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(Licensing of Stevedores and Shore Handling) Regulations, 2017 .. .. .. .. ..
TAMIL NADU MARITIME BOARD, CHENNAI Tamil Nadu Maritime Board Port Regulations, 2017 ..
NATIONAL HEALTH MISSION, TAMIL NADU Aadhar Requirement; for the Beneficiaries under various programs such as (i) Revamped PICME, (ii) Universal health Care (UHC), (iii) Screening and Treatment of Non Communicable diseases (NPCDCS), (iv) Hospital Management System (HMS) ..

# TAMIL NADU

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## Part III—Section 2

**Statutory Notifications and Orders issued by Heads of Departments.**

**NOTIFICATIONS BY HEADS OF DEPARTMENTS, ETC.**

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CHENNAI PORT TRUST

The Chennai Port Trust

**TAMIL NADU**

**MARITIME BOARD CHENNAI Tamil Nadu Maritime Board Port Regulations, 2017**

*(Lr. No.7656/S4/05)*

No. SRO C-17/2017.

In exercise of the powers conferred by sub-section (1) of Section 110 & 111 of Tamil Nadu Maritime Board Act, 1995 (Tamil Nadu Act 4 of 1996) with the sanction of Government of Tamil Nadu in G.O.Ms.No.18, Highways and Minor Ports (HM1) Department, dated 28.03.2017, the Tamil Nadu Maritime Board hereby frames the Tamil Nadu Maritime Board Port Regulations as set out in the Schedule annexed to this Notifi cation.

2. The said Regulations shall come into effect on the date of publication of this notifi cation in the Offi cial Gazette.

Chennai – 600 028,
21st July 2017.

NIRANJ AN MARDI,
*Additional Chief Secretary / Vice Chairman and Chief Executive Offi cer.*

SCHEDULE

TAMIL NADU MARITIME BOARD PORT REGULATIONS, 2017

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**APPENDIX**

In exercise of the powers conferred by section 110 of the Tamil Nadu Maritime Board Act, 1995 (Tamil Nadu Act 4 of 1996), the Tamil Nadu Maritime Board with the approval of the Government of Tamil Nadu, hereby makes the following Regulations, namely:-

**NOTIFICATION**

**CHAPTER I**

**PRELIMINARY AND DEFINITIONS**

**1. Short title and application. -** (1) These regulations may be called the Tamil Nadu Maritime Board Port Regulations, 2017.

(2) They shall apply to the Ports within the limits of the State of Tamil Nadu.

**2. Defi nitions. -** In these regulations, unless the context otherwise requires,-

(a) "Act" means the Tamil Nadu Maritime Board Act,1995 (Tamil Nadu Act 4 of 1996);

(b) "Aft" means the part towards the rear of the ship/boat;

(c) "Berth day" means a day of occupation of a berth (quay or mooring) by a ship;

(d) "Berth Occupancy" means the time which a berth is occupied by ships;

(e) "Conservator" means the offi cers or body of persons to be appointed by the Government as the Conservator of every port;

(f) "Dark" means a period from 6 p.m. to 6 a.m.;

(g) "Day break" means expiration of working day;

(h) "Draft / Draught" means the depth of the vessel below the water line measured Vertically to the lower part of the hull;

(i) "Dead Weight Tonnage" (DWT) means the number of tons of stores, fuel and cargo that a ship can carry, which represents the actual cargo carrying capacity of a ship;

(j) "Ebb Current" means the tidal current associated with the decrease in the height of a tide;

(k) "Export" means loaded overseas traffi c;

(l) "Fee" means charge leviable under the Act;

(m)"Final ETA" means intimation of expected date and time of arrival of vessel at a Port about 24 hours in advance;

(n) "Gross Registered Tonnage" (GRT) means the weight of the volume of the closed-in-spaces of a ship taking 100 cubic feet as equivalent to one vessel ton and refers to the cubic capacity of the vessel and not the weight;

(o) "Hawse" means the space between the bows and anchors of an anchored ship;

(p) "Idle time" means the non working time of a ship (without loading or unloading of cargo) at Berth;

(q) "Import" means unloaded overseas traffi c;

(r) "Landing Fee" means fee levied on landed cargo;

(s) "Load Line" means the maximum draft to which a vessel is permitted to load either by the free board regulations, conditions of assignments or the conditions of service;

(t) "Manifest" means reviewing a particular transport vehicle's intended trip that summarizes all bills of lading that have been issued by the carrier or its representative for that particular shipment;

(u) "Net Registered Tonnage" (NRT) means the earning space of a ship available for the storage of cargo and accommodation of passengers. It is obtained by deducting from Gross Registered Tonnage, the cubic capacity space (taking 100 cubic feet = 1 Ton) occupied by stores, fuel, machinery, crew etc. which does not represent the earning capacity of the ship;

(v) "Offi cer" means person who holds a certifi cate of a grade appropriate to his Station in the ship or of a higher grade trade granted in accordance with section 77 of the Merchant Shipping Act, 1958 (Central Act 44 of 1958);

(w) "Ore / bulk and Oil Carrier" means a bulk cargo ship designed to carry ore and oil;

(x) "Pilotage" means a port charge for guiding a ship in or out of a harbour through channels, passages or other waters by an authorised pilot;

(y) "Pre-berthing Detention" means the time which a ship waits before getting entry into a berth;

(z) "Provisional ETA" means intimation of expected date and time of arrival of vessel at a Port about a week in advance;

(aa) "Roll-on or Roll-off vessel" means a Vessel designed to carry cars, commercial vehicles and unaccompanied roll on / roll off cargo on trailers;

(ab) "Sailing Vessel" means any description of vessel provided with suffi cient sail area navigation under sails along whether or not fi tted with mechanical means of propulsion and includes a rowing boat or canoe but does not include a pleasure craft ;

(ac) "Scale of Rates" means a consolidated scale of rates for any combination of the service or services with any user or permission to use any property belonging to or in the possession or occupation of the Board published with the approval of the Government;

(ad) "Ship day" means a day spent in harbour by a ship;

(ae) "Shipping Fees" means fee levied on shipped cargo;

(af) "Surf" means the waves of the sea as they break upon a shore;

(ag) "Tankers" means the Cargo ships constructed or adopted for the carriage of bulk liquid cargoes of infl ammable nature;

(ah) "Turn Round time" means the total time spent by a ship since its entry till its departure in a port;

(ai) Words and expressions occurring in these regulations and not defi ned herein but defi ned in the Act shall bear the same meanings assigned to them in that Act.



**CHAPTER II**

**REGULATIONS FOR THE ARRIVAL AND DEPARTURE OF A VESSEL AND THE HARBOUR CRAFTS PLYING WITHIN THE PORT**

**3. Regulations for intimating the arrival of vessel .-** (1) Every owner of a vessel or agent of owner authorised to inward a vessel in customs shall keep the Port Offi cer intimated in writing about the expected date and time of arrival of his vessel at the Port about a week in advance and this intimation will be treated as "Provisional ETA".

(2) The "Final ETA" shall be communicated to the Port Offi cer in writing or, over phone followed by written confi rmation, at least twenty four hours in advance of the arrival of the vessel. This fi nal ETA shall indicate the exact date and time of arrival together with draft of the vessel and

other cognate particulars and this shall not, except in extra-ordinary circumstances be subject to any change later on.

**4. Liability for port dues.-** Within twenty four hours after the arrival within the limits of any Port, a vessel is liable to pay Port Dues under the Indian Ports Act, 1908 (Central Act 15 of 1908) and the Master of the vessel shall report her arrival to the Conservator in the Arrival report

Form in Appendix-I.

**5. Time for plying and Flags. -** (1) No registered Harbour Craft shall ply within the limits of the Port, during the hours of Dark without the previous permission of the Registering Offi cer.

(2) The following Flags of International Code of Signals shall have the meaning indicated against them for the purpose of plying within harbour limits.-

(i) Flag 'S' indicates bad weather or high sea and all harbour crafts to return at once to the harbour or Landing place;

(ii) Flag 'N' indicates Harbour Crafts can leave the Harbour;

(iii) Flag 'F' indicates Harbour Crafts can enter the Harbour;

(iv) Flag 'K' indicates Surf is impassable;

(v) Flag 'M' indicates Ebb current is strong rendering navigation over bar dangerous;

(vi) "Muster Flag" indicates Registering Offi cer desires to carry for inspection of Harbour Crafts.

**6. Regulations for Breaking Bulk and Vessels Manifest .-** (1) Inthe case of vessels bringing Import Cargo, the Owner, Master, Tindal or Agents shall deposit a true copy of the General Manifest with the Conservator or any offi cer authorised by him, before breaking bulk. The Owner, Master, Tindal or Agent shall immediately notify any or all subsequent amendments to the Manifest to the Conservator or any offi cer authorised by him.

(2) The **Master** or Agent of any vessel arriving at the Port, whether loaded or in ballast shall furnish the Conservator with an arrival report in the

Form in **Appendix-I** and the vessel's Import General Manifest before breaking bulk. All amendments to the original manifest shall like-wise be notifi ed by the Owner, Tindal or Agents to the Conservator.

(3) The agents of the vessels departing from the Port, whether loaded or in ballast, shall within seven days of their departure, furnish the Conservator with a copy of Export General Manifest. If however there is no local agent for a vessel, the Master shall send the Export General Manifest from the next Port of call.

**7. Regulating the Departure of Vessels from the Port. -** A written application shall be made to the Conservator or to an offi cer authorised by him by the Master or owner or the Agent of any vessel intending to leave the Port. Such application shall state the name of vessel or sailing vessel, where bound , its draught and shall be made at least six hours before the intended time of leaving the port. Arrivals and departures of vessels at times intimated as at 'dark' or at 'day break' shall be construed to mean at time as defi ned in these regulations against the respective terms. The certifi cate of clearance issued by the Port Conservator is enclosed in **Appendix-II.**

## CHAPTER III

## REGULATIONS FOR THE VESSELS WHILE IN PORT

**8. All vessels to keep clear of vessels entering Port. -** (a) All vessels shall keep clear of vessels about to enter or leave the Port;

(b) All vessels leaving the port shall keep clear of vessels entering the port unless hampered by draught when the ordinary practice of seamen is adopted;

(c) Vessels underway shall have both the anchors and cables clear and ready for use.

