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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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NOTIFICATIONS BY HEADS OF DEPARTMENTS, ETC.**CHENNAI PORT TRUST****The Chennai Port Trust (Licensing of Stevedores and Shore Handling) Regulations, 2017.**

(RRC/2682/2017/GA)

No. SRO C-16/2017.

In exercise of the powers conferred under Section 123 of the Major Port Trust Act, 1963 (Act 38 of 1963), the Board of Trustees of Chennai Port hereby frame, subject to the approval of the Central Government, the following Regulations in supersession of the existing Chennai Port Trust (Licensing of Stevedores) Regulations 2009 and subject to publication as required under Section 124 of the said Act:-

1. SHORT TITLE AND COMMENCEMENT:

(i) These Regulations may be called "The Chennai Port Trust (Licensing of Stevedores and Shore Handling) Regulations, 2017".

(ii) These Regulations shall come into force on the date of their publication in the Official Gazette under Section 124 (1) of the Major Port Trusts Act, 1963.

2. DEFINITIONS: In these Regulations, unless the context otherwise requires:-

(i) "Act" means the Major Port Trusts Act, 1963.

(ii) "Board" means the Board of Trustees of the Port of Chennai as constituted under the Act.

(iii) "Chairman" means Chairman of the Board.

(iv) "Traffic Manager" means the Traffic Manager of the Port Trust Board and Head of the Traffic Department.

(v) "Form" means form annexed to these Regulations.

(vi) Stevedoring includes activities related to loading and unloading and stowage of cargo in any form on board the vessels in Ports.

(vii) Shore Handling includes arranging and receiving the cargo to / from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/to wagons/trucks.

(viii) Stevedoring and Shore Handling Agent shall mean a person to whom a Stevedoring and Shore handling license has been issued under these Regulations.

3. SCOPE:-

The regulations shall cover the following activities:

(i) Stevedoring activities undertaken by the port and/or licensed Stevedore in a Major Port.

(ii) Shore handling activities undertaken by the port and/or licensed Shore Handling Agents or by agents by any other name.

(iii) The Stevedoring and Shore handling operations will cover the activities on board and on shore respectively. Combined Stevedoring and Shore Handling licenses will be issued by major ports and any exceptions would need to be approved by the Board of the concerned Major Port or equivalent authority based on credible justification for it.

(iv) No Agency shall undertake to perform these activities in a Major Port unless and until they are issued a valid license by the Port for the purpose.

(v) The Stevedoring and Shore Handling regulations do not apply to Port operated Stevedoring and Shore handling; this exemption is only for operations entirely carried out by the Port and not for operations carried out by Agents partly or fully using Port's labour. The regulation also does not apply to PPP and BOT berth operations.

4. STEVEDORING AND SHORE HANDLING CHARGES:

(i) The tariff for the Stevedoring and Shore Handling operations to be charged by the Stevedoring and Shore Handling agents shall be fixed by the TAMP or any other competent authority. These shall be ceiling tariffs and the Stevedoring and Shore Handling agents shall charge for their services based on the above tariff only.

- (ii) The Port shall appoint a nodal officer responsible for monitoring of Stevedoring and Shore Handling tariffs. The officer will be responsible for handling all complaints on violation of Stevedoring and Shore Handling ceiling tariff.
- (iii) Stevedoring and Shore-handling licensees shall pay a per metric tonne royalty as fixed by the port as license fee.

5. ISSUE OF STEVEDORING AND SHORE HANDLING LICENSE:

The Chairman may issue Stevedoring and Shore Handling Licenses for a period of three years, based on the application from persons to act as Stevedoring and Shore Handling Agent.

The Stevedoring and Shore Handling agent shall perform the operations of loading and unloading of cargo in any form on board the vessel from wharf, piers, quays or docks or at anchorage and also operations of arranging and receiving the cargo to/from the hook point, inter modal transport from wharf to stack yard and vice-versa and also receiving and delivering of cargo from/to wagons/trucks and any other activities involved in the Stevedoring and Shore handling operations in the premises belonging to or in the possession of the Port.

Stevedoring and Shore Handling licenses shall be issued by the Chairman, in case the firm fulfils the following criteria:

- (i) It shall be a Company registered under Companies Act or a partnership firm or any other legal entity.
- (ii) The financial standing of a stevedore to meet the obligations to the workers and staff employed on account of wage compensation under the Workmen's Compensation Act, 1923, Payment of Wages Act, 1936, Industrial Dispute Act, 1947, or any other law for the time being in force; and makes a deposit of Rs. 5 lakhs which will be refunded without interest/discharged on the termination/expiry of the license after adjusting the claims, if any when the licensee ceases to operate.
- (iii) The Stevedoring and Shore Handling agent shall undertake to provide equipment/gear required for both the operations as specified by the Port Trust Board.
- (iv) The Stevedoring and Shore Handling agent shall undertake to employ at least 6 Supervisory personnel with minimum two years of cargo handling / stowage experience for undertaking both the functions. Their profile has to be enclosed along with the application.
- (v) An application fee of Rs 50,000/- for issue of Stevedoring and Shore Handling License shall be payable by the licensee which may be revised from time to time by the Port Trust Board.

