

Port (Fees) Regulations 2008

GN 199/2008

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THE PORTS ACT 1998

Regulations made by the Mauritius Ports Authority under Section 65 of the Ports Act 1998

1. These regulations may be cited as the **Port (Fees) Regulations 2008**.
2. In these regulations -
"access pass" means a pass issued by the Authority under regulation 225 of the Ports (Operation and Safety) Regulations 2005;

Added by [\[GN No. 82 of 2009\]](#)

"Act" means the Ports Act 1998;

"Authority's quay" means any wharf, quay, jetty or buoy berth owned, operated, managed or controlled by the Authority;

"bulk cargo" means cargo in loose or unpacked form which is loaded or discharged by means of a conveyor belt, pipeline, grab or other mechanical means, but does not include frozen fish;

"coasting vessel" means a locally registered vessel plying exclusively between Mauritius and its dependencies;

"dangerous goods" has the same meaning as in the Port (Operations and Safety) Regulations 2005;

"Director Port Operations" means the Director Port Operations of the Authority;

"fee" means any fee or charge specified in the First or Second Schedule;

"outer port" -

(a) means part of the sea water plane of the port area of Port Louis as described in the third column of the Third Schedule; but

(b) does not include the inner port;

"Port Master" means the officer appointed as such under section 13 of the Ports Act;

"port operator" means a person who has been granted permission, or a licence, to operate stevedoring or cargo handling services within the port or port premises;

"service charges" means the charges specified in the Second Schedule;

"ton" means -

(a) 1,000 kilograms (Kgs); or

(b) one cubic metre;

"100 tons" or part thereof means the gross registered tonnage rounded to the nearest 25GT applying the proportionate charge;

"vessel fees" means the fees specified in the First Schedule.

Amended by [\[GN No. 37 of 2017\]](#)

3. (1) Subject to these regulations –

(a) the vessel's agent shall, in respect of a vessel which puts in the port or outer port for the discharge and loading of cargo or for any other purpose, pay the fees specified in the First Schedule;

(b) every person who –

- (i) hires equipment, harbor craft or a gangway from the Authority
- (ii) operates a vessel within the port or outer port;
- (iii) is issued with an access pass;
- (iv) uses the services of the Port Emergency and Environment Unit of the Authority;
- (v) uses other services of the Authority,

shall pay the charges specified in the Second Schedule;

- (c) the vessel's agent shall, in respect of transshipment containers, general cargo and fish, pay the quay fees, provided that where transshipment cargo is re-shipped on a vessel, other than the vessel carrying the cargo to Port Louis, the quay fees shall be paid by the first carrier;
 - (d) for the purpose of payment to the Authority, fees expressed in US dollars –
 - (i) may be paid in US dollars; or
 - (ii) if they are to be paid in Mauritian rupees, shall be converted into rupees at the exchange rate applicable for the levying of ad valorem duty under the Customs Tariff Act;
 - (e) where during a vessel's stay in port, the rate of exchange changes, the rate prevailing at the date of entry of the vessel in the port shall be the rate appropriately chargeable.
- (2) (a) Subject to subparagraph (b) and paragraph (3), no dockage or seamen's welfare dues shall be levied in respect of a vessel which puts into the outer port-
- (i) owing to stress of weather;

- (ii) for the purpose of discharging a sick, injured or dead seaman;
- (iii) for the purpose of change of crew;
- (iv) for the purpose of securing arms and ammunitions and transferring of security personel;
- (v) vessels calling for the purpose of taking ship's stores.

(b) (i) The fee for port dues shall, where a vessel puts into the outer port for the purposes specified in subparagraph (a), be half the rate specified in the First Schedule, provided that in cases of prolonged stay in the outer port, the Authority reserves the right to apply the normal rates.

(ii) A vessel may, without affecting its rights to any discount for port dues under subparagraph (a)(i) to (iv), carry out concurrently –

(A) more than one activity referred to under subparagraph (a); and

(B) other ancillary activities, including taking of ship's stores.

(iii) The fee for vessel fees shall, in respect of a vessel referred to in this subparagraph, be capped at 100,000 GT.