**9. Berths, Station and anchorage in Port. -** All vessels within the Port shall take up such anchorage as may be authorised for them by the Conservator and shall change their berths when required by the Conservator.

**10. Vessels or Sailing vessels to be in charge of competent persons. -** During such time the vessels remain in the Port, the Master or the Owner or other responsible offi cer shall always be on board with suffi cient crew to superintend and to direct the carrying out of all duties in connection with the vessels or the sailing vessels or the loading or unloading of their cargo. Such master, Owner or other responsible offi cer shall be personally responsible or liable for any loss or damage arising from the careless or improper slinging of goods and shall in every instance observe the following precautions, namely:-

(a) that sling is laid down fl at without turns or kink before any goods are loaded therein ; and

(b) that after the sling has been made up and with the fi rst strain on heaving up, the running loop is well beaten hard with a wooden bar in order that the grip may be made secure.

**11. Watchman to be kept on deck.-** While in the Port, a vessel shall always maintain a quarter master or watchman on duty on deck who shall be stationed in charge of the vessel or the sailing vessels shore gangway and who shall attend to:-

(a) mooring ropes and lines of the vessels and shall cause their adjustment from time to time, as necessary on rise or fall of water / tide;

(b) Prevent unauthorised person boarding the vessel, In default, the master or owner of the vessel shall be liable or responsible for any resultant damage.

**12. Protection of Hatchways. -** When theVessels do not have working cargo, all open hatchways shall be protected by stout netting or tents.

**13. Keeping Free passages .-** Free passages shall be kept at all jetties, landing places, moorings and other works and all vessels shall move, when required to clear such passages.

**14. Clear space in front of landing places. -** A clear space of at least 1.5 meters in width shall be preserved at all landing places.

**15. Wide berth to dredgers and Hoppers .--** Vessels and boats approaching or passing dredgers, hopper barges, exhibiting the 'not under command ' signal shall give such dredgers, hopper barges etc, a wide berth and shall avoid all interference with their operations.

**16. Sounding of whistles .-** Every sea going vessel or tug towing a sea going vessel, when passing through a harbour channel shall sound whistle at short intervals as a warning to other vessels to get out of the way, and a vessel at anchor in stream shall do likewise when getting under way.

**17. Regulation of Anchoring, Mooring and Piloting. -** All vessels within the Port shall moor or unmoor or anchor in accordance with the directions of the Conservator.

**18. Length of Cable - Vessels,** when moored in Port, shall have not less than sixty fathoms on each cable and shall keep a clear hawse.

**19. Cables to be ready to be hoved up. -** Vessels when moored with two anchors shall have both cables ready to be hoved up immediately, if required.

**20. Second Anchor .-** Vessels at single anchor shall have the second anchor ready to let go and while laid up in the stream shall sight their anchor at least once in every three weeks.

**21. Regulation of moving and warping .-**All the vessels within the Port shall be moved or warped from place to place as required and by such means or appliances as may be directed by the Conservator.

**22. Casting off of warp. —** A vessel shall not cast off any warp made fast to her, in order to assist the mooring of another vessel without permission from the Pilot in charge of such other vessel.

**23. Suffi cient power on engines .-**The master of a vessel entering or leaving a Port shall be responsible for the maintenance of suffi cient power on his vessels' engines to work at full speed, ahead or astern as may be required until such time his vessel is anchored in Port.

**24. Regulation of use of mooring buoys. -** No vessel belonging to Private Owners shall take any of the anchorages without the previous permission of the Conservator.

**25. Regulations for use of equipments and gear. -** The vessel shall supply suitable gear of good quality and suffi cient capacity to allow reasonable margin of safety when dealing with the stevedores

at the time of cargo operation for which it is used. The Conservator or any person working under him may prohibit the use of any gear which in his opinion is in way defective or unsuitable for the cargo for which it is to be used.



**26. Immobilisation. -** Immobilisation of engines is not permitted in anchorage. Only in special cases and under written request, it may be allowed by the Conservator depending on the nature of vessels at anchorage and prevailing weather conditions.

**27. Turning of Propeller. -** Turning of propeller while at anchor is prohibited. However, it is allowed for testing control provided:-

(a) a watch is maintained near the stern,

(b) Keep clear of "Propeller"/ "Propeller Turning"boards are exhibited,

(c) During day time, a red square fl ag is exhibited at the stern above the water line,

(d) During night, a red light in place of fl ag is exhibited,

(e) These light or fl ag should be able to be seen easily from any direction of approach to the stern by any boats, launches etc.

**28. Precautions for avoiding collision.-** When two boats, one propelled by sails and other by oars, are proceeding on a course, which if continued will involve risk of collision, the boat propelled by oars shall keep out of the way of the other, but the boat under sail shall use every precaution to avoid accident and if necessary shall alter her course.

**29. Steam boats to keep clear of other boats .-** Tugs when not towing launches and all boats propelled by steam or other mechanical power shall keep out of the way of all boats not so propelled.

**30. Steering of mechanical vessels .-** Tugs, launches and all vessels, propelled by steam or other mechanical means shall be steered from forward of the centre of the vessel, except small motor launches or steam cutters which may be steered from aft. In all cases, the helm shall be so placed that the helmsman may command a clear lookout ahead.

**31. Regulating the use of fi re. -** Fire shall not be allowed on board of any boat lying within fi fty yards of the jetties.

**32. Unprotected lights not allowed. -** Unprotected lights shall not be allowed on deck, or in any cargo compartment of vessels in Port loading or discharging cotton or any infl ammable cargo.

**33. Storing of spirits and other oils .-** Spirits, oils, paints, spirits of turpentine and all infl ammable substances shall be stored on board vessels in Port in place of security.

**34. Sounding of whistles or Sirens .-** Whistles or Sirens shall not be sounded on any tug, launch or other vessel within two hundred yards of any landing place in Port except for the purpose of giving warning or proximity of approach to any other vessel.

**35. Dredgers to carry signals day and night .-** Dredgers at work laying out chains or not under command and hopper barges, similarly employed in attendance on such dredgers or not under command, shall carry the regulation signals day and night.

**36. Signals of vessels while employed in towing.-** A vessel when employed in towing shall exhibit the normal regulation signals,–

(a) Being pushed ahead not being a part of a composite unit, shall exhibit at the forward end, side lights;

(b) Being towed alongside shall exhibit a stern light and at the forward, side light;

(c) Being towed shall exhibit,-

(i) Side lights;

(ii) A stern light;

(iii) When the length of the tow exceeds 200 meters, by day, a diamond shape where it can best be seen.

**37. Signals in case of fi re .-** Whenever a fi re occurs on board any vessel within the limits of the Port or whenever any vessel within such limits is in distress, or requires assistance from other vessels or from the shore, the signal as required in the International Code of Signals shall be hoisted. Over heating or mouldering of coal or other cargo on holds or bunkers shall be immediately reported, by letter, or in person, to the Conservator and no vessel in this condition shall be taken into Port without the permission of the Conservator.

**38. Signals according to International Code.-** The signals as prescribed in the International Code of Signals shall be used in the Port and such signals as may be required and necessary shall be hoisted, displayed and observed, as the case may be, by the master of the vessel entering or leaving the port whilst in position as the Pilot in charge shall direct.



**39. Regulation of numbers of crew .-** All vessels afl oat within the Port shall have on board suffi cient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to heaving in cable, bracing up yards, striking mast and yard and any other matters in case of emergency.

**40. Regulation on Cargo handling.-** (1) Heavy lifts of over one tonne shall be declared by the owner, master or agent of the vessel of Importer or Exporter who shall be responsible for all accidents arising out of false declarations.

(2) No cargo shall be discharged from any vessel at a quay except under the supervision of the Master, Owner or Stevedore or Agent of the vessel. Such master, owner or stevedore shall be personally responsible to the Port Authority for any loss or injury to person or property arising from the carelessness or improper slinging of goods on board such vessels.

(3) Masters and owners of vessels lying at a quay and their stevedores or agents shall be personally and severally responsible for the proper provisions of lights in those parts of the ship when work is being carried on in any way connected directly or indirectly with the use of the Port's cranes, quays and other property. In default they shall be responsible to the Port authority, jointly and severally in respect of any loss or injury to person or property which may result.

**41. Port accepts no responsibility for delays .–** The Port Offi cer shall not be responsible in respect of any detention of or delay to vessels or sailing vessels in entering, remaining in or going out from the Port or in the progress of vessels or sailing vessels to or from the Port or for the detention or delay in the discharge of the cargoes from vessel or sailing vessels or for delay in loading of goods for stoppage in delivery of goods, or for any other reason.

**42. Regulating the working in Port beyond the normal working hours .-** (1) Overtime fees to the employees working at the Ports under these regulations to be done out of offi ce hours or during holidays shall be charged as prescribed in the scale of rates, as ordered by the Government.

(2) The application for work on Sundays and holidays including work at night must reach the Conservator or the offi cial authorised by him not later than 4.00 p.m. of the previous working day.

(3) Permission to work during recess hours should be obtained from the Conservator along with the permission for working during night, holidays and Sundays.

(4) The Conservator of respective Ports can alter the working hours of whole night according to local conditions prevailing at that Port.

(5) The permission to allow overtime working shall be at the discretion of the Conservator or an offi cer authorised by him on payment of fees prescribed in the scale of rates. Provided that in cases where permission has been granted to continue to work during the interval between day and night work and vice versa, night work shall be considered to have commenced at the expiration of day work and to have terminated on the commencement of the next day's work.