6. CHANGE IN NAME, CONSTITUTION, ETC., TO BE COMMUNICATED:

- (i) Any company registered under the Companies Act or a Partnership firm or any other legal entity holding a Stevedoring and Shore Handling License shall immediately communicate to the Chairman about any change of the Director, Managing Director or partner as the case may be, with a copy of the document in support of such change.
- (ii) Any change in the name, title or constitution of a firm or company holding a Stevedoring and Shore Handling License shall be communicated to the Traffic Manager forthwith. The firm or company undergoing such a change shall submit a fresh application for the grant of a license; provided that the Chairman may at his discretion allow such a firm or company to carry on business till such time a decision is taken on such fresh application. The fresh license required to be issued in such cases will however attract the same charges as are payable for the issue of a new license.

7. VALIDITY / RENEWAL OF LICENSE:

- (i) The Stevedoring license shall be valid for a period of three calendar years. License issued after 1st of January shall be valid till the end of next 2 calendar years from the date of issuance of license.
- (ii) The Daily Performance Report capturing productivity achieved by the Agent in the prescribed format shall be submitted by the Stevedoring and Shore Handling agent to the Traffic Department online.
- (iii) Besides a quarterly / half yearly review of performance of Stevedoring and Shore Handling agent in terms of productivity achieved by them, compliance of terms and conditions of the license issued to them, including compliance on safety norms followed by them will be monitored by Traffic Manager.
- (iv) During the course of the license period if the Traffic Manager or an officer assigned by him finds any default on the part of Stevedoring and Shore Handling Agent, he shall cause to issue warning in the event of first default and in the event of second default, the license of the Stevedoring and Shore Handling Agent shall be liable to be cancelled, apart from levying penalties.

- (v) At the end of three years the License shall be renewed strictly on the basis of above mentioned performance reports.
- (vi) The application for grant/renewal of a Stevedoring and Shore Handling License shall be made in form A to the Traffic Manager as per the prescribed format.
- (vii) License granted or renewed under these regulations shall be in Form B Book Format (Specimen – annexed).
- (viii) Before renewal of licenses, a report regarding the safety performance and compliance of Dock Safety Statutes shall be obtained from the 'Inspector' declared under the Dock Workers (Safety, Health and Welfare) Act, 1986 which shall be taken into consideration while granting the renewal of the license.
- (ix) If the Stevedoring and Shore Handling Agent fulfils the required conditions and is eligible for renewal but awaiting safety clearance before expiry of the license period, Port may permit the Stevedoring and Shore Handling operation by executing an indemnity bond.
- (x) In the event of loss or defacing of the original license, a duplicate license may be obtained on an application made to the Traffic Manager on payment of Rs. 10,000/-.
- (xi) The application for renewal of stevedoring license shall be made at least 3 months before the expiry of the license. If the application for renewal is not received within the stipulated period of 3 months, such applications may be accepted on payment of Rs 10,000/- by the Traffic Manager, provided that the application for renewal together with the late fee is received by the Traffic Manager before the actual date of expiry of the license.

8. DUTIES AND RESPONSIBILITIES OF A STEVEDORING AND SHORE HANDLING AGENT:

During the currency of a Stevedoring and Shore Handling license issued by the Chairman, the following duties and responsibilities and performance parameters of Stevedoring and Shore Handling agents to ensure the safe and efficient handling as per their Stevedoring and Shore Handling Licensing Rules, shall be fulfilled by them.

- (i) The Stevedoring and Shore Handling agent shall ensure that their operations conform in all respects to the requirements prescribed by or under the Dock Workers (Safety, Health and Welfare) Act, 1986
- (ii) The Stevedoring and Shore Handling agents shall comply with all accepted safe practices in relation to such operations.
- (iii) The Stevedoring and Shore Handling agents shall be solely responsible for any accident or damage resulting from the use of defective gear.
- (iv) The Stevedoring and Shore Handling agents shall indemnify the Board against all third party claims arising out of such operations.
- (v) In the event of any accident, the Stevedoring and Shore handling agent shall be liable to settle the claim as per the Workmen's Compensation Act 1923.
- (vi) Whenever casual workers are deployed, the Stevedoring and Shore handling agents should ensure that such workers are covered by "the Contract Labour (Regulation and Abolition) Act, 1970".
- (vii) If any gear, plant, cargo handling equipment, cranes or any other property of the Board is damaged by the Stevedoring and Shore handling agents in the course of any such operations, the agents shall compensate the Board for such loss or damage, the extent of such compensation being decided by the Chairman or the officer authorized after carrying out proper Joint Inspection.
- (viii) In case of any damage to the vessel or its gears during the Stevedoring and Shore handling operations, agents shall compensate the damages as per the vessel agent's surveyors/valuers report.
- (ix) The Stevedoring and Shore Handling agents shall keep the Chennai Port Trust indemnified of any loss/damage to the cargo handled by them for any claim against such damages by a third party against Chennai Port.
- (x) The Stevedoring and Shore Handling agents shall provide all the necessary gear, equipment, duly tested, certified other than those equipment's and gears indented from the Port.
- (xi) The Stevedoring and Shore Handling agents shall pay modified scheduled charges to Port in advance as applicable from time to time.
- (xii) The Stevedoring and Shore Handling agents may deploy adequate supervisory personnel per vessel as per the licensing agreement.
- (xiii) The Stevedoring and Shore Handling agents shall ensure that all the amounts due to the Board is paid on the appointed dates, failing which the license is liable to be cancelled.