(2A) (a) Where a vessel puts into the outer port for the purpose of repairs and the vessel stays in the port for a period not exceeding 6 days, only fee for port dues shall be levied at the rate specified in the First Schedule.

(b) No anchorage fee or seamen's welfare dues shall be levied in respect of the vessel referred to in subparagraph (a) where the vessel stays in the port for a period not exceeding 6 days.

(c) Notwithstanding subparagraphs (a) and (h) where a vessel puts into

the outer port for the purpose of repairs and the vessel stays in the port for a period exceeding 6 days, fee for port dues, anchorage fee and seamen's welfare dues shall be levied as from the date of its arrival.

(2B) (a) The Authority shall, at the end of every month, remit to the Seafarers' Welfare Fund for payment into the General Fund set up under section 16 of the Seafarers' Welfare Fund Act, the total sum of seamen's welfare dues paid under this regulation in respect of the preceding month.

(b) The Seafarers' Welfare Fund shall, on receipt of the amount of seamen's welfare dues remitted under subparagraph (a), pay to the Authority, pursuant to section 16(c) of the Seafarers' Welfare Fund Act, a sum equivalent to 5 per cent of the amount remitted, as administrative costs.

- (3) No vessel to which paragraph (2) applies shall discharge any cargo unless -
- (a) the cargo is discharged to enable repairs to be effected to the vessel; and
 - (b) the cargo is intended for re-shipment.
- (4) Fees for pilotage, tug service (other than in respect of towage or assisting stranded vessels), and anchorage shall -
- (a) in respect of a locally registered vessel, other than a locally registered fishing vessel, be at half the rates specified in the First Schedule;
 - (b) in respect of a fishing vessel registered abroad be three quarters of the rates specified in the First Schedule;
 - (c) in respect of a locally registered fishing vessel, be at one quarter of the rates specified in the First Schedule.
- (5) Subject to paragraph (4), a locally registered vessel shall be entitled to a rebate of 20 percent of all the chargeable rates specified in the First Schedule except for the chargeable rates mentioned at paragraph (4) and the composite charge for small fishing vessels.

- (6) In calculating the fee which the vessel's agent is liable to pay under item 4 of the First Schedule, tug service shall be deemed to commence at the time a tug leaves its base and to end at the time it returns to base.
- (7) The fees specified in item 2 of the First Schedule –
- (a) shall be levied in respect of a vessel remaining in port for more than 3 months, in addition to all fees applicable as per the First Schedule; and
 - (b) shall be paid by the vessel's agent in advance on the first day of the month provided -
 - (i) the vessel has no cargo on board;
 - (ii) the vessel is not used for storage purposes; and
 - (iii) the articles of agreement with the crew of the vessel have been closed.
- (8) No fee for dockage or removal of garbage shall be levied in respect of a vessel while it is in the dry dock.
- (9) Fees for port dues, pilotage, tug service (other than in respect of towage or assisting stranded vessels), anchorage and seamen's welfare dues shall –
- (a) in respect of vessels in excess of 35,000 GT which call for the sole purpose of taking bunkers, have sliding scale charges applicable;
 - (b) in respect of cruise ships and pure car carriers, be capped at 35,000GT.
- (10) (a) Fees for port dues, pilotage and tug service, other than in respect of towage and assisting stranded vessels, shall, in respect of a vessel which calls for the purpose of taking bunkers and stays in port for a period not exceeding 48 hours, be at half the rates specified in the First Schedule.
- (b) Fees for anchorage shall, in respect of a vessel which calls for the

purpose of taking bunkers at outer anchorage and stays for -

- (i) a period not exceeding 48 hours, be at half the rate;
- (ii) a period of 48 hours up to 60 hours, be at half the rate, provided that the period of stay does not exceed 60 hours;
- (iii) a period of 48 hours up to 72 hours, be at half the rate for the first 48 hours and at 75 per cent of the rate for the next 24 hours; and
- (iv) a period exceeding 72 hours, incentives under sub paragraph (iii) will still be applied but anchorage dues will be applied at full rate for any additional period of stay.