**43. Breach of Regulations:-** Any breach of these regulations shall be punishable as provided under sub-section (2) of Section 110 of the Act;

## REGULATIONS FOR MANNING REQUIREMENTS AND SAFETY OF SHIPS LAID UP IN THE MINOR PORTS

## CHAPTER IV

**44 (1) Manning of Ships laid up.-** (1) Every laid up ship shall have at least the fo

(a) A navigating Offi cer holding certifi cate not lower than fi rst Mate Foreign Going;

(b) An Offi cer holding certifi cate not lower than Class- II;

(c) An Offi cer holding certifi cate not lower than Sea Going Engine driver;

(d) a deck rating, as an assistant to the navigating offi cer capable of performing the important duties of safe watch keeping and conversant with the use of life saving Fire Fighting Appliances;

(e) an engine room rating, as an assistant to the engineer offi cer capable of performing the important duties of safe watch-keeping and conversant with the use of fi re pumps, generators and other essential machineries;

(2) In addition to the above offi cers and ratings, additional persons shall be employed on board so that all the persons on board together will be able to perform the following functions effi ciently and without undue delay, namely:-

(a) Launching of survival craft;

(b) Operation of windless and anchor work;

(c) Operation of emergency fi re pump and any other pumps for supply of water to the fi re;

(d) Operation of ship's generators;



(e) Sounding of tanks and bilges;

(f) Attending the gangway at all times;

(g) Carrying out fi re and security patrol duty at frequent intervals round the clock; (h) Operation of bilge pumps.

(3) The ship's offi cers on board shall regularly carryout at least the following functions, in addition to any other functions that may be necessary for maintaining the ship in safe condition, namely:-

(a) Check ships anchored position by Radar and/or visually at-least every six hours preferably at every change of tide and more frequently if the weather deteriorates;

(b) Check the tank and bilge soundings at-least twice a day;

(c) Operate the generators at least twice a day and ensure that the power generated is suffi cient at least for operating the emergency lights, safety equipments, windlass, Very High Frequency facility, ship's whistle, emergency pumps and navigation lights;

(d) Check the ship's draft and list at least once a day;

(e) Try out the windlass at least once a week;

(f) Try out the whistle or any other equivalent means for attracting attention at least once a day. It shall be capable of being readily used in emergency;

(g) Boat and fi re drill to be held at least once a week when all the safety equipment shall be tried out and made sure that they are in good working order. The Offi cers shall ensure that the crew is fully conversant with the operation of all the safety equipments;

(h) Contact to be established with the owner or agents or Port authorities at least twice a day by Very High Frequency facility or by any other means, Very High Frequency facility to be readily available in emergency;

(i) All hatch-ways, entrance to holds, store rooms and any other compartments or places on deck or in engine room which are not in constant use to be kept closed at all times and persons shall not be permitted to enter these places without the prior permission of the ship's offi cers;

(j) Offi cers shall take rounds of deck and engine room at least once a day and particularly visit the places which are normally kept closed;

(k) Continuous watch to be maintained at gangway or on deck;

(l) No safety or navigational equipment shall be removed from the ship without the prior written permission of local Mercantile Marine Department ;

(m) All local Port regulations as applicable to laid up ship to be fully complied with;

(n) A log book to be maintained on board wherein entries shall be made for the various periodical checks and inspections stated above. Separate entries shall also be made regarding sounding of tanks and bilges, prevailing weather conditions and ship's draft and list;

(o) In case of emergency or in case of any change in the ship's status, immediate information shall be communicated to the Port authorities, the owners or agents and local Mercantile Marine Department offi ce by the quickest means.

**45. Responsibilities of ship agent during the vessel at Port.-** (1) The owner of a ship/ agent shall ensure as follows.-

(a) The local Mercantile Marine Department Offi ce shall be informed as soon as a ship has been laid up giving the ship's position, details of the crew members on board and the general status of the ship ;

(b) Launch service shall be provided at least once a day for visiting the ship and for the benefi t of the ship's crew;

(c) Personnel shall be available for relieving the offi cers and ratings on duty;

(d) Owners representative shall visit the ship at frequent intervals to ensure that the ship's

offi cers and crew are maintaining safe watch as stated above and proper record is maintained of all the events and actions taken on board ;

(e) Suffi cient number of torches and torch cells shall be supplied for use of ship's crew;

(f) Arrangements shall be made to ensure suffi cient and regular supply of provisions, bunkers and fresh water and cooking means for the ship's crew ;



(g) In case any information is received about any change in the ship's status or in case of any emergency, the local port authorities as well as Mercantile Marine Department shall be immediately informed and appropriate action to safeguard the ship as well as the ship's crew shall be taken in hand.

(2) In addition to above, the ship owner shall ensure that the ship must comply with any rules, regulations, or instructions which may be issued by the Port authority, from time to time, when the vessel is located within the jurisdiction of that Port.

**TAMIL NADU MARITIME BOARD LANDING AND SHIPPING REGULATIONS:-**

**46. Procedure to collect Shipping/Landing Fees (Cargo dues) by the Board.-** (1). All goods intended for Shipment including goods water borne to be shipped but excluding passengers baggage shall be assessed on Export Application **(Appendix –III)** and the Shipping fees shall be paid before the goods are shipped.

(2) All goods landed within the limits of the Port except passenger's baggage shall be assessed on Import Application **(Appendix–IV)** and the Landing fees shall be paid before the goods are removed from the Port.

(3) In respect of goods, which are transhipped direct from one vessel to another, only Shipping fees shall be levied but when goods are landed for transhipment, both Landing and Shipping fees shall be levied.

(4) Except with the written permission of the Conservator of the Port, no goods other than passenger baggage shall in any port be discharged from any vessel or be shipped or water borne to be shipped.-

(a) On Saturdays**,** Sundays or other holidays; or

(b) On any working day during the hours of dark;

(5) The landing and shipping fees shall be as prescribed in the Scale of Rates in **Appendix V**. All the operations at shore and off shore inclusive of pumping wherever necessary are to be borne by the Shippers / Importers themselves. (6) Landing and Shipping fees when the unit for levy of fees is per tonne, it shall be levied on gross weight.

(7) Test check shall be carried out at the discretion of the Port Offi cer/ Port Conservator and any offi cer authorised by the Board/Government who shall satisfy himself that there is no loss of revenue.

(8) Passenger personal bonafi des baggage (bedding etc.) shall be allowed free, but all other packings accompanying passengers shall be assessed for the fee and such fees shall be paid at once.

(9) Goods temporarily landed from a vessel under repairs and reshipped on completion of the repairs shall not be liable for payment of any Landing and Shipping Fees.

(10) Goods temporarily landed from and reshipped into a vessel which has entered a port owing to stress of weather, shall not be liable for payment of any Landing and Shipping Fees.

(11) Goods returned from vessels for reasons beyond the control of shippers, whether damaged or not will be allowed to be re-landed free, provided that the re-landing pass is submitted to the Conservator within twenty four hours from the time of relanding.

(12). (a) No Landing and Shipping fees shall be charged on return of empty barrels, empty storage tanks provided by the shippers on the lighters.

(b) No shipping fees will be charged on empty bags brought to the landing place for bagging import of bulk cargo.

(13). No fees on Landing and Shipping of goods shall be levied in the following specifi c cases.-

(a) Goods consigned to or by the Board;

(b) Passengers bonafi de personal baggage, bedding and provisions;

(c) Sweeping collected from the jetties, wharves, sheds, etc.;

(d) Cargo not manifested for transhipment, but merely transferred from one Hatch to another of the same vessel without landing the cargo;

(e) Government employees travelling on duty;

(f) Bonafi de ships fi ttings, tonnage, provisions and stores for the use of ships;

(g) Goods landed as gift articles under agreement entered with Government of India.

(14). (a) Application for refunds of fees paid on import application shall be considered only on proof of short landing;



(b) Application for refunds of fees paid on export application shall be considered only on proof of short shipment; **CHAPTER V**

(c) No claim for refund of shipping fees shall be admitted on goods lost over board or jettisoned within the limits of the Port;

(d) No refund of landing or shipping fees paid on goods short landed or short shipped shall be made unless the claim therefore is preferred before the expiry of six months from the date of payment duly supported by all original relevant documents.

(15) Shippers or agents should deposit a sum of Rs.**50,000**/- (Rupees Fifty thousand only) towards refundable security deposit, amended from time to time in the form of Cheque / Demand Draft drawn in favour of "Tamil Nadu Maritime Board".

(16) Clearing agents who are authorised to transact business in the local Customs House shall be permitted to transact business in the Port Offi ce only on their fi ling a copy of such authority in the Port Offi ce. A refundable security deposit of Rs. **50,000**/- (Rupees Fifty thousand only) amended

from time to time in the form of Cheque / Demand Draft drawn in favour of "Tamil Nadu Maritime Board" should be deposited.

(17) Stevedores who are employed by the shippers or receivers to handle cargoes have to register their name and status in the local Port Offi ce duly paying a sum of Rs. **50,000**/- (Rupees Fifty Thousand only)towards refundable registration fees amended from time to time in the form of cheque / Demand Draft drawn in favour of "Tamil Nadu Maritime Board". The registered stevedores alone will be permitted to handle the cargoes in the Port.

## CHAPTER VI

## REGULATIONS FOR HANDLING PETROLEUM PRODUCTS AND CHEMICALS SUCH AS LIQUEFIED PETROLEUM GAS, PROPYLENE, AMMONIA ETC.

**47. Handling of petroleum products and chemical tankers. -** (1).Operation shall be allowed during fair season only. Operations may be allowed during foul weather seasons subject to the approval of Port Offi cer, after ascertaining the prevailing wind and sea conditions.

(2) Operation is restricted to weather working days.

(3) Operation is restricted to day light hours only (usually 6.00 A.M. to 6.00 P.M.)

(4) The entire operation is to be under the continuous supervision of a Marine Terminal Operation Contractor whose name, address, telephone number etc., to be displayed at sight of landing and registered with Port Offi cer / Conservator.

(5) Liquefi ed Petroleum Gas (LPG) vessel shall be anchored in designated Explosive Dangerous anchorage only.

(6) A minimum distance of half a mile is to be maintained from all other ships.

(7) The barges carrying Liquefi ed Petroleum Gas bullets shall keep a distance margin of at least 100 meters while moving under tug.

(8) Only specially authorised boats and launches shall be used.

(9) The Launches / Boats to carry Fire Fighting Appliances shall be as suggested by the Chief Explosive Inspector, Mercantile Marine Department and Port Authorities.