- (xiv) The Stevedoring and Shore Handling agents shall comply with such instructions as may be issued from time to time by the Traffic Manager in the interest of safety; improved productivity and labour discipline.
- (xv) The Stevedoring and Shore Handling agents shall achieve the performance standards fixed by the Port.
- (xvi) The Stevedoring and Shore Handling agencies shall publish their tariff along with break up in their web sites and send copy of the same to Traffic Manager who will host in the website of the Port.
- (xvii) The Stevedoring and Shore Handling agent shall ensure that the workers are available at the worksite throughout the shift period except during the recess hours and render the normal output and shall take effective steps to improve the performance whenever output falls below normal.
- (xviii) The Stevedoring and Shore Handling Agent shall make adequate arrangements for ancillary operations such as filling, stitching and breaking cargo, lashing, bagging of cargo, unlashng, stacking of cargo, stowage of cargo etc., or any other operations involved on board the vessel and on the shore.

9. CANCELLATION / SUSPENSION OF LICENSE:

(a) The Chairman may at any time suspend or cancel the license issued to a Stevedoring and Shore handling agents for violation of any of the terms of the license or for any reasons listed below when:

- i. The CEO of the Stevedoring and Shore Handling firm has been convicted by the Court of any offence involving moral turpitude and sentenced in respect thereof to imprisonment for not less than six months, and a period of five years has not elapsed from the date of expiry of the sentence.
- ii. The firm does not achieve the performance norms issued by the Port Authority, for an average over a period of 3 months.
- iii. The firm is found to be charging higher than the ceiling tariff defined for Stevedoring and Shore Handling Activities in the Port.
- iv. Violates safety regulations and mandatory Dock Safety measures.
- v. Adopts improper and unsafe handling methods.
- vi. Misrepresents or misstates of material facts.
- vii. Adjudged insolvent or going into liquidation.
- viii. Causing obstruction to any work in the Port.
- ix. Transfers the Stevedoring and Shore handling operations or sublets the license to any other individual or parties.
- x. Violates security related rules and instructions like ISPS Code compliance.
- xi. Any misconduct which in the opinion of the Board warrant such cancellation or suspension.
- xii. Indulges in illegal / corrupt practices.

(b) Provided that no such license shall be cancelled or suspended as the case may be until the holder of the license has been given a reasonable opportunity for showing cause why his license should not be cancelled or suspended as the case may be.

10. APPEAL:

Any person aggrieved by any order of the Chairman relating to cancellation / Suspension / refusal to issue or renew licenses under these Regulations may prefer an appeal in writing to the Chairman of the concerned port or any other higher authority as the case may be within 30 days of the communication of the order appealed against.

11. DEPLOYMENT OF WORKERS FROM PORT/LICENSE HOLDER OR OUTSIDER:

Existing practice of deploying Port labour by Stevedoring and Shore Handling agents may continue. In case the Port is unable to supply the requisite workers against the requisition placed by Stevedoring and Shore Handling Agent, the Port may allow the Stevedoring and Shore Handling Agent to make their own arrangement for this purpose to meet the shortfall in the supply of labour by the port. No notional booking or levying of charges should be made and agents shall not be levied any charges for labour, in case the Port Trust does not supply the labour.

12. PERFORMANCE NORMS:

Productivity norms for the Stevedoring and Shore Handling agents shall be calculated based on the "Performance Norm Policy". Performance based penalty and incentives shall be enforced in accordance with the "Performance Norm Policy".

The Port shall re-asses the Penalty Bands and / or Incentive Bands in the frequency as prescribed by the Performance norm.

Daily Performance Report in the prescribed format shall be submitted by the Stevedoring and Shore handling agent to the Traffic Department. Performance of the Agents in terms of productivity achieved will be reviewed by the Port Chairman every month. The monthly performance summary capturing productivity achieved by the respective agents will be published on the Port website to ensure transparency to the customers.

Licenses of Agents failing to meet productivity norms for an average over a period of 3 months can be revoked by the Port Authority.

13. DATUM, NORMS FOR PRODUCTIVITY ETC.,

Datum, Norms for productivity, rate of incentive etc., shall be determined by the Ports from time to time duly taking cognizance of the performance parameters.

14. TRAINING, USE OF MODERN TECHNOLOGY:

The personnel deployed in Stevedoring and Shore Handling activities shall be trained in modern methods of cargo handling for improving the productivity, efficiency and safety.

15. MISCELLANEOUS:

The forms required for grant/renewal of Stevedoring and Shore Handling License under these regulations shall be such as may be prescribed by Chairman from time to time.

16. MIGRATION TO THE NEW STEVEDORING AND SHORE HANDLING SCHEME:

The new Stevedoring and Shore Handling Scheme shall come into force from the date of publication of this notification in the Official Gazette. The existing Stevedoring Agents will have to switch over to the new Stevedoring and Shore Handling Scheme from that date and charge as per the tariff rate fixed. If they do not switch over to the new scheme, the license shall be terminated by the Port Trusts by giving due notice as envisaged in the Regulations. The Ports shall ensure that migration to the new Stevedoring and Shore Handling Scheme is done by following the statutory provision under the existing Regulations.