(c) A vessel which calls for the purpose of taking bunkers at outer anchorage but remains within port limits may, without affecting its rights to any discount for port dues under subparagraph (a), carry out ancillary activities, including taking of ship's stores.

(d) The fee for vessel fees shall, in respect of a vessel referred to in this paragraph, be capped at 100,000 GT.

Amended by [\[GN No. 37 of 2017\]](#); [\[GN No. 28 of 2022\]](#)

- 4. The Authority shall not provide tug assistance for mooring, unmooring, remooring, berthing or unberthing of a vessel unless the vessel is under pilotage.
- 5. (1) No person shall, unless he has obtained the written permission of the Director Ports Operations, make use of any mechanical handling equipment in the port premises for the landing, removal or loading of goods.

(2) The written permission obtained under paragraph (1) shall, on demand, be produced to any officer of the Authority.

Amended by [\[GN No. 37 of 2017\]](#)

- 6. (1) Subject to paragraph (2), a vessel's tonnage shall, for the purpose of determining

the vessel's fees payable under the First Schedule, be the gross tonnage specified in its certificate of registration or other national papers.

- (2) Where a vessel has dual tonnage, the vessel's higher tonnage shall be its gross tonnage.

7. With respect to pilotage -

- (a) a surcharge of 25 percent shall be payable -

- (i) where a vessel is not ready to be moved 30 minutes after the notified time or 30 minutes after the pilot has boarded, whichever is later;
- (ii) where the request for the pilotage service is cancelled at any time within 60 minutes prior to the notified time and such service is scheduled within the following 8 hours; and
- (iii) where a request for a pilotage service is cancelled at any time after the pilot has boarded;

- (b) a surcharge of 50 percent shall be payable where the pilotage service was booked and cancelled without any subsequent rescheduling within the following 8 hours;

- (c) the first application by a port user for cancellation and rescheduling of a service shall not be subject to any surcharge, if it is made more than 60 minutes prior to the notified time.

8. With respect to tug service -

- (a) a surcharge of 25 percent shall be payable –

- (i) where a request for tug service has been booked and the vessel is not ready to be moved 30 minutes after the notified time or 30 minutes after the pilot has boarded, whichever is the later;
- (ii) where a request for tug service is cancelled at any time within 60

minutes prior to the notified time and the service is rescheduled within the following 8 hours; and

- (iii) where a request for tug service is cancelled at any time after the pilot has boarded;
 - (b) a surcharge of 50 percent shall be payable where tug service has been booked and cancelled without any subsequent rescheduling within the following 8 hours;
 - (c) the first application by a port user for cancellation and rescheduling of a service shall not be subject to any surcharge, if it is made more than 60 minutes prior to the notified time;
 - (d) subject to a minimum charge of US \$ 1920, tug service for assisting stranded vessels or for towage beyond the outer port shall be provided after prior agreement, or in case there is no agreement at the Authority's absolute discretion.
- 9.** (1) Pilotage and tug service fees may be charged where a vessel is required to unberth to allow another vessel to berth for port convenience.
- (2) The type and number of craft allocated for a pilotage or tug service shall be at the discretion of the Port Master, whose decision shall be final.
- 10.** Anchorage fees shall be paid at the normal rate where loading and unloading operations cannot take place for reasons beyond the control of the Authority.
- 11.** Notwithstanding the contents of a manifest, the Authority may calculate quay fees payable under the First Schedule by the weight of the cargo or by its volume, whichever is higher.
- 12.** (1) Subject to the express permission of the Director Port Operations and to such conditions as the Director Port Operations may impose, no dunnage or ship's stores shall be loaded or discharged.
- (2) Dunnage and ship's stores loaded or discharged under paragraph (1) shall be

deemed to be cargo for the purposes of these regulations.