(10) Shore Fire Fighting Appliances shall be maintained by the Company as per the certifi cate issued by the District Fire Administration concerned. The Company to produce the certifi cate prior to operation.

(11)The place of discharge and handling place shall be as allowed by the Port Authority.

(12)The Company should develop the place at their own cost for safety. The land will be leased to the Company as per the rates approved by the Government.

(13) All Life saving appliances, fi re fi ghting appliances should be available at all times.

(14) First Aid Station shall be maintained by the company at the site.

(15) All the launches, barges and vessels shall fl y Flag 'B' by day and a single red light by night indicating dangerous cargo.

(16) Vessel is subject to anchorage fee on non-working days. Surf days / non-weather working day are not counted for anchorage fee.

(17) Customs manifested quantity is binding for passing of bills.



(18) The Company has to pay Port / Tonnage Dues, Landing and Shipping fees etc. as per the scale of Rates.

(19) All Pollution / Environmental clearance shall be obtained by the Company and the same to be produced to Port Authorities.

(20) Continuous Very High Frequency Communication shall be maintained by the Company between both the ship and working place in Port / the boat and they shall obtain the licence required for the same.

(21) 200 Meters from Petro Chemical and Wharf area shall be the prohibited area.

(22) No immobilisation permission will be accorded to the products / chemical carrier.

(23) Vessel to have suffi cient crew on boarding the vessel at all times as per Merchant Shipping Act, 1958 (Central Act 44 of 1958).

(24) Harbour Craft shall hire crew as prescribed by the Port Authority.

(25) The fenders used between mother vessel and daughter vessel shall be of Yokohama Pneumatic type or similar type of adequate quality.

(26) Liquefi ed Petroleum Gas boats should not be over taken.

(27) The boats should not have draught more than four feet in loaded condition.

(28) All documents of Liquefi ed Petroleum Gas carriers shall be valid at all times and Port authority has the right to inspect these documents.

(29) Before Lighterage Operations at Port roads or unloading at Port wharf, the required Check-list must be signed by the Master of the Chemical carrier and the authorized person from the company.

(30) The cargo operation is strictly forbidden in the absence of Check-list.

(31) No unauthorised persons shall be allowed to go alongside Chemical Carrier or Lighterage Vessel.

(32) Besides towing launches, a stand-by launch shall always follow while being towed to assist on all cases of Emergency. Either this launch or towing launch shall carry a diesel driven fi re pump.

(33) Company shall indemnify the Board against cargo pollution.

(34) Company shall indemnify the Port against all damages to the Port or vessels in Port to any accident caused by the operation.

(35) Generally all recommendations and Guide-lines as suggested by the **'International Chamber of Shipping (ICS)',** 'Oil **Companies International Marine Forum(OCIMF)',**

**'International Safety Guide for Oil Tanker and Terminal (ISGOTT)'**shall be observed'. (Ref.Ship to ship transfer guide Liquefi ed Gases).

(36) A contingency plan shall be prepared by the Company for the whole operation (i.e. Ship to ship, ship to barge, barge to dock) to the satisfaction of Port Authority.

(37) The Barges to be used shall be inspected to the satisfaction of Port Authority for the carriage of chemical Bullets (38) If method of transfer from ship to ship is done at seas, outside Port Limits, it will be deemed a departure from the Port and subject to Customs approval.

(39) Risk assessment study of the Chemical Terminal and handling of Chemicals have to be produced to Port Authorities. (40) Any other conditions imposed by the Port Authority.

## CHAPTER VII

## REGULATIONS FOR HANDLING OIL TANKERS AND GAS CARRIERS

**48. Handling of Oil tankers and Gas carriers.-** (1) In respect of all vessels carrying cargoes of hazards of fi re and pollution, International Oil Pollution Prevention Certifi cate (IOPP Certifi cate) issued by the Flag Administration has to be verifi ed by the Conservator for its validity.

(2) In respect of Gas Carriers, validity of Certifi cate of Fitness issued by the Flag Administration has to be verifi ed.

(3) If a vessel discharges oil/chemical etc. in the sea while it is within the Port limits. The Conservator has to take immediate action and inform the Coast Guard, the Board's Head Offi ce, the District Collector concerned and local Pollution Control Board offi ce to activate the Contingency Plan in coordination with the above organizations.

(4) An enquiry should be conducted by the Port Offi cer on any accident on board. The message and enquiry report should immediately be communicated to Mercantile Marine Department and Coast Guard. Besides the Pollution Control Board shall also be informed.

(5) Under Civil liability for Oil Pollution Convention or TOVALOP (Tank Owners Voluntary Agreement for Liability for Oil Pollution), the ship which discharges oil has to pay fi ne as per the Merchant Shipping Act, 1958 (Central Act 44 of 1958). Ships can also be directed to pay initial deposit as precaution.

## CHAPTER VIII

## REGULATIONS FOR HANDLING OF SHIP BREAKING

**49. Ship breaking. -** (1) The ship shall comply with the rules and regulations of the Customs Department.

(2) Before bringing the ship at the Ship Breaking Yard, the Conservator concerned shall be informed by the owners of ship about the following details of the ship, namely:-

(a) Gross and Net registered tonnage of the ship;

(b) Dead Weight Tonnage of the ship;

(c) Light Displacement Tonnage of the ship ;

(d) The cargo ship carried last and the last port of call ;

(e) Arrival of the ship;

(f) Beaching of the ship;

(g) Completion of breaking of the ship;

(3) The ship shall be beached in the area approved by the Conservator concerned.

(4) All the Rules and Regulations from time to time shall be applicable to the ship Owner / Agent of the ship brought for the breaking purposes.

## CHAPTER IX

## REGULATIONS FOR PILOTING VESSELS THROUGH PAMBAN PASS

**50. Pilotage at Pamban. -** (1) Pilotage is compulsory for all vessels passing through the Pamban pass. Pilotage is restricted to day light hours **in fair weather conditions** only.

(2) **Masters are responsible and Pilots are for guidance** for the safe conduct and pilotage of the vessels under their charge.

(3) Pilots should take no risk in order to oblige Masters or Tindals of vessels who wish to be taken through to suit their own convenience.

(4) If any accident happens to the vessel through grounding or otherwise, the vessel should at fi rst moored securely by running out anchors and all endeavours should be made to fl oat her.

(5) All disputes between a pilot and the master of a vessel shall be referred to the Conservator

(6) The Pilot shall ascertain the weather, tide, strength and direction of current and winds with regard to the vessels, capabilities and limitations before deciding on the piloting.

(7) Pilots will pilot in turn all vessels entering and leaving port and will see that no vessel enters any of the channels either North or South without one of them being on board.

(8) No vessel shall proceed through Scherzer Bridge either from Pamban north roads or from Boat Basin unless the International Flag 'P' is hoisted at the Port Flag Staff Yard arm as an indication that the leaves of the bridge are properly elevated for its passage.

(9) Vessels entering the Pamban Pass should await the arrival of a Pilot when about half a mile west of the surrounding reef. Vessels coming through the Kundagal Channel should await the arrival of a Pilot when east of Kundagal Point. Vessels coming from the north-ward should await the arrival of a pilot when north of the fairway buoy at the entrance to the Reef Channel.

**51. Procedural system for issuing of permission for transitting vessels through Pamban Pass: -** The Master or agent of any vessel arriving at Pamban Port shall follow the procedural system enclosed as in **Appendix VI** for submitting requisition to the Port Conservator, Port Offi ce, Pamban for obtaining permission for transitting vessels through pamban pass.

**APPENDIX - I**

**TAMIL NADU MARITIME BOARD**

**GOVERNMENT OF TAMIL NADU**

PORT: DATE:

**ARRIVAL REPORT FORM**

[*See* Regulations 4 and 6(2)]

(1) Name of the Vessel

(2) Name of the Master

(3) Name and address of the Line/Owner

(4) Name of the Owner's Agent

(5) Nationality of the Flag

(6) Gross Registered Tonnage

(7) Net Registered Tonnage

(8) Light Displacement Tonnage

(9) Summer Dead Weight

(10) Length Over All…..…… Length Breadth Perpendicular…..... Breadth Moulded

(11) Arrival Draft…….

Forward ……. Aft ……

(12) Date and time of arrival at Wharf/Jetty/anchorage : Date Time

(13) Last Port of Call :

(14) Bunkers on board :

(15) Fresh water :

(16) Whether the vessel is carrying any cargo/arrived in ballast :

No.

Port

(17) If carrying cargo, approximate dead weight tonnage of cargo carried. :

Date:

(18) Nature and Tonnage of cargo to be discharged and/or to be loaded at this port. :

(1) Name of the Vessel
(2) Nationality
(3) Master's Name
(4) Total No. of crew
(5) Gross Registered Tonnage
(6) Net Registered Tonnage
(7) Dead Weight Tonnage
(8) Ballast / Laden
(9) Bound to
(10) Passengers

Nature of cargo…….To

ns. to discharge….

Tons. to load……..

Stored in hatches ……..

(19) Cargo last carried

(20) Transhipment cargo, if any :

(21) If carrying passengers, the number of passengers disembarking at this port :

(i) Saloon Passengers :

(ii) Other Passengers : Port of Registry

: Total ……

(22) Expected date of sailing :

(23) Next Port of Call : :

(24) Speed next Port of Call : :

(25) Details of Navigational aids on Board :

(26) Particulars of all Statutory Certifi cates:

(27) Total No. of crew on arrival :

(28) List of Offi cers and details of their Certifi cate of Competency :

Master ……

Steamer Ship / Motor Vessel ……

(*Designation of the Offi cer*)



**APPENDIX - II**

**TAMIL NADU MARITIME BOARD**

**GOVERNMENT OF TAMIL NADU**

**CERTIFICATE OF CLEARANCE**

[*See* Regulations 7]

Certifi ed that the vessel has complied with all the Regulations of the Port and paid all statutory dues. The port clearance may be granted.

Offi ce seal:



**APPENDIX - III**

**TAMIL NADU MARITIME BOARD**

**GOVERNMENT OF TAMIL NADU**

**APPLICATION TO EXPORT**

[*See* Regulations 46 (1)]

To

Port

Shipped on …..