17. INTERPRETATION:

If any question arises as to the interpretation of these Regulations or in respect of any matter not hereinabove or subsequently provided for, the same shall be decided by the Board.

18. REPEAL AND SAVINGS:

The Chennai Port Trust (Licensing of Stevedores) Regulations 2009 are hereby repealed.

CHENNAI PORT TRUSTFORM – A

TO

THE TRAFFIC MANAGER,
CHENNAI PORT TRUST.

APPLICATION FORM FOR THE GRANT / RENEWAL OF STEVEDORING AND SHORE HANDLING LICENSE

1. Name of the Applicant :
2. Whether individual, firm or Company (Article of Partnership / Company Deed to be produced) :
3. Full Address :
4. Year/s for which license is required :
5. Name/s of the Steamship Company Charterer of Ships / Owner of Cargo with whom the Contract for Stevedoring their vessels / cargo subsist or is Proposed to be entered. (Proof of contract for the period covered is to be appended) :
6. Previous experience in the field, if any (The cargo and tonnage handled in the previous 3 years to be furnished) :
7. Amount of financial ability to meet the obligations on account of Wages Compensation under Workmen's Compensation Act etc. Solvency Certificate to be produced from the Bankers in Support of financial ability to the tune of minimum of Rs.10,00,000/- (Rupees Ten Lakhs Only) :
8. List of gears duly tested and certified to be furnished :
9. Whether the applicant has/is willing to have in his employment adequate staff with experience and conversant with Rules and Regulations (A list of the Staff and their experience to be furnished) :
10. Whether the applicant has cleared all the amounts, if any, on account of transactions he had with the Chennai Port Trust / Cargo Handling Division / Chennai Stevedores Association :
11. Whether the application fee has been remitted (Receipt for the payment to be attached) :
12. Whether the applicant has deposited towards Security Deposit a sum of Rs. Five Lakhs in Cash or any other acceptable security :

I affirm that the particulars given are true to the best of my knowledge.

I agree to furnish any other information / produce any record for inspection as may be required to consider the request for grant of license.

I agree to abide by the Chennai Port Trust (Licensing of Stevedoring and Shore Handling) Regulations, 2017 and to comply with any other conditions and directions made by the Chairman from time to time, if the license is issued / renewed.

Place:

Date:

(Signature of Applicant)

N.B.:- The grant / renewal of license will be entirely at the discretion of the Chairman.

CHENNAI PORT TRUST (LICENSING OF STEVEDORING AND SHORE HANDLING) REGULATIONS 2017

'FORM – B'

CHENNAI PORT TRUST LICENSE FOR UNDERTAKING STEVEDORING AND SHORE HANDLING OPERATIONS AT CHENNAI PORT

1. Name of the licensee :
2. Address :
3. Period for which the license is granted :
4. Any other particulars required to be mentioned :
- 5.
- 6.
- 7.

Licensing Authority

Designation

Place

SEAL

CONDITIONS

1. The license is granted subject to the Provisions of the Major Port Trusts Act (1963) and the Chennai Port Trust (Licensing of Stevedoring and Shore Handling Operations) Regulations 2017. :
2. (Here print the conditions subject to which the license is given. Eg. The Duties and responsibilities enlisted In the Regulation 8 of the said Regulations). :

Administrative Office,
Rajaji Salai,
Chennai – 600 001.
13th July 2017.

P. RAVEENDRAN,
Chairman,
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 Notification.

2. The said Regulations shall come into effect on the date of publication of this notification in the Official Gazette.

Chennai – 600 028,
21st July 2017.

NIRANJAN MARDI,
*Additional Chief Secretary / Vice Chairman
and Chief Executive Officer.*

SCHEDULE

TAMIL NADU MARITIME BOARD PORT REGULATIONS, 2017

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APPENDIX**NOTIFICATION**

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:-

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. Definitions. - 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 officers 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 traffic;
- (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 traffic;
- (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) "Officer" means person who holds a certificate 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 sufficient sail area navigation under sails along whether or not fitted 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 inflammable 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 defined herein but defined 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 Officer 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 Officer in writing or, over phone followed by written confirmation, at least twenty four hours in advance of the arrival of the vessel. This final 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 Officer.

(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 Officer desires to carry for inspection of Harbour Crafts.

6. Regulations for Breaking Bulk and Vessels Manifest .- (1) In the 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 officer 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 officer 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 notified 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 officer 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 defined in these regulations against the respective terms. The certificate 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 officer shall always be on board with sufficient 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 officer 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 flat without turns or kink before any goods are loaded therein ; and

(b) that after the sling has been made up and with the first 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 the Vessels 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 hove up. - Vessels when moored with two anchors shall have both cables ready to be hove 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. Sufficient power on engines .-The master of a vessel entering or leaving a Port shall be responsible for the maintenance of sufficient 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 sufficient 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 flag is exhibited at the stern above the water line,

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

(e) These light or flag 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 fire. - Fire shall not be allowed on board of any boat lying within fifty 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 inflammable cargo.

