make a deposit with the Port Authorities at the time of applying for the license towards the cost of badge. Such deposit is liable to be forfeited in case of its loss and a new base will be issued only on payment of fresh badges.
- vii. On request from a licensee, in case of the loss of license documents during the validity period of the license, duplicate license will be issued at 15% the cost of issue of a new license.

#### 4. Waterfront Royalty

The Waterfront Royalty by Private and Joint Sector Port shall be as under:

Cargo	Base	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025
		Rate in Rupee
Solid	Per Metric Tonne	45.254

Liquid other than POL	Per Metric Tonne	85.184
POL	Per Metric Tonne	91.841
Container	Per TEU	581.659
Crude	Per Metric Tonne	33.275
Car	Per Car	0.42840% ad valorem
LNG	Per Metric Tonne	198.324

- i. The above mentioned rate of Waterfront Royalty shall be applicable to new Private Ports and Joint Sector Ports where GMB has not initiated tendering procedure including Expression of Interest on or before the date of notification
- ii. The Full Waterfront Royalty shall be subject to an escalation on first of April every three years by an amount equal to 20% over the previously revised waterfront royalty. Each subsequent escalation shall take place every third financial year thereafter.
- iii. However, for existing Private and Joint Sector Ports, the respective contract will prevail where GMB has initiated tendering procedure including Expression of Interest on or before the date of notification.
- iv. WFR of cars shall be applicable to existing private ports also and this will be applicable from the date of this notification.
- v. **Transshipment of Containers:** In case of transshipment of containers, Waterfront Royalty will be paid 1.15 times of applicable Waterfront Royalty. This will be applicable to all existing and new private sector and joint sector ports.
- vi. **Coastal concessions:** Coastal concession of 40% shall be available on applicable Waterfront Royalty rate in case of cargo being shipped or landed to/from any other port in India.  
 This coastal concession will be not be applicable on containerized cargo for which transshipment benefit has been availed.  
 This clause shall be applicable for all existing and new private sector and joint sector ports

## 5. Waterfront Fees [Captive Jetty]

The rate of waterfront fees shall be levied to all Captive Jetty holders according to the provisions of respective Captive Jetty Agreement.

**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 duly authorized by the State Government.</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. Jaffrabad* 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*	The Port Officer, Okha

		2. Rupen (Dwarka) 3. Beyt	
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 (##) is Liquid Cargo Terminal of Gujarat Chemical Port Terminal Company Ltd. is a joint sector port.

## **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> May every financial year.<sup>[1]</sup>

## Definitions and Abbreviations

### Definitions

No	Particulars	Definition
a.	“Captive Jetty” or “Captive SPM/SBM”	<i>means a jetty or SPM constructed for landing &amp; 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.</i>
b.	“Coastal Ship” or “Coastal vessel”	<i>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.</i>
c.	“Day”	<i>means day of 24 hours commencing at the hour when the service is availed of</i>
d.	Sunset 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, 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>
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>

[1] As amended via notification no.GMB/T/SOPC/12(25)/2019/260 dated 10.06.2020

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 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</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 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 require 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>
t.	“Shut out goods”	<i>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</i>
u.	“Steamer”	<i>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</i>

v.	“Tonne”	<i>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.</i>
w.	“Vessel”	<i>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</i>
x.	“GRT”	<i>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.</i>
y.	"Port Transit"	<i>means the transit area within the port in which the goods are brought for landing or shipping</i>

#### **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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
	USD	INR
Foreign Vessel	0.172	-
Coastal Vessel	-	4.068

INR per GRT

Particular	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
	Rate per day	Rate per Month
Other Crafts (Tug, launches, barges, dredger, ferry boats, fishing boats, sailing vessel & other harbor crafts)	4.885	121.989

### 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
	USD	INR
Foreign vessel	0.172	-
Coastal vessel	-	4.068

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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
	Foreign Vessels	Coastal Vessel
	USD	INR
Vessels at SBM/SPM	0.026	0.607
Steamers using other mooring buoys	0.016	0.415
Other Crafts(Tug, launches, barges, dredger, ferry boats, fishing boats, sailing vessel & other harbour crafts)	-	0.727

### 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
	USD	INR
Foreign Vessel (including vessel at anchorage for repair & ship breaking yard)	0.032	-
Coastal Vessel	-	0.779
Other Crafts (Tug, launches, barges, dredger, fishing boats, sailing vessel & other harbour crafts)	-	0.934

### 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025	
	Foreign Vessels	Coastal Vessel
	USD	INR
Sea going vessel	0.156	6.922
Other Crafts(Tug, launches, barges, dredger, sailing vessel, fishing boats & other harbour crafts)	-	6.922

### 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 <sup>st</sup> week	30% of the Wharfage Charges
2	2 <sup>nd</sup> week	45% of the Wharfage Charges
3	3 <sup>rd</sup> week	60% of the Wharfage Charges
4	4 <sup>th</sup> & 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. 66.806 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.8.651/- 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**

<b>Revised Rates w.e.f. 1<sup>st</sup> May, 2025</b>				
Rs. per 10 sq.mt. per month or part thereof				
<b>Group of Ports</b>	<b>Open plot</b>	<b>Warehouse</b>	<b>Shed</b>	<b>Platform</b>
Jafrabad, Jamnagar & Bharuch	61.228	303.473	259.549	121.123
Navlakhi, Veraval, Magdalla, Mandvi	43.924	234.259	173.034	86.517
Bhavnagar, Porbandar & Okha	34.606	173.034	138.426	69.214

### **Storage rental rate beyond 30 days**

**Table 7.2**

<b>No.</b>	<b>Period after expiry of 30 days</b>	<b>Rate</b>
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.1,00,000/- 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.13.361 per 10 sqm or part thereof.