Sir,

Please pass the under mentioned goods to be shipped to steamer bound to the port of ……

| Name of the Agent, Shipper | Number of packages / quantity of cargo | Marks and numbers on packages | Description and contents of each package | Weight or measurement of packages | In Metric Tonnes | Rate of Shipping fees (Rs.) | Amount of Shipping fees in (Rs.) |
|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | | | | | | | |
| Total | | | | | | | |

Received the sum of Rs.

I hereby declare that the particulars entered above are true and correct

Duly authorised to act on behalf of

**APPENDIX IV**

**TAMIL NADU MARITIME BOARD**

**GOVERNMENT OF TAMIL NADU**

**APPLICATION TO IMPORT**

[*See* Regulations 46 (2)]

To Port

Sir,

Please pass the under mentioned goods landed ex-steamer ……Arrived from the Port of ……

| Name of the Agent, Importer or consignee | Number of packages / quantity of cargo | Marks and numbers on packages | Description and contents of each package | Weight or measurement of packages | In Metric Tonnes |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| | | | | | |
| | | | | Total | |

Received the sum of Rs. I hereby declare that the particulars entered above are true and correct

Duly authorised to act on behalf of

**APPENDIX - V**

SCALE OF RATES FOR THE COLLECTION OF VARIOUS FEES UNDER TAMIL NADU MARITIME BOARD ACT,1995

(TAMIL NADU ACT 4 OF 1996) AS PER G.O.Ms.No.226 and 227, HIGHWAYS AND MINOR PORTS (HN2) DEPARTMENT,

DATED 24.09.2008

SECTION – I

[*See* Regulations 46(5)]

SCALE OF LANDING AND SHIPPING CHARGES

| Sl. No. | Classifi cation of cargo | Unit | Revised rates as on 01.04.2014. |
|---|---|---|---|
| | A. PETROLEUM PRODUCTS / PETRO CHEMICALS | | |
| **1** | **Crude Oil** | Ton | 72.00 |
| **2** | **Liquid Petroleum products** | | |
| | i Lubricating Oil ( fuel oil) | Ton | 72.00 |
| | ii Naptha | Ton | 72.00 |
| | iii Petrol | Ton | 72.00 |
| | iv HSD | Ton | 72.00 |
| | v Caustic Lye | Ton | 72.00 |
| | vi LSHS | Ton | 72.00 |
| | vii Kerosene | Ton | 72.00 |
| | viii Furnace Oil | Ton | 72.00 |
| | ix Other Liquid Petroleum products | Ton | 72.00 |
| **3** | **Liquid Petroleum derivatives** | | |
| | i Butadiene | Ton | 72.00 |
| | ii Butene | Ton | 72.00 |
| | iii VCM | Ton | 72.00 |
| | iv PVC | Ton | 72.00 |
| | v EDC | Ton | 72.00 |
| | vi Paraxylene | Ton | 72.00 |
| | vii Propylene and Polypropylene | Ton | 72.00 |
| | viii Ethylene / Trichloro Ethylene | Ton | 72.00 |
| | ix Other Liquid Petroleum derivatives | Ton | 72.00 |
| **4** | **Liquefi ed Gas** | | |
| | i LPG | Ton | 72.00 |
| | ii LNG | Ton | 72.00 |
| **5** | **Solid Petroleum Products and derivatives** | | |
| | i Asphalt, Bitumen and Coal tar | Ton | 72.00 |
| | ii Pet Coke | Ton | 72.00 |
| | iii Other Solid petroleum products and derivatives | Ton | 72.00 |



| Sl. No. | Classifi cation of cargo | Unit | Revised rates as on 01.04.2014. |
|---|---|---|---|
| B. | ORGANIC CHEMICALS | | |
| 1 | Solid Chemicals | | |
| i | Chemical Salt including processed edible salt, vacuum salt, iodised salt and Gypsum | Ton | 72.00 |
| ii | Soda Ash and Caustic Soda | Ton | 72.00 |
| iii | Unprocessed salt and unprocessed Gypsum | Ton | 72.00 |
| | All other solid chemicals which are not petroleum products or petroleum derivatives | Ton | 72.00 |
| 2 | Liquid Chemicals | | |
| i | Liquid Ammonia | Ton | 72.00 |
| ii | Phosphoric acid | Ton | 72.00 |
| iii | All other Liquid chemicals which are not petroleum products or petroleum derivatives | Ton | 72.00 |
| C. | FOOD GRAINS AND FOOD PRODUCTS | Ton | 72.00 |
| 1 | Food Grains and food pulses | Ton | 72.00 |
| 2 | Fruits - fresh and dry of all sorts including dates | Ton | 72.00 |
| 3 | Seeds of all sorts including castor, cotton, groundnut (decorticated or otherwise) | Ton | 72.00 |
| 4 | Fish | | |
| 5 | Onion | | |
| 6 | Edible Oil ( Bulk) | Ton | 72.00 |
| 7 | Edible Oil ( Packed) | Ton | 72.00 |
| 8 | Sugar | Ton | 72.00 |
| 9 | Molasses | Ton | 72.00 |
| 10 | All other food grains and food products | Ton | 158.40 |
| D. | IRON AND STEEL AND OTHER METALS | Ton | 72.00 |
| 1 | Sponge iron, Pig iron and hard briquetted iron | | |
| 2 | Hot rolled and cold rolled coils | Ton | 72.00 |
| 3 | Iron slabs, pipes, plates, sheets, wires, cables, etc., | Ton | 72.00 |
| 4 | Empty drums and barrels | | |

| | | | | |
|---|---|---|---|---|
| 5 | Scrap | | | |
| i | Mill scrap | | | |
| ii | Scrap vessel | | | |
| iii | Other scrap | | | |
| 6 | All other iron and steel products and other metals | | | |
| E. | MINERALS | | | |
| 1 | Iron Ore including fi nes | Ton | | |
| 2 | Copper ore including fi nes | | | |
| 3 | Bauxite including calsined Bauxite | | | |
| 4 | Bentonite and clay in lumps / powder | | | |
| 5 | Coal and coke | | | |
| 6 | Lignite | | | |
| 7 | Limestone | | | |
| 8 | Rock Phosphate | | | |
| 9 | Sulphur | | | |
| 10 | Sand (Other than ballast) | Ton | | |
| 11 | Fluorspar | | | |
| 12 | Valuable stones like marble granite, etc including mosaic and glazed tiles | | | |
| 13 | Other stones used for construction including stone chips | Ton | | |
| 14 | All other minerals | | | |
| F. | MACHINERY AND PARTS | Ton | | 28.80 |
| 1 | Machineries / Equipments | LDT | | 72.00 |
| 2 | Spares and Tools | Ton | | 72.00 |
| G | Containers | | | |
| i | 20 feet loaded | Ton | | 72.00 |
| ii | 20 feet empty | | | |
| iii | 40 feet loaded | | 36.00 | |
| iv | 40 feet empty | | | |
| H. | OTHER DRY CARGO | Ton | | 36.00 |
| 1 | Fertilizers of all types | Ton | | 28.80 |
| 2 | Cement and Clinker | | | |
| 3 | Animal feed | | | |
| i | Oil cakes and de-oiled extractions | | | |
| ii | All other animal feed | | | |
| I. | AUTOMOBILES AND SPARES | | | |
| 1 | Two / Three Wheelers | | | |
| 2 | Light Motor Vehicles | | | |
| 3 | Heavy Motor Vehicles | | | |
| 4 | Automobile spares | | | |
| J. | ELECTRICALS&ELECTRONICS | | | |
| 1 | Television sets | | | |
| 2 | Computers / Laptops | | | |
| 3 | Electrical goods | | | |
| 4 | Electronic spares | | | |
| 5 | Others | Ton | | 36.00 |
| K. | MISCELLANEOUS | Ton | | 28.80 |
| 1 | Animal | Ton | | 36.00 |
| i | Goat and sheep | Ton | | 36.00 |
| ii | Cows, Bullocks and buffaloes | | | |
| iii | All other animals | | 21.60 | |
| 2 | Coir and jute-Yarn, ropes and other products | Ton | 43.20 | |
| 3 | Raw cotton | | | |
| 4 | Textiles | Ton | | 57.60 |
| 5 | Wood and Timber | | | |
| 6 | Wool including goat hair and its products | | 21.60 | |



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| Sl. No. | Classifi cation of cargo | Unit | Revised rates as on 01.04.2014. |
|---|---|---|---|

| | | | |
|---|---|---|---|
| 7 | All other (Un-enumerated) goods | Ton | 57.60 |

**SECTION - II**

**RATES FOR CONTAINERS AT GREENFIELD PORTS**

| Sl. No | CLASSIFICATION OF CONTAINERS | UNIT | RATE CHARGEABLE IN RUPEES | | |
|---|---|---|---|---|---|
| | | | Description of Concessional Rates | | Unit Full Rates |
| | | | Option-1 | Option-2 | Revised rates as on 01.04.2014 |
| | | | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 |
| (i) | 20 feet loaded | Each | 496.80 | 172.80 | 1036.80 |
| (ii) | 20 feet empty | Each | 124.80 | 43.20 | 259.20 |
| (iii) | 40 feet loaded | Each | 746.40 | 259.20 | 1555.20 |
| (iv) | 40 feet empty | Each | 187.20 | 64.80 | 388.80 |

1. The rates under option 1 or 2 for handling containers are applicable only to the Greenfi eld ports that are being developed in a special nature with larger investments.

2. The rate is applicable also to the Green fi eld Captive ports that are permitted to handle commercial cargo.

3. The rates are applicable for the container cargo considering the special nature and higher investment in the development, operation and maintenance of container terminals.

4. All the above rates are subject to escalation by 20 per cent at the end of every 3 (three) years.

5. The rates under option-1 are applicable for the entire period of 30 years.

6. The rates under option 2 is applicable only for a period of 15 (fi fteen) years after which the developer has to pay the full Scale of rates to Tamil Nadu Maritime Board.