33. Storing of spirits and other oils .- Spirits, oils, paints, spirits of turpentine and all inflammable 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 fire .- Whenever a fire 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 afloat within the Port shall have on board sufficient 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 Officer 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 office 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 official 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 officer 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;

CHAPTER IV

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

44 (1) Manning of Ships laid up.- (1) Every laid up ship shall have at least the following officer and crew Members on duty at all times, namely:-

(a) A navigating Officer holding certificate not lower than first Mate Foreign Going;

(b) An Officer holding certificate not lower than Class- II;

(c) An Officer holding certificate not lower than Sea Going Engine driver;

(d) a deck rating, as an assistant to the navigating officer 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 officer capable of performing the important duties of safe watch-keeping and conversant with the use of fire pumps, generators and other essential machineries;

(2) In addition to the above officers 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 efficiently and without undue delay, namely:-

(a) Launching of survival craft;

(b) Operation of windless and anchor work;

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

(d) Operation of ship's generators;

- (e) Sounding of tanks and bilges;
- (f) Attending the gangway at all times;
- (g) Carrying out fire and security patrol duty at frequent intervals round the clock;
- (h) Operation of bilge pumps.

(3) The ship's officers 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 sufficient 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 fire 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 Officers 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 officers;

(j) Officers 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 office 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 Office 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 benefit of the ship's crew;

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

(d) Owners representative shall visit the ship at frequent intervals to ensure that the ship's officers and crew are maintaining safe watch as stated above and proper record is maintained of all the events and actions taken on board ;

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

(f) Arrangements shall be made to ensure sufficient 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.

CHAPTER V

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 transshipment, 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 Officer/ Port Conservator and any officer authorised by the Board/Government who shall satisfy himself that there is no loss of revenue.

(8) Passenger personal bonafides 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 specific cases.-

(a) Goods consigned to or by the Board;

(b) Passengers bonafide personal baggage, bedding and provisions;

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

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

(e) Government employees travelling on duty;

(f) Bonafide ships fittings, 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;

(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 Office only on their filing a copy of such authority in the Port Office. 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 Office 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 Officer, 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 Officer / Conservator.

(5) Liquefied 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 Liquefied 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 certificate issued by the District Fire Administration concerned. The Company to produce the certificate 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, fire fighting 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 fly 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 sufficient 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) Liquefied 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 Liquefied 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 fire 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 Liquefied 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 fire and pollution, International Oil Pollution Prevention Certificate (IOPP Certificate) issued by the Flag Administration has to be verified by the Conservator for its validity.

(2) In respect of Gas Carriers, validity of Certificate of Fitness issued by the Flag Administration has to be verified.

(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 Office, the District Collector concerned and local Pollution Control Board office to activate the Contingency Plan in coordination with the above organizations.

(4) An enquiry should be conducted by the Port Officer 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 fine 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 first moored securely by running out anchors and all endeavours should be made to float 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 Office, 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 | : | | Port of Registry |
| (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 | : | | |
| (17) | If carrying cargo, approximate dead weight tonnage of cargo carried. | : | | |
| (18) | Nature and Tonnage of cargo to be discharged and/or to be loaded at this port. | : | | |
| | | | Nature of cargo..... | |
| | | | Tons. to discharge.... | |
| | | | Tons. to load..... | |
| | | | Stored in hatches | |
| (19) | Cargo last carried | : | | |
| (20) | Transshipment cargo, if any | : | | |
| (21) | If carrying passengers, the number of passengers disembarking at this port | : | | |
| | (i) Saloon Passengers | : | | |
| | (ii) Other Passengers | : | | |
| | | | 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 Certificates: | | | |
| (27) | Total No. of crew on arrival | : | | |
| (28) | List of Officers and details of their Certificate of Competency | : | | |
| | Master | | | |
| | Steamer Ship / Motor Vessel | | | |

(Designation of the Officer)

APPENDIX - II
TAMIL NADU MARITIME BOARD
GOVERNMENT OF TAMIL NADU
CERTIFICATE OF CLEARANCE

[See Regulations 7]

No.

Port

Date:

- (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

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

Office seal:

Port Officer / Port Conservator

APPENDIX - III
TAMIL NADU MARITIME BOARD
GOVERNMENT OF TAMIL NADU
APPLICATION TO EXPORT

[See Regulations 46 (1)]

To
 The Port Officer / Port Conservator
Port

Port Register No
 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
 The Port Officer / Port Conservator
Port