Amended by [\[GN No. 37 of 2017\]](#)

13. (1) Subject to paragraph (2), a person who is liable to pay a fee under these regulations shall promptly pay the amount due.
- (2) (a) The Authority may agree that payment of a fee due under these regulations shall be made –
- (i) within a delay which shall not exceed 21 days from the date of the claim in respect of the amount due in Mauritian rupees; or
 - (ii) within a delay which shall not exceed 30 days from the date of the claim in respect of the amount in US dollars.
- (b) The Authority may request the vessel's agent or other port user to make a cash deposit before any service is rendered.
- (c) Where there is any shortfall in the cash deposit, the vessel's agent or other port user shall immediately make good this shortfall to the satisfaction of the Authority.
- (d) The Authority may request a vessel's agent or other port user to submit a bank guarantee for an amount to be determined by the Authority for the provision of credit facilities.
- (3) Where a person fails to pay a fee for which he is liable, within the specified period, the Authority may –
- (a) levy a surcharge of 10 percent of the amount which that person is liable to pay; and
 - (b) without prejudice to the right of the Authority to recover the amount due, suspend or refuse further services to that person or to a vessel belonging to that person.

- (4) Notwithstanding any other enactment, a person who is liable to pay a fee specified at items 2 and 3 of the Second Schedule shall –
- (a) pay the fee in advance on 1 January and 1 July in every year; and
 - (b) where he fails to pay the fee within one week from the date due for payment, pay a surcharge of 50 percent of the amount which he is liable to pay.
- 14.** (1) Where there is no provision for any fee in respect of any facilities or services, a quotation may, on application, be obtained from the Authority.
- (2) Where it is not possible or practical to make a quotation in an emergency, the Authority may render the service and charge the fees subsequently.
- 15.** (1) Transshipment rates shall apply to –
- (a) transshipment goods as defined in section 2 of the Act;
 - (b) goods other than fish landed from a vessel and re-exported on a second vessel, provided that these goods have not left the port area;
 - (c) fish landed from a vessel and re-exported on a second vessel, provided that these goods have been re-exported in their original form and have always been under certified Customs control;
 - (d) specific consignments with the approval of the Board.
- (2) Application for transshipment rates shall be submitted in writing to the Authority before or at the time the goods or containers are placed in the custody of any port operator.

Amended by [IGN No. 37 of 2017](#)

- 16.** The Authority may -
- (a) in special circumstances and for the purposes of improving the efficiency of

its operations or removing congestion in the port and port premises, increase any fees or charges set out in the First or Second Schedule by an amount not exceeding 50 percent; and

- (b) reduce, waive or refund any fees or charges whenever there are good reasons justifying such reduction, waiver or refund.

17. The fees specified in item 7, in sub-item 7.1.6 of the First Schedule, shall, in respect of import laden containers, be increased by 10 per cent for the period starting on 1 January 2021 and ending on 30 June 2021.

Added by [\[GN No. 34 of 2021\]](#)

Made by the Authority on 18 September 2008 and approved by the Minister on 19 September 2008.

FIRST SCHEDULE
(Regulations 3, 6, 11, 15 and 16)
Fees

1. PORT DUES			
Item	Services	USD (\$)	
1.1	Every vessel entering the outer port per entry unless specified below	4.50	per 100 GT or part thereof
1.2	Minimum charges		
	(1) Vessels loading or discharging cargo or fare paying passengers	45.00	
		22.50	
	(2) Empty vessels		
	(3) Recreational vessels (yachts and pleasure craft)		
	(a) Vessels less or equal to 25 tonnes	30.00	
	(b) Vessels greater than 25 tonnes	60.00	
1.3	Transshipment vessels calling Port Louis, per call		
	(1) 30 per cent discount if unloaded between 100 and up to 150 TEUs of transshipment		
	(2) 40 per cent discount if unloaded in excess of 150 TEUs of transshipment		

	Applicable during cyclonic periods only, for foreign vessels sheltering in the port (no anchorage will be charged during this period for sheltering vessels)		
1.4	Vessels not exceeding 10 tonnes, per day	300.00	
1.5	Vessels exceeding 10 tonnes but not exceeding 50 tonnes, per day	500.00	
1.6	Vessels exceeding 50 tonnes but not exceeding 100 tonnes, per day	800.00	
1.7	Vessels exceeding 100 tonnes but not exceeding 2,000 tonnes, per day	1,200.00	
1.8	Vessels exceeