

①

No.SR 14020/5/2009-MG/CS-Vol.VII
Government of India
Ministry of Shipping

Dated: 02nd September, 2015

GENERAL ORDER

Subject: Relaxation of cabotage restriction for special vessels such as RO-RO, Hybrid RO-RO, RO Pure Car Carriers, Pure Car and Truck Carriers, LNG vessels and Over- Dimensional, Cargo or Project Cargo, Carriers - regarding.

.....

In exercise of the authority vested in the Central Government vide section 407(3) of the Merchant Shipping Act, 1958 as amended, it has been decided with the approval of the competent authority, that the provisions of section 407(1) ibid shall not apply to vessels classified in common/trade terminology as Roll-On Roll-Off (RO-RO), Hybrid Roll-On Roll-Off (Hybrid RO-RO), RO-RO-cum-Passenger (Ro-Pax), Pure Car Carriers, Pure Car and Truck Carriers, LNG vessels and Over-Dimensional Cargo or Project Cargo Carriers for a period of five years commencing from the date of issue of this order.

2. The aforesaid relaxation shall be subject to the following conditions namely:

2.1. That such vessels shall comply with the rules, regulations and guidelines issued, from time to time, by the Directorate General of Shipping /Ministry of Shipping, Govt. of India, in respect of maritime safety, security, pollution prevention, wreck removal, salvage, insurance and other requirements, including promoting the deployment of Indian national crew and trainees on board such vessels.

2.2. That such vessels will obtain one time permission from Directorate General of Shipping for operating in Indian Coastal Waters. The Directorate General of Shipping shall grant this permission after obtaining security clearance from Ministry of Home Affairs and Ministry of Defence through Ministry of Shipping for crew and equipment, as is being done for ships being chartered for offshore explorations.

2.3. That Indian law enforcement agencies including Indian Navy, Coast Guard, State Maritime Police and Customs, shall be allowed to board such vessels, any time in the sea, for ascertaining the bonafide credentials of the said vessels/crew.

Yours faithfully,

S. Padmanabhan

(S. Padmanabhan)
Under Secretary to the Government of India
Telefax no. 2331 3959

Dated 07 March, 2016.

GENERAL ORDER

Subject: Relaxation of cabotage restriction for container transshipment port - regarding.

In exercise of the authority vested in the Central Government vide section 407(3) of the Merchant Shipping Act, 1958 as amended, it has been decided with the approval of the competent authority, that the provisions of section 407(1) ibid shall not apply to a container handling port which transships at least 50% of the container traffic handled by the port.

2. The aforesaid cabotage relaxation shall be subject to the following conditions namely:

2.1 That it shall be for EXIM laden and Empty containers only.

2.2 That for the purpose of determining the cargo handled by the container port, only container EXIM cargo (i.e. overseas loaded and overseas unloaded), container transshipment of EXIM and empties handled by all the terminals of that port shall be included.

2.3 That any new or existing container port handling transshipment traffic can apply for the said relaxation to Directorate General of Shipping. Directorate General of Shipping shall grant relaxation for a period of one year for existing port and two years for a new port. Apart from other details, the port shall submit the existing container traffic being handled by the port and the projected transshipment of containers on quarter-wise basis for a period of 1 year (2 years for new ports).

2.4 That the container handling port is able to tranship 50% or more of the cargo handled during the first year, the said relaxation shall continue else it shall be revoked.

2.5 That the new port will have a gestation period of one year and shall have to achieve the stipulated transshipment traffic of at least 50% of the traffic handled in the second year.

2.6 That the container handling port will have to provide monthly container traffic data for monitoring to Directorate General of Shipping and Ministry of Shipping by 5th of the following month in the prescribed format.

- 2.7 That the container handling port whose relaxation is revoked shall not be considered for cabotage relaxation for next three years.
- 2.8 That a risk management system should be developed by the container handling Port for Shipping Companies and Groups that will be allowed to operate.
- 2.9 That 100% radiological scanning of containers passing through ports, whether going to or coming from hinterland and being loaded on to vessels destined for other ports in India, shall take place at transhipped port. As regards other types of scanning, instruction/orders on the subject as issued from time to time by the Government of India may be followed. Further the containers transhipped by port and destined for other Indian ports may be scanned either at port or at the destined ports, in accordance with the applicable regulations of International Ships & Ports Security code requirements and extant Govt instructions.
- 2.10 That Foreign flag vessels should be international safety standard compliant and shall comply with the rules, regulations and guidelines issued, from time to time, by the Directorate General of Shipping /Ministry of Shipping, Govt. of India, in respect of chartering of foreign flag vessels to be operated on the coast of India, maritime safety, security, pollution prevention, wreck removal, salvage, insurance and other requirements, including employment of Indian national crew and trainees on board such vessels.
- 2.11 The container handling port may verify the validity of all applicable statutory certificates issued under various Safety, Security and Pollution Prevention Convention.
- 2.12 That foreign flag vessels shall transport EXIM & Empty containers only from transshipment port to any other port in India and vice versa.
- 2.13 That foreign flags chartered for coastal trade should obtain security clearance by Ministry of Home Affairs (Intelligence Bureau) and Ministry of Defence for crew and equipment respectively as is being done for ships being chartered for offshore explorations;
- 2.14 That Indian law enforcement agencies including Indian Navy, Coast Guard, State Maritime police and customs, shall be allowed to board such vessels, any time in the sea, for ascertaining the bonafide credentials of the said vessels/crew.

S. Padmanabhan

(S. Padmanabhan
Under Secretary to the Government of India
Tele-fax: 2331 395

Government of India
Ministry of Shipping
(MG Section)

Transport Bhawan,
Parliament Street New Delhi

No. SW-17011/2/2016-CT

Dated 08th August, 2016

To,

The Director General,
Directorate General of Shipping,
Jahaz Bhavan, W H Marg,
Mumbai – 400001.

Subject: Extension of permission to foreign flag ships to call at more than one Indian Port under section 407(1) of the Merchant Shipping Act, 1958 for a further period of five years beyond 05.02.2019.

Sir,

I am directed to refer to this Ministry's letter No. SR-11021/1/2009-MG dated 06.02.2009 allowing foreign flag vessels carrying passengers to call at more than one Indian Port for a period of 10 years ie from 06.02.2009 to 05.02.2019. The matter for further extending this period beyond 2019 was examined in the Ministry and it has been decided that this may be further extended by five years beyond 05.02.2019. Accordingly, you may take necessary action to extend the above relaxation upto 05.02.2024 under section 407(1) of Merchant Shipping Act, 1958.

2. These directions are issued in pursuance to Section 407(3) of the Merchant Shipping Act, 1958. Director General (S) is, therefore, requested to note for further necessary action and to give wide publicity to this order. A copy of the MS Notice issued in pursuance to the above may be sent to the Ministry.

Yours sincerely,

(P K Sharma)

Under Secretary to the Government of India
Email id: pksharma.ship@nic.in
Tel: 23352726



K/A Shri. P.K Sharma, Under Secy.

(mos)

4
9

सभी पत्र सचिव, भारत सरकार, पोत परिवहन
मंत्रालय, को उनके नाम पर नहीं बल्कि पद के पते पर
भेजे जाने चाहिए।
तार: "ट्रांसपोर्ट"
All Communications should be addressed to the
Secretary to the Government of India, Ministry of
Shipping, by title NOT by name.
Telegram: "TRANSPORT"

Speed Post
भारत सरकार
Government of India
पोत परिवहन मंत्रालय
Ministry of Shipping
परिवहन भवन/Transport Bhawan
1, संसद मार्ग/1, Parliament Street
नई दिल्ली -110001/New Delhi-110001

No SW-15011/20/2014-F/CS

Dated 14 December, 2015

To,

The Member (Finance),
Tariff Authority for Major Ports
4th Floor, Bhandar Bhavan, M.P Road,
Mazgaon, Mumbai - 400 010 (Fax No. 022-23757879)

Subject: Transportation of automobile cargo through Ro-Ro vessels - reg

Sir,

I am directed to refer to TAMP letter No. TAMP/65/2015-Misc. dated 08.10.2015 on above mentioned subject and request you to prescribe wharfage charges on per unit basis for transportation of automobile cargo through coastal RO-RO vessels in Chennai Port Trust, Kandla Port Trust, Mumbai Port Trust and VoC Port Trust at an early date.

2. The action taken in this regard may please be intimated to the Ministry.

Yours faithfully,

S. Padmanabhan

(S. Padmanabhan)
Under Secretary to the Government of India
Tele fax No. 2331 3959
Email Id: usfi-ship@nic.in

Receipt No : 199834/2017/MG

Mar 2017 14:48 HP FaxDOF 23382010

page 1

23352726

No. 23011/10/2016-MPR
(भारत सरकार)
Government of India
(उर्वरक विभाग)
Department of Fertilisers

Shastri Bhawan, New Delhi,
Dated the 29th March, 2017

OFFICE MEMORANDUM

Sub: Policy for reimbursement of freight for distribution of Phosphatic & Potassic (P&K) fertilisers under Nutrient Based Subsidy (NBS) Policy.

The undersigned is directed to refer to this Department's O.M. No. of even number dated 13.10.2016 on the subject mentioned, where primary movement has been referred to as movement of subsidised fertilizers by rail and/or coastal shipping or inland water transportation or by any or two or by all three modes of transportation from the plant or port to various rake points of districts and to say that this Department has received request for considering the inclusion of Road freight component that follow the Coastal Movement/Inland Water movement upto its final destination to make it qualify for reimbursement under the primary movement. The request has been examined in the Department and it has been decided to include Road Freight Component under the Primary Movement. The primary movement will refer to movement of subsidised fertilisers by rail and/or coastal shipping/inland water transportation including road bridging upto final destination or by any or two or by all three modes of transportation from the plant or port to various rake points of districts.

2. The re-imburement of freight subsidy under the multimode system is restricted to the actual or to the maximum of primary rail freight from plant/port to the nearest rake point of the final destination in the district, whichever is lower.
3. The above amendment is also extended to Urea.
4. This issues with the concurrence of IFD vide diary No 1137 dated 17.03.2017 and approval of the Competent Authority.

Kulwant Rana
(Kulwant Rana)

Under Secretary to the Govt of India
Tel: 23387197

To,

1. Secretary, D/o Shipping, Transport Bhawan, New Delhi.
2. Joint Secretary (INM), DAC, Krishi Bhawan, New Delhi.
3. Joint Secretary (PF-II), DoE, North Block, New Delhi.

Receipt No : 199834/2017/MG

10088/2016-PD-VI
 Government of India
 Ministry of Shipping
 (Port Wing)

Transport Bhawan
 1, Parliament Street
 New Delhi, dated the 7, September, 2016

To,
 The Chairmen (All Major Ports)

Subject: Coastal Transportation of Vehicles through Ro-Ro Ships – Discount regarding.

Sir,

I am directed to say that as per the existing scheme relating to Concessional rates for coastal cargo/vessels, vessel related charges for all coastal vessels and cargo related charges for coastal movements should not exceed 60% of the corresponding charges for other vessels. In other words coastal vessels enjoy a discount of 40% over that of the foreign going vessels. There are no separate provisions for Ro-Ro vessels for coastal cargo and the movement of coastal cargo through Ro-Ro vessels attract 40% discount.

2. In order to promote coastal Ro-Ro ship service at Major Ports, it has been decided that with immediate effect all Major Ports will provide 80% discount for two years on vessel related charges & coastal related charges for coastal transportation of vehicles through Ro-Ro ships. However, to make the discount sustainable, the ports may carry out intensive marketing exercise for demand generation.

Yours faithfully,

(Arvind Chaudhary)
 Director, Government of India
 Tel: 011-23711323
 Email: oodirpd7-ship@gov.in

Copy for information to:-

All Associations including ISNA, SEAM

SW-17011/2/2016-CT
Government of India
Ministry of Shipping
MG Section

R. No. 546 Transport Bhawan
New Delhi, July 2016

To

All major ports (as per list enclosed)

Subject: Implementation of the recommendation of the sub-committee on cruise tourism

The undersigned is directed to say that the Indian Ports Association had set up a sub-Committee to frame proposal for implementing the following action points identified in the vision for Coastal Shipping Tourism and Regional Development -

- (i) Benchmark of port charges with neighboring foreign ports by the major ports and providing rebates to cruise vessels to remain competitive.
- (ii) Additional costs levied on priority berthing/ousting/shifting to be done away with by major ports as the ports have the visibility of arriving passenger vessel at least 18 to 24 months in advance.
- (iii) Providing Home Porting Facilities for Indian flagged cruise vessels at major ports such as Mumbai, Mormugao, Cochin and Chennai. Conducive commercial terms for the Indian flagged cruise vessels at home port may be considered by major ports.

2. The sub-committee has *inter alia* recommended the following -

- (a) All major ports offer a minimum rebate of 30% across the board on all vessel related charges (port dues, pilotage and berth hire) from the notified scale of rates.
- (b) Since most of the cruise line itinerary is notified well in advance (in most cases one to two years), the ports should not levy any priority/ousting/shifting charges for berthing the cruise vessel, provided the liner informs port 30 days in advance about the requirement of the berth. However, subsequent shifting for ship convenience at their request is to be charged.
- (c) To attract cruise liners to make major ports as homeports, the major ports may provide

(K)

Receipt No : 199834/2017/MG

-2-

- i) a rebate of 25% in vessel related charges for coastal cruise movement. This will be in addition to the 40% existing rebate for coastal vessels.
 - ii) Walk-in berthing/preferential berthing to homeport cruise without any extra charge.
- 3 Major Ports are requested to implement the above recommendations of the Sub-Committee on Cruise Tourism. Major Ports may also consider availing assistance under CFA and LRG schemes of Ministry of Tourism.
- 4 This issues with the approval of competent authority



(P. K. Sharma)
Under Secretary to Govt of India
Telfax 23352726

Copy to

- 1) Joint Secretary (Niche Tourism) M/o Tourism
- 2) MD IPA