Port Register No
 Landed on

Sir,

Please pass the under mentioned goods landed ex-steamerArrived 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 | Rate of Landing fees (Rs.) | Amount of Landing fees (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 - 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. | Classification 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 | 158.40 |
| | 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 | Liquefied Gas | | |
| | i LPG | Ton | 158.40 |
| | ii LNG | Ton | 158.40 |
| 5 | Solid Petroleum Products and derivatives | | |
| | i Asphalt, Bitumen and Coal tar | Ton | 57.60 |
| | ii Pet Coke | Ton | 43.20 |
| | iii Other Solid petroleum products and derivatives | Ton | 57.60 |

| Sl. No. | Classification 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 | 36.00 |
| | ii Soda Ash and Caustic Soda | Ton | 36.00 |
| | iii Unprocessed salt and unprocessed Gypsum | Ton | 14.40 |
| | All other solid chemicals which are not petroleum products or petroleum derivatives | Ton | 50.40 |
| 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 | | |
| 1 | Food Grains and food pulses | Ton | 36.00 |
| 2 | Fruits - fresh and dry of all sorts including dates | Ton | 216.00 |
| 3 | Seeds of all sorts including castor, cotton, groundnut (decorticated or otherwise) | Ton | 36.00 |
| 4 | Fish | Ton | 72.00 |
| 5 | Onion | Ton | 36.00 |
| 6 | Edible Oil (Bulk) | Ton | 43.20 |
| 7 | Edible Oil (Packed) | Ton | 36.00 |
| 8 | Sugar | Ton | 36.00 |
| 9 | Molasses | Ton | 28.80 |
| 10 | All other food grains and food products | Ton | 43.20 |
| D. | IRON AND STEEL AND OTHER METALS | | |
| 1 | Sponge iron, Pig iron and hard briquetted iron | Ton | 72.00 |
| 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 | Each | 14.40 |
| 5 | Scrap | | |
| | i Mill scrap | Ton | 28.80 |
| | ii Scrap vessel | LDT | 72.00 |
| | iii Other scrap | Ton | 72.00 |
| 6 | All other iron and steel products and other metals | Ton | 72.00 |
| E. | MINERALS | | |
| 1 | Iron Ore including fines | Ton | 36.00 |
| 2 | Copper ore including fines | Ton | 36.00 |
| 3 | Bauxite including calsined Bauxite | Ton | 28.80 |

| Sl. No. | Classification of cargo | Unit | Revised rates as on 01.04.2014. |
|---------|--|------|---------------------------------|
| 4 | Bentonite and clay in lumps / powder | Ton | 21.60 |
| 5 | Coal and coke | Ton | 36.00 |
| 6 | Lignite | Ton | 28.80 |
| 7 | Limestone | Ton | 28.80 |
| 8 | Rock Phosphate | Ton | 36.00 |
| 9 | Sulphur | Ton | 36.00 |
| 10 | Sand (Other than ballast) | Ton | 21.60 |
| 11 | Fluorspar | Ton | 43.20 |
| 12 | Valuable stones like marble granite, etc including mosaic and glazed tiles | Ton | 57.60 |
| 13 | Other stones used for construction including stone chips | Ton | 21.60 |
| 14 | All other minerals | Ton | 50.40 |
| F. | MACHINERY AND PARTS | | |
| 1 | Machineries / Equipments | Ton | 86.40 |
| 2 | Spares and Tools | Ton | 72.00 |
| G | Containers | | |
| i | 20 feet loaded | Each | 1,036.80 |
| ii | 20 feet empty | Each | 259.20 |
| iii | 40 feet loaded | Each | 1,555.20 |
| iv | 40 feet empty | Each | 388.80 |
| H. | OTHER DRY CARGO | | |
| 1 | Fertilizers of all types | Ton | 43.20 |
| 2 | Cement and Clinker | Ton | 43.20 |
| 3 | Animal feed | | |
| i | Oil cakes and de-oiled extractions | Ton | 28.80 |
| ii | All other animal feed | Ton | 28.80 |
| I. | AUTOMOBILES AND SPARES | | |
| 1 | Two / Three Wheelers | Each | 144.00 |
| 2 | Light Motor Vehicles | Each | 720.00 |
| 3 | Heavy Motor Vehicles | Each | 1,440.00 |
| 4 | Automobile spares | Ton | 720.00 |
| J. | ELECTRICALS&ELECTRONICS | | |
| 1 | Television sets | Each | 72.00 |
| 2 | Computers / Laptops | Each | 72.00 |
| 3 | Electrical goods | Ton | 144.00 |
| 4 | Electronic spares | Ton | 144.00 |

| Sl. No. | Classification of cargo | Unit | Revised rates as on 01.04.2014. |
|---------|--|------|---------------------------------|
| 5 | Others | Ton | 144.00 |
| K. | MISCELLANEOUS | | |
| 1 | Animal | | |
| | i Goat and sheep | Each | 28.80 |
| | ii Cows, Bullocks and buffaloes | Each | 50.40 |
| | iii All other animals | Each | 57.60 |
| 2 | Coir and jute-Yarn, ropes and other products | Ton | 28.80 |
| 3 | Raw cotton | Ton | 28.80 |
| 4 | Textiles | Ton | 216.00 |
| 5 | Wood and Timber | Ton | 57.60 |
| 6 | Wool including goat hair and its products | Bale | 43.20 |
| 7 | All other (Un-enumerated) goods | Ton | 57.60 |