7. The rates applicable for a period of 15 (fi fteen) or 30 (thirty) years as opted by the Port developer, keeping in line the trend and general norms of the industrial payback period and to allow the Developer / Captive user to compete with the Industrial competitiveness in the initial period of the project.

**SECTION - III**

LAUNCHING FEE FOR NEW BUILD FLOTILLA CRAFTS

The Launching fees for new build fl otilla crafts shall be levied at the following rates:

| | | |
|---|---|---|
| 1 | Tug/Launch | |
| | (i) Upto 500 Break Horse Power Rs.1,44,000 | Per vessel |
| | (ii) Above 500 Break Horse Power Rs.28,800 subject to a minimum of | Per 100 Break Horse Power or part thereof Rs. 1,44,000 |
| 2 | Dumb Barges Rs.144 subject to a minimum of | Per Gross Registered Tonnage Rs.1,44,000 |
| 3 | Self propelled barges Rs.144 subject to a minimum of | Per Gross Registered Tonnage Rs.7,20,000 |
| 4 | Fishing vessels / Trawlers | |
| | (i) Upto 100 Gross Registered Tonnage Rs.36,000 | Per vessel |
| | (ii) Above 100 Gross Registered Tonnage Rs.72,000 | Per vessel |
| 5 | Sailing vessels Rs.144 subject to a minimum of | Per Gross Registered Tonnage Rs.72,000 |
| 6 | Other vessels subject to a minimum of | Per Gross Registered Tonnage Rs.144 Rs.14,40,000 |

**SECTION – IV**

PASSENGER EMBARKING AND DISEMBARKING FEE

Revised rates as on 01.04.2014

| | |
|---|---|
| Per adult | Rs.28.80 |
| Per child below 12 years of age | Rs.14.40 |
| Below three years of age | No Fee |

**SECTION – V**

SHED RENT

1. Godown or Shed Rent

| Details | Per Month or Part thereof (Rate per 10 square meter in Rupees) | Per Half Year or Part thereof (Rate per 10 square meter in Rupees) | Minimum charges (in Rupees) |
|---|---|---|---|
| (1) | (2) | (3) | (4) |
| | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 |
| Reinforced Cement Concrete Roof Shed | 288.00 | 1440.00 | |
| Asbestos Sheet Shed | 216.00 | 1152.00 | |
| Platform 115.20 | 576.00 | 288.00 | |

II. For passenger luggage

| | |
|---|---|
| Revised rates as on 01.04.2014 | |
| 24 hours from the time of landing is free. | Free |
| For the fi rst 10 days including free period | Rs.7.20/- per Package per day |
| For the next 5days after 10 days including free period | Rs.12.00/- per Package per day |
| For the next 5days after 15 days including free period | Rs.14.40/- per Package per day |
| For beyond 20 days including free period | Rs.21.60/- per Package per day |

III. For Vehicles

| | |
|---|---|
| Revised rates as on 01.04.2014 | |
| Two wheelers | Rs.14.40/- |
| Light Motor Vehicles | Rs.28.80/- |
| Heavy Motor Vehicles | Rs.72/- |

Explanation: (1) Day shall be reckoned as 24 hours of storage

(2) The landing time shall be reckoned from the time the last passenger enters in to the customs examination shed.

(3) The passenger luggage and other packages shall be stored in the Port Godowns which are in the custody of Customs Department and the Tamil Nadu Maritime Board shall not accept any responsibility for the safe custody of the luggage and other packages.

(4) The vehicles shall be stored only in the open ground.

**SECTION VI**

GROUND RENT ON LAND FOR MARINE PURPOSES

I. Revised Scale of rates of rents on lands within port limits in the Tamil Nadu State for Marine Purposes for a period of less than one year

| Serial Number | District | Port | For space occupied for cargo stacking or repairs, fi sh curing, drying of fi shing nets and storage of fi sh (Rate per 10 square meters or part thereof per week or part thereof) | For any other marine purposes before shipment or after landing or vessels under construction |
|---|---|---|---|---|
| (1) | (2) | | (3) | Revised rates as on 01.04.2014 |
| 1. | Thiruvallur | Kattupalli | | |
| 2. | Thiruvallur | Ennore Minor Port | | |
| 3. | Cuddalore | Cuddalore | | |
| 4. | Cuddalore | Thiruchopuram | | |
| 5. | Cuddalore | Silambimangalam Shipyard Port | | |
| 6. | Nagapattinam | Thirukkadaiyur | | |
| 7. | Nagapattinam | Nagapattinam | | |
| 8. | Nagapattinam | Thirukkuvalai | | Rs.7.20/ (Rupees Seven and |
| 9. | Ramanathapuram | Pamban paise Twenty Only). | | (Rupees Fourteen and |
| 10. | Ramanathapuram | Rameswaram | | paise Forty only) |
| 11. | Ramanathapuram | Valinokkam | | |
| 12. | Thoothukudi | Punnakayal | | |
| 13. | Thoothukudi | Manappad | | |
| 14. | Thirunelveli | Koodankulam | | |
| 15. | Kanyakumari | Kanyakumari | | |
| 16. | Kanyakumari | Colachel | | |

**Rent for the space occupied by Cargo stacked before shipment or after landing in the port land shall be collected as follows: -** (1) First three days free of charge.

(2) The ground rent will be levied according to the above scale of rates in column (4) of the Table upto one week including free days.

(3) The ground rent will be Rs.14.40/-, if the cargo is kept from beyond one week to commencement of third week. (4) The ground rent will be Rs.21.60/-, if the cargo is kept from beyond second week to the commencement of fourth week. (5) The Port authority may levy rent as it deems fi t and appropriate but not less than Rs.28.80/- from fourth week onwards till the cargo is completely cleared from the Port.

**II. REVISED SCALE OF RATES FOR USING THE LAND LICENCED WITHIN AND OUTSIDE THE PORT LIMITS FOR VARIOUS PURPOSES.**

| | Revised rates as on 01.04.2014 |
|---|---|
| | Rate of rent to be charged on land of 10 square meters |
| | Rate of rent to be charged on land per acre or part thereof |

**III. REVISED SCALE OF RATES FOR USING THE WATER FRONT LICENCED WITHIN AND OUTSIDE THE PORT LIMITS**

| | |
|---|---|
| Rate of rent to be charged on water-front length of 100 meters or part thereof per annum or part thereof | Rs.34,560/- (Rupees Thirty four thousand five hundred and sixty only) |
| Rate for sea weed cultivation like Red Marine Sea Weed, Carrageenan, Hypnea, Eucheuma etc. per Raft per annum | Rs.21.60 (Rupees twenty one and paise sixty only) |

**SECTION VIII**

**VEHICLE ENTRY FEE**

**Fee for the entry of vehicles into the premises of the ports under the control of Tamil Nadu Maritime Board.**

I. The vehicles plying within the port area for the transport of passengers and or cargo shall be licensed by the port offi cer, after collecting the annual licence fee at the rates specifi ed below.

| | Revised rates as on 01.04.2014 |
|---|---|
| Lorry or Tractor | Rs.1440 |
| Taxi | Rs.1080 |
| Hackney Carriage | Rs. 720 |
| Bullock Cart | Rs. 360 |
| Hand Cart | Rs. 216 |

Rs.360/- (Rupees Three Hundred and sixty only) or part thereof per an

II. Vehicles which are not licensed as above also may be permitted to enter the wharf area on payment for at the following rates, namely:-

Rs.1152/- (Rupees One thousand one hundred and per annum for salt p

| | Revised rates as on 01.04.2014 |
|---|---|
| Lorry or Tractor | Rs. 21.60/- per trip |
| Taxi | Rs. 14.40/- per trip |

**FOR VARIOUS PURPOSES.**

Revised rates as on 01.04.2014

| | |
|---|---|
| Hackney Carriage | Rs. 14.40/- per trip |
| Bullock Cart | Rs. 7.20/- per trip |
| Hand Cart | Rs. 7.20/- per trip |



III. No fee shall be collected for vehicles (Lorry or Tractor) entering into the port solely for the purpose of weighment in the port weighbridge.

**SECTION VIII**

**WEIGHBRIDGE FEES**

**NAGAPATTINAM PORT:**

| | **Rate for each weighment** Revised rates as on 01.04.2014 |
|---|---|
| Weighment of vehicles laden with cargo | Rs.36.00/- |
| Weighment of empty vehicles | Rs.21.60/- |
| Weighment of cargo alone | Rs.14.40/- |

**SECTION – IX**

**Charges for the goods wagon entering port limits:**

A fee of Rs.144/- (Rupees One hundred and forty four only) per wagon shall be collected from the parties using the Railway sidings in the port area for loading and unloading.

**SECTION X**

**Rates for supply of fresh water to ships or vessels.**

When fresh water is supplied by private boats, the rate chargeable is Rs.14.40/- (Rupees Fourteen and paise forty only) per metric tonne.