**Table 7.4**

No.	Description	Unit	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025
			INR
1	Land for industrial and commercial purposes at all ports	Per 10 sq. mt. or part thereof, per year or part thereof	1038.201
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.	1038.201
3	For hiring of land (open plot) in port premises for construction of office by port users or by shipping agents	As Above (Monthly)	933.782
		As Above (Half Yearly)	4671.489
		Subject to a minimum of	2076.503
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.	2495.674
4 (ii)	For tin construction	As above	499.135

- 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.**

- a. 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025
			Rate (INR)
1	Crawler hire charges	Per hour or part thereof	7267.401
2	Tug hire charges		
	Upto 200 HP	Per hour or part thereof	5191.001
	201 to 400 HP	Per hour or part thereof	7440.435
	401 to 600 HP	Per hour or part thereof	12371.886
	601 to 800 HP	Per hour or part thereof	17303.336
	801 to 1000 HP	Per hour or part thereof	22321.305
	1001 to 1500 HP	Per hour or part thereof	31146.007
	1500-2000 HP	Per hour or part thereof	48449.344
	Above 2000 HP	Per hour or part thereof	65752.680
3	Weighing Scales & weigh bridge	Per ton	7.987

### 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.66.806 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:

<b>Revised Rates per unit w.e.f. 1<sup>st</sup> May, 2025 (INR)</b>			
<b>Particular</b>	<b>Per Day</b>	<b>Per Month</b>	<b>Per Annum</b>
Truck, bus & lorries	173.034	2595.501	25955.006
Taxi, car, tempos, auto rickshaws & others	51.909	778.650	7786.502
Mobile cargo handling equipment (cranes, pay loader, etc.)	346.066	5191.001	51910.011
Weigh bridge user fees	10% of truck user fees		

### Terms and Conditions

- a. 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.
- b. The Port Authority at his discretion has the right to suspend or cancel or refuse to issue such permit without assigning any reasons.
- c. 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

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

<b>Revised Rates w.e.f. 1<sup>st</sup> May, 2025 (INR)</b>	
<b>Cargo</b>	<b>Facility Compensation Charge (Rs/MT)</b>
Crude	10.649
POL/LPG/Liquid Chemicals	27.952

2. **Category II:** If pipeline passes through GMB waters and land at other than Gujarat shore, following charges would also be applicable:
  - a. Royalty: Rs. 12.159 lacs/running km/annum
  - b. Way leave charges
    - i. Land side: Area occupied (within the Port Limit) X Open plot rent annually as per Table no. 7.1
    - ii. 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 – 1.33103% of total cost of construction (b) more than Rs. 50 Crore - Rs.100.290 Lakh
2	Scrutiny Fees	Rs.	For Construction Cost (a) Up to Rs.50 Crore – 1.33103% of total cost of construction (b) more than Rs. 50 Crore - Rs.100.290 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025 (INR)	
		Foreign (USD)	Coastal (Rs.)
1	Water supply per 1000 litres	12.977	286.171

### 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	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025 (INR)	
		Unit	Rate(Rs.)
1	Passenger by non - cruise liners	Per passenger each way	121.123
2	Passenger by Cruise Liners	Per passenger each way	519.100

#### Terms and Condition:

1. 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:

Revised Rates w.e.f. 1 <sup>st</sup> May, 2025 (INR)		
Description	Unit	Rate in INR
Tug/Launch		
1. Upto 500 BHP	Per Vessel	29948.083
2. Above 500 BHP	Per 100 BHP or Part thereof	84520.147

Dumb barges	Per GRT	166.378
	Minimum of	16637.824
Self-Propelled Barges	Per GRT	332.757
	Minimum of	33275.648
Fishing vessels		
1. Upto 50 GRT	Per Vessel	732.064
2. Above 50 GRT	Per Vessel	1331.027
Sailing Vessel	Per GRT	146.412
Other Vessels	Per GRT subject to a minimum of 10 GRT	306.137

#### 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	Unit	Revised Rates w.e.f. 1 <sup>st</sup> May, 2025 (INR)
			Rate in Rs.
1	Charges for slip way	Per day or part thereof	5324.104
2	Charges for dry dock	Per day or part thereof	10648.206

## 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
3	Bhavnagar	1. Bhavnagar* 2. Ghogha 3. Talaja	The Port Officer, Bhavnagar
4	Jaffrabad	1. Jafrabad* 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*	The Port Officer,

		2. Rupen (Dwarka) 3. Beyt	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. Koteshwar	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.