SECTION - II

RATES FOR CONTAINERS AT GREENFIELD PORTS

| CLASSIFICATION OF CONTAINERS | UNIT | RATE CHARGEABLE IN RUPEES | | |
|------------------------------|------|--------------------------------|--------------------------------|--------------------------------|
| | | Concessional Rates | | 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 |
| (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 Greenfield ports that are being developed in a special nature with larger investments.
2. The rate is applicable also to the Green field 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 (fifteen) 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 (fifteen) 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 flotilla crafts shall be levied at the following rates:

| Sl. No | Description | Units | Revised rates as on 01.04.2014 |
|--------|---|---|--|
| 1 | Tug/Launch | | |
| | (i) Upto 500 Break Horse Power | Per vessel | Rs.1,44,000 |
| | (ii) Above 500 Break Horse Power | Per 100 Break Horse Power or part thereof | Rs.28,800 subject to a minimum of Rs. 1,44,000 |
| 2 | Dumb Barges | Per Gross Registered Tonnage | Rs.144 subject to a minimum of Rs.1,44,000 |
| 3 | Self propelled barges | Per Gross Registered Tonnage | Rs.144 subject to a minimum of Rs.7,20,000 |
| 4 | Fishing vessels / Trawlers | | |
| | (i) Upto 100 Gross Registered Tonnage | Per vessel | Rs.36,000 |
| | (ii) Above 100 Gross Registered Tonnage | Per vessel | Rs.72,000 |
| 5 | Sailing vessels | Per Gross Registered Tonnage | Rs.144 subject to a minimum of Rs.72,000 |
| 6 | Other vessels | Per Gross Registered Tonnage | Rs.144 subject to a minimum of 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 | 720.00 |
| Asbestos Sheet Shed | 216.00 | 1152.00 | 576.00 |
| 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 first 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 before shipment or after landing or vessels under construction or repairs, fish curing, drying of fishing nets and storage of fish (Rate per 10 square meters or part thereof per week or part thereof) | For any other marine purposes (Rate per 10 square meters or part thereof per week or part thereof) |
|---------------|----------------|-------------------------------|---|--|
| (1) | (2) | (3) | Revised rates as on 01.04.2014 | 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 paise Twenty Only). | Rs.14.40/- (Rupees Fourteen and paise Forty only) |
| 9. | Ramanathapuram | Pamban | | |
| 10. | Ramanathapuram | Rameswaram | | |
| 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 fit 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 or part thereof per annum | Rs.360/- (Rupees Three Hundred and sixty only) |
| Rate of rent to be charged on land per acre or part thereof per annum for salt pan purposes | Rs.1152/- (Rupees One thousand one hundred and fifty two only) |

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

| | Revised rates as on 01.04.2014 |
|---|---|
| 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 VII**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 officer, after collecting the annual licence fee at the rates specified 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 |

- 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:-

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

(In Rupees)

| Category of Officers | Fee per hour or part thereof on WORKING DAYS | | Fee per hour or part thereof on HOLIDAYS | |
|---|--|--------------------------------|--|--------------------------------|
| | 0600 to 2000 Hours | 2000 to 0600 Hours | 0600 to 2000 Hours | 2000 to 0600 Hours |
| | 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 |
| Administrative officer, Superintendent, Port Conservator, Junior Engineer (Electrical / Mechanical) | 86.40 | 115.20 | 144.00 | 172.80 |
| Assistant, Junior Assistant, Assistant Port Conservator, Typist, VHF Operator | 57.60 | 72.00 | 100.80 | 129.60 |
| Office Assistants, Watchman, Assistant Light keeper, Wireman | 43.20 | 57.60 | 72.00 | 86.40 |

PORT DUES

| Name of the Port (1) | District | Vessels Charge-able (2) | Rate of port dues Classes of vessels Revised rates as on 01.04.2014 | Dues how often chargeable in respect of the vessel (3) |
|--|----------------|--|---|---|
| 1. Kattupalli 2. Ennore Minor Port | Thiruvallur | Seagoing vessels of 14 Ton and upwards | a) Foreign vessels calling at any port - Rupees Eight and sixty five paise on Gross Registered Tonnage | Payable on each entry into the port. |
| 3.Mugaiyur | Kancheepuram | | | |
| 4.Cuddalore 5. Thiruchopuram 6. Silambimangalam Shipyard 7. Parangipettai 8. PY-03 Oil Field | Cuddalore | | b)Sailing Vessels whether mechanized or not - Rupees Seven and twenty paise on Gross Registered Tonnage | |
| 9. Kaveri 10.Vanagiri 11 Thirukkadaiyur 12 Nagapattinam 13 Thirukkuvalai | Nagapattinam | | c)Coastal vessels calling at any port - Rupees eight and sixty five paise on Gross Registered Tonnage | |
| 14. Pamban 15. Rameswaram 16. Valinokkam | Ramanathapuram | | | |
| 17. Punnakayal 18. Udangudi 19. Manappad | Thoothukudi | | | |
| 20. Koodankulam | Thirunelveli | | | |
| 21.Kanniyakumari 22. Colachel | Kanniyakumari | | | |

I. PILOTAGE FEES AT PAMBAN PORT

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

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 traffic 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 certified 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 officer-in-charge of the Port certifies 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 first thirty days shall be payable as follows:

| Description of vessels at anchorage | Anchorage fees in Rs. per day or part thereof Rate per GRT *** | Minimum charges in Rupees *** |
|-------------------------------------|--|--------------------------------|
| | | Revised rates as on 01.04.2014 |
| Vessels upto 500 GRT | 0.72 | 720 |
| Vessels above 500 GRT | 0.72 | 2880 |