**SECTION – XI**

**Rates for using the slipway at Nagapattinam**

Hire charges per day: Revised Rate: Rs.576/- (Rupees Five hundred and Seventy six only)

**SECTION XII**

**Licence fee for construction of Jetties, Piers, Quays, Wharves or any other Marine Structure.**

Cargo jetties, moorings, piers, pipelines etc.-

Revised rate – Rs.14,400/- per annum (Rupees fourteen thousand and four hundred only)

**SECTION XIII**

**Fee for issue of Private Pilot Licence**

For issuing of private pilot licence for piloting the vessels in the Minor port under the control of Tamil Nadu Maritime board

Revised rate – Rs.7200/- (Rupees seven thousand two hundred only)

**SECTION XIV**

**MERCHANT OVERTIME FEES**

**Rates of overtime fees for collection from Merchants.**

| Category of Offi cers | 0600 to 2000 Hours Revised rates as on 01.04.2014 | 2000 to 0600 Hours Revised rates as on 01.04.2014 |
|---|---|---|
| Administrative offi cer, Superintendent, Port Conservator,Junior Engineer (Electrical / Mechanical) | 86.40<br>144.00 | 115.20<br>172.80 |
| | **(In Rupees)** | |
| | Fee per hour or part thereof on | Fee per hour or part thereof on |
| Assistant, Junior Assistant, Assistant Port Conservator, Typist, VHF Operator | 57.60<br>100.80 | 72.00<br>129.60 |
| Offi ce Assistants, Watchman, Assistant Light keeper, Wireman | 43.20<br>72.00 | 57.60<br>86.40 |

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**PORT DUES**

| Name of the Port | District | Charge-able | Dues how often Rate of port dues Classes of vessels respect of the vessel |
|---|---|---|---|
| (1) | | (2) | Revised rates as on 01.04.2014 |
| 1. Kattupalli<br>2. Ennore Minor Port<br>3.Mugaiyur<br>4.Cuddalore<br>5. Thiruchopuram<br>6. Silambimangalam Shipyard<br>7. Parangipettai<br>8. PY-03 Oil Field<br>9. Kaveri<br>10.Vanagiri<br>11 Thirukkadaiyur<br>12 Nagapattinam<br>13 Thirukkuvalai<br>14. Pamban<br>15. Rameswaram<br>16. Valinokkam | Thiruvallur<br>Kancheepuram<br>Cuddalore<br>Nagapattinam<br>Ramanathapuram | Vessels<br>Name of the Port<br>(1)<br>1. Kattupalli<br>2. Ennore Minor Port<br>3.Mugaiyur<br>4.Cuddalore<br>5. Thiruchopuram<br>6. Silambimangalam Shipyard<br>7. Parangipettai<br>8. PY-03 Oil Field<br>9. Kaveri<br>10.Vanagiri<br>11 Thirukkadaiyur<br>12 Nagapattinam<br>13 Thirukkuvalai<br>14. Pamban<br>15. Rameswaram<br>16. Valinokkam<br>WORKING DAYS<br>06<br>00<br>to<br>20<br>00<br>Rupees<br>to<br>and<br>06<br>00<br>HOLIDAYS<br>06<br>00<br>to<br>20<br>00<br>Rupees<br>to<br>and<br>06<br>00 | a) Foreign vessels calling at any port - Rupees Eight and sixty fi ve paise on Gross Registered Tonnage<br>Seagoing vessels of 14 Ton and upwards<br>b)Sailing Vessels whether mechanized or not - Payable on Seven and twenty paise on Gross Registered Tonnage the port.<br>c)Coastal vessels calling at any port - Rupees eight sixty five paise on Gross Registered Tonnage |

17. Punnakayal
18. Udangudi
19. Manappad
20. Koodankulam
21.Kanniyakumari
22. Colachel

**I. PILOTAGE FEES AT PAMBAN PORT**

1. Revised rate- Rs.14.4/- (Rupees Fourteen only) for every cubic metre or part thereof for all Sailing Vessels.

2. Revised rate - Rs. 28.8/- (Rupees Twenty eight only) for every cubic metre or part thereof for all Mechanized vessels.

**II. Examination fee for issuing of Certifi cate of Competency for Engine Driver / Serang**

For Serang : Revised rate-Rs. 720/- (Rupees Seven hundred twenty only)

For Driver : Revised rate-Rs. 720/- (Rupees Seven hundred twenty only)

For the staff of Tamil Nadu Maritime Board no examination fee will be levied

**III. BAR CHANNEL FEES**

A sum of Rs.14.4/- (Rupees fourteen and forty paise only) shall be leviable as 'BAR CHANNEL FEE' per day per vessel, which enters the channel from seawards and or proceeding to sea from the channel at the ports of Cuddalore and Nagapattinam.

Provided that for vessels registered under the Tamilnadu Minor Ports Harbour Crafts Rules, 1953 and are regularly employed in the lighterage work at these ports between ship and shore, a quarterly or monthly licence shall be issued instead of the daily levy of the "Bar Channel Fee" at a concessional rate of Rs.720 /- (Rupees seven hundred and twenty only) for a quarter, and Rs.288/- (Rupees two hundred and eighty eight only) for a month, at the request of the owner or Master or Tindal of the vessel.

The fee for the channel pass shall be paid in advance.

Thoothukudi
Thirunelveli
Kanniyakumari

**Explanation**

1) "A day" means twenty four hours from 6.00 a.m.

2) "Quarter" means three calendar months ending with 31st March, 30th June, 30th September and 31st December of the year.

The date of commencement may be at any date in the quarters.

3) "Month" means from the date of issue in a calendar month up to but not inclusive of the same date in the next calendar month.

**Conditions**

(1) All vessels which enter the channel from seaward and those proceeding to sea from the channel shall pay the "**BAR CHANNEL FEE**" prescribed by the Government from time to time. The payment shall be made not later than a week from the date of sailing of a vessel.

(2) Harbour Crafts employed in the lighterage traffi c at the port shall pay the "**BAR CHANNEL FEE"** collectively through the shippers or the agents who employ the Harbour crafts. The shippers or the agents shall in such case produce a list of harbour crafts employed in Lighterage work for each ship on a particular day with purpose of such engagement (viz., to carry cargo, to transport passengers to Transport labourers etc.,) duly certifi ed by the Master of the Ship concerned.

(3) The Tindal or the Master of the vessel is generally responsible for the payment of the Bar Channel fee within the time prescribed.

(4) Harbour Craft engaged in lighterage work which leaves the channel on a particular day and could not re-enter the channel on the same day, due to stress or weather or due to any other natural cause, if she re-enters on the next day shall be liable to pay bar channel fee for one day only, provided the offi cer-in-charge of the Port certifi es to that effect.

**ANCHORAGE FEES**

The Anchorage fees payable in respect of vessels arriving in the port limits of Tamil Nadu Maritime Board and remaining on its own anchor per day or part thereof after the fi rst thirty days shall be payable as follows:

| **Description of vessels at anchorage** | **Anchorage fees in Rs. per day or part thereof Minimum charges in Rate per GRT ***** Revised rates as on 01.04.2014 Revised rates as on 01.04.2014 |
|---|---|
| Vessels upto 500 GRT | 0.72 |
| Vessels above 500 GRT | 0.72 |

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

**Terms and conditions:**

1. The anchorage fees shall be payable in advance before the vessels avail of the facilities for which such charges are payable.

In case of overstay, beyond stipulated / declared period, subsequent payments shall be made in advance before expiry of the stipulated / declared period.

2. The period of charging anchorage fees at the anchorage shall be as per the period of occupancy.

**V. BERTHING FEES**

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The following rates of fees shall be levied on the vessels berthing alongside the wharves, jetties or piers at the ports under the control of Tamil Nadu Maritime Board.

**A. CRAFTS USED FOR LIGHTERAGE AND TOWING OPERATIONS**

| | | |
|---|---|---|
| Sailing Vessels, Harbour crafts & fishing vessels | Vessels of overall length upto 10 metres | Rs.14.40 |
| | Vessels of overall length of 10 metres and upto 15 metres | Rs.28.80 |
| | Vessels of overall length of 15 metres and upto 25 metres | Rs.43.20 |
| | Vessels of overall length of 25 metres and above | Rs.57.60 |



**B. CRAFTS BERTHED FOR OTHER USES (NOT RELATED TO CARGO / PASSENGER OPERATION)**

| | Sailing Vessels, Harbour crafts and Fishing vessels Revised rates as on 01.04.2014 |
|---|---|
| | Mechanised vessels Revised rates as on 01.04.2014 |
| All Crafts | Rs.720 |

**Explanation:**

1) These rates are leviable per day or part thereof.

2) "Day" means 24 hours from 06.00 A.M.

3) Harbour crafts engaged in lighterage work shall be required to pay the Berthing Fees only for the days on which they are employed in the lighterage work. No fees shall be leviable on other days irrespective of the fact whether the said crafts may be berthed alongside wharves ".

**HARBOUR CRAFT FEES**

(In Rupees)

| Sl. No. | Description | Harbour Craft other than canoes and shoe dhonies Revised rates as on 01.04.2014 | Canoes and shoe Catamarans plying dhonies Revised rates as on 01.04.2014 |
|---|---|---|---|
| 1. | For Survey, Measurement and Registration at the time of Issue of licence for the fi rst Time or after construction. | 720 | 432 |
| 2. | For special Inspection or Survey on each occasion when a Harbour Craft is found unsea Worthy and each Annual Inspection | 288 | 144 |
| 3. | For Re-measurement and survey of Harbour Craft on account of changes in Measurements or capacity | 432 | 144 |
| 4. | For Registration and issue of Licence on account of change of ownership or change in capacity | 288 | 144 |
| 5. | For issue of Duplicate copy of Licence | 144 | 72 |

| | | | |
|---|---|---|---|
| 6. Tindal | For Endorsing Change of 144 | 72 | 72 |

Provided that no fee shall be levied for amending a licence or register.

Provided further that Annual Inspection fee is leviable only for the year in which the vessel is licensed to ply.

**Note: - 1)** Proposed rates wef 01.04.2014 has been calculated as

i) 20% hike to 01.04.2011 (or)

ii) 20% hike on cumulative basis from 01.04.2008, whichever is higher.

**2)** The rate has been rounded to the multiple of 0.05 to the next higher value.

RAJEEV RANJAN,

*Additional Chief Secretary to Government.*

**APPENDIX - VI**

**[*See* Regulations 51]**

# GOVERNMENT OF TAMIL NADU

# TAMIL NADU MARITIME BOARD

# PORT OFFICE

**PAMBAN**

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**PROCEDURAL SYSTEM TO BE FOLLOWED FOR SUBMITTING REQUISITION PROPOSAL TO THE PORT CONSERVATOR, PORT OFFICE, PAMBAN FOR ISSUING OF PERMISSION FOR**

**TRANSITTING VESSELS THROUGH PAMBAN PASS**

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**Port Offi ce,**
**Pamban – 623 521**
**E-mail: (Rameswaram Port) – rameswaramport@gmail.com**
**Phone No. 04573 231422**

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**REQUISITION LETTER**

Date:

Place: Pamban.

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Sir,

Sub : (Vessel)---------- Port of Registry ---- Passing Pamban Pass (Channel) –

*******

I _____ _____ under my command with tow barge _____ arrived Pamban on _____.