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

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 | Mechanised vessels |
|---|---|--------------------------------|
| | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 |
| Vessels of overall length upto 10 metres | Rs.14.40 | Rs.28.80 |
| Vessels of overall length of 10 metres and upto 15 metres | Rs.28.80 | Rs.43.20 |
| Vessels of overall length of 15 metres and upto 25 metres | Rs.43.20 | Rs.57.60 |
| Vessels of overall length of 25 metres and above | Rs.57.60 | Rs.72.00 |

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

| | | |
|------------|---|--------------------------------|
| | Sailing Vessels, Harbour crafts and Fishing vessels | Mechanised vessels |
| | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 |
| All Crafts | Rs.720 | Rs.1440 |

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 | Canoes and shoe dhonies | Catamarans plying for hire |
|---------|---|--|--------------------------------|--------------------------------|
| | | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 | Revised rates as on 01.04.2014 |
| 1. | For Survey, Measurement and Registration at the time of Issue of licence for the first Time or after construction. | 720 | 432 | 288 |
| 2. | For special Inspection or Survey on each occasion when a Harbour Craft is found unsea Worthy and each Annual Inspection | 288 | 144 | 72 |
| 3. | For Re-measurement and survey of Harbour Craft on account of changes in Measurements or capacity | 432 | 144 | 72 |
| 4. | For Registration and issue of Licence on account of change of ownership or change in capacity | 288 | 144 | 72 |
| 5. | For issue of Duplicate copy of Licence | 144 | 72 | 72 |
| 6. | For Endorsing Change of Tindal | 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

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

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

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1. MODEL FORM OF REQUISITION LETTER

Date:

Place: Pamban.

To
The Port Conservator,
Pamban Port.

Sir,

Sub : (Vessel)----- Port of Registry ----- - Passing
Pamban Pass (Channel) – North to South/South to North – Transiting permission
requested – Regarding.

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 officials 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.

Yours faithfully,

Master

(Name & Certificate No.)

2. DETAILING OF PAMBAN PASS AND LIMITATIONS**2.1. Pamban Pass:-**

Maximum Width of Channel at the Rail Bridge = 65 metres.

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

2.2. Limitations:-

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 fitted 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, fishing 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 fishing 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 sufficient 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 sufficient length and capacity as per the approved towing plan to take necessary, preventive, alternate passage plan measures to fulfill the voyage intended for.

4. INFORMATION OF THE PAMBAN PASS

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.

- 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 floating 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 floating 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 officials 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.

6. DETAILS OF DOCUMENT TO BE PRODUCED

- 1, All the vessels shall arrive with necessary Statutory Certificates 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) Certificate 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 signed by them. The Pre arrival notification 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 Certificates 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 casualties, Oil Pollution coverage etc., from IRDA approved institutions)

PRE ARRIVAL NOTIFICATION**FORM B**

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 & Certificate 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,
*Additional Chief Secretary /Vice Chairman and
Chief Executive Officer.*

NATIONAL HEALTH MISSION, TAMIL NADU

(Section 57 of Aadhaar Act 2016 effect from 14-09-2016 permits the use of Aadhaar number for establishing the identity of an individual for any purpose pursuant to any law or any contract to this effect)

Aadhaar 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)

(Ref. No. 8330/P5/SHS/2016)

No. SRO C-18/2017.

1. NHM Tamil Nadu has decided to use Aadhaar number of the beneficiaries for the new programs implemented by the Government of Tamil Nadu.
2. Beneficiaries, who are in possession of Aadhaar card, shall register the Aadhaar Number towards their enrolment to the newly implemented / existing programs viz. Revamped PICME, Universal Health Care (UHC), Screening and treatment of Non Communicable Diseases (NPCDCS), Oral Cancer screening and Hospital Management System (HMS).
3. The use of Aadhaar of the beneficiaries for the new programs implemented by NHM, Tamil Nadu will result in accuracy of the beneficiary's details. This will also help in ascertaining identities of the beneficiaries at the treatment facilities (Government/Private) in a convenient and hassle free manner.
4. Applicants who are not yet enrolled for Aadhaar are hereby requested to apply in any Aadhaar enrolment Centre / Permanent Enrolment Centre (List available at www.uidai.gov.in) to get enrolled for Aadhaar.
5. Those beneficiaries who have enrolled for Aadhaar and have not received Aadhaar should register the 28 digit Aadhaar enrolment ID printed on the Aadhaar enrolment slip.
6. Department of Health and Family Welfare, Government of Tamil Nadu through Tamil Nadu Health System Project (TNHSP) has inorganically seeded the Aadhaar Number of few of its Chief Ministers Comprehensive Health Insurance System (CMCHIS) beneficiaries through the State Resident Data Hub (SRDH) set up by Tamil Nadu E-Governance Agency (TNeGA). The CMCHIS data seeded with Aadhaar Numbers may also be used by NHM, Tamil Nadu for the purpose of identifying the beneficiaries of the new program viz. UHC, NPCDCS, Oral Cancer, Revamped PICME, HMIS and SHDRS.
7. The above provisions shall be applicable in all districts of Tamil Nadu.

Chennai-600 006,
21st July 2017

Dr. DAREZ AHAMED,
Mission Director,
State Rural Health Mission.