We intend to Pass Pamban Channel from North to South / South to North on ----------. We planned to engage _____ Nos. of Mechanised Fishing boats for assistance during the transit with my/our own risk and responsibility.

As Master/Owners representative, I take my/our own risk and responsibility for any incident/accident including third party damages and the consequences arising out if any during the transit of Pamban Pass (within Pamban Ports Limits) and indemnify the TNMB offi cials and Pamban Port in respect of any claim against the latter by reason of any damage, whatsoever may cause either directly or indirectly to third party.

Owners/Agents Representative.

2.1. Pamban Pass:-
Maximum Width of Channel at the Rail Bridge = 65 metres.

Maximum Height of the Road Bridge from MSL = 16 metres.

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mitations:-

1. Maximum Length of the Self-Propelled Vessel – 70 metres.

2. Minimum Speed of the Self Propelled Vessel – 6.0 knots.

3. Maximum Breadth of any vessel – 25 metres.

4. Maximum Length of Dumb Barges (without cargo) – 60 metres 5. Maximum Length of Dumb Barge (with Cargo) – 50 metres.

6. Minimum Speed of Towing vessel with tow (whether load or empty) – 4.0 knots.

7. Maximum Draft of any vessel – 2.3 metres.

8. Maximum Air Draft (height from Sea level to top of cargo) of a dumb (with or without cargo) – 7 metres subject to ---- stowage of cargo on deck.

*Note :* incase of special cases, the application shall be submitted to Tamil Nadu Maritime Board, Chennai well in advance for scrutiny and further process.



**3. MINIMUM REQUIREMENTS FOR TRANSITING PAMBAN CHANNEL**

1. Vessel shall have equipped with two classed anchors .Each anchor shall be fi tted with its own chain or wire cable, and be capable of being released, and raised by means of a windlass or capstain.

2. Vessel shall have GPS.

3. Vessel shall have Pamban Channel Navigational Chart (Indian): 3016 and 317 4. Master shall have a fair knowledge or previous experience in Pamban Channel Transit.

5. Vessel shall be able to anchor more than 3.0nm from Pamban Rail Bridge as well as from Pamban Light House (if arriving from East Coast of India). Master should be aware of tidal conditions and anchor at safe distance, safe position and well clear of Railway and Highway bridges, infrastructures, buoys, fi shing markings etc.

6. Vessel shall be able to anchor at 1.5nm from Single Tivu Island as well as from Rameswaram Island (if arriving from West Coast of India).Master should be aware of tidal conditions and anchor at safe distance, safe position and well clear of Railway and Highway bridges, infrastructures, buoys fi shing markings etc.

7. In case of dragging of anchors, the vessel shall take all available means, capable to maneuver to use their engines to move more than 5nm from the limit. Vessel shall have the adequate cable strength and wait until the clearance received from the Railway authority for the opening of Railway bridge gate.

8. Vessels shall arrive with suffi cient bunkers, fresh water, provisions since replenishment facilities are not available at Pamban. 9. Vessels shall keep the engines in readiness at all times, additional wires and ropes of suffi cient length and capacity as per the approved towing plan to take necessary, preventive, alternate passage plan measures to fulfi ll the voyage intended for.

**4. INFORMATION OF THE PAMBAN PASS**

Yours faithfully,

Master (Name & Certifi ca

**Pamban Pass is meant only transiting canal passage and not for purpose of seeking shelter anchorage. All vessels intend to Pamban transit Passage shall be prepared, maintained sea worthy condition always and be extra cautious till departure from the Pamban transit limit.**

**2. DETAILING OF PAMBAN PASS AND LIMITATIONS**

1) All Vessels / Crafts shall transit with Masters/Owners and/or operator's total risk and responsibility during the Pamban Channel transit. Pilot on board services is for assisting the master by appraising local conditions and for guidance only. The responsibility of the whole transit lies with the Master.

2) Pamban Channel transit is suit only for Fair Weather conditions. The Port authorities/Tamil Nadu Maritime Board shall not take any responsibility in case of any delay during the whole transit of the channel.

3. Pamban Channel transit shall be allowed only during daylight hours and in working days only, subject to clearance received from Southern Railways. All Vessels shall report to Pamban Port with 48 hours Prior arrival notice.

**5. INSTRUCTIONS ISSUED TO VESSEL OWNER/ AGENT/MASTER**

1. Every vessel north bound or south bound, intending to transit the Pamban Channel (Pass) or awaiting at the anchorage for Railway gate clearance shall have a shipping agent.

2. The Shipping agent/owners and/or operators shall have valid registered license in any major Ports, operating as Shipping agent at least minimum of three years and have tie up with the registered/ Class approved Salvage organization in case of situation warranted.

3. The Master/owners and /or operators/ Agent/ shall ensure compliance of all applicable rules and regulations, guidelines, DG circulars, Merchant shipping act as well as TNMB act and to ensure the safety and security of voyage intended for.

4. When on Canal or at its anchorage area or Roads, any vessel or fl oating units of any description is responsible for any damage and consequential loss it may cause either directly or indirectly to herself or to government/private properties or personnel or to third party and set right the same by themselves.

5. In pursuance of the Clause.4, the vessels or fl oating units owners and/or operators shall be responsible without option to release themselves from responsibility by limited liability.

6. The words (Owners and/or Operators), shall be considered to mean person/persons or corporate body responsible for the vessel at the time of navigational accident or incident.

7. Moreover, the vessel guarantees to indemnify the TNMB offi cials and Pamban Port in respect of any claim against the latter by reason of any damage, whatsoever she may cause either directly or indirectly to third party.

8. The Master, the Owner and/or Operators of vessel shall be liable to indemnify for any damage that may occur from pollution directly or indirectly to the environment and shall pay all expenses incurred for its removal, cleaning costs and all costs and compensation for any damage to the environment.

9. If for any reason a leakage of any polluting material from a vessel, the Master, the Owners and/or Operators of the vessel shall be liable to indemnify any damage that may occur from the pollution directly or indirectly to the environment and shall pay all expenses incurred for its removal and compensations. Moreover, the vessel shall pay for all claims regarding cleaning costs and all environmental economic losses caused from the pollution.

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**6. DETAILS OF DOCUMENT TO BE PRODUCED**

1, All the vessels shall arrive with necessary Statutory Certifi cates in Original at Pamban, not limited to, a) Single voyage or Towage permission issued by IRS/MMD or competent authority.

b) Valid insurance coverage for the voyage with Salvage/Wreck removal clause, Third Party damages, Own damage including Crew injuries and casualties, Oil Pollution coverage etc., from IRDA approved institutions.

c) Certifi cate of Registry.

d) Port Clearance.

e) Statutory Manning of the Craft with Crew List.

f) Demand Draft for applicable Pilotage fees as prescribed by TNMB from time to time along with service taxes payable to TNMB at Pamban Port and drawn in favour of "TAMIL NADU MARITIME BOARD" payable at Rameswaram.

**7. PRE ARRIVAL NOTIFICATION**

**FORM A**

All Vessels shall arrive Pamban Pass anchorage with 48 hours Prior arrival notice. The Port Conservator, Pamban shall obtain the following information from the Shipping agent/owners and/or operators duly singed by them. The Pre arrival notifi cation shall be updated prior 24hrs and upon arrival. Further any deviations, activities if any till departure should be reported to the concerned authority.

| | |
|---|---|
| Name of the Vessel | : |
| Call Sign | : |
| IMO NO/ID NO | : |
| Port of Registry | : |
| Maritime Board | : |
| IV Class /Class | : |
| Type | : |
| Type of Main Engine | : |
| BHP | : |
| Name of the Master | : |
| COC/CDC/PP NO | : |
| Number of Crew (Attach the list with ID) | : |
| Name and full style of Owners and or Operators with Contact Details | : |
| Name and full style of Shipping Agent with Contact Details | : |
| Date of Issue and validity of Voyage/Towage permission | : |
| Port of Origin as per Voyage/Towage Permission | : |
| Port of Destination as per Voyage/Towage Permission | : |
| Name of Issuing authority with address and Contact Details | : |
| Port Clearance Issued on | : |
| Port of Origin as per PC | : |
| Port of Destination as per PC | : |
| Statutory Manning of the Craft | : |
| Details of Statutory Certifi cates if applicable | : |
| Name of Insurance Company/ Valid insurance coverage | : |

(Valid insurance coverage for the voyage with Salvage/Wreck removal clause, Third Party damages, Own damage including Crew injuries and causalities, Oil Pollution coverage etc., from IRDA approved institutions)



**PRE ARRIVAL NOTIFICATION**

**FORM B**

*tional Chief Secretary /Vice Chairman and Chief Executive Offi cer.*



1. Maximum Length of the Self-Propelled Vessel – metres.

2. Minimum Speed of the Self Propelled Vessel – knots.

3. Maximum Breadth of the any vessel – metres.

4. Maximum Length of Dumb Barges (Without cargo) – metres

5. Maximum Length of Dumb Barge (with Cargo) – metres.

6. Minimum Speed of Towing vessel with tow (Whether load or empty) – knots.

7. Maximum Draft of any vessel – metres.

8. Maximum Air Draft (height from Sea level to top of cargo) of a dumb (with or without cargo) – metres

9. Any Special Case, if any,

10. Any deviations, activities if any, till departure:

**8. OWNER'S/OPERATOR'S/AGENT 'S /MASTER'S DECLARATION ON PRE ARRIVAL NOTIFICATION.**

I ---------- hereby declare that all the above statements given as above are true to the best of my knowledge. Further, I will acknowledge and comply with the instructions as mentioned above.

Owners/Agents Representative.

Yours faithfully,

Master

(Name & Certifi cate No.)

**9. REPORT OF PORT CONSERVATOR ON THE REQUISITION PROPOSAL SUBMITTED BY THE VESSEL OWNER/AGENT/ MASTER (TO BE FILLED UP BY THE PORT CONSERVATOR AND SUBMITTED TO PORT OFFICER FOR APPROVAL)**

SIGNATURE OF PORT CONSERVATOR

(NAME IN BLOCK LETTER) WITH OFFICE SEAL

Chennai-600 028,

21st July 2017

NIRANJAN MARDI,

*A d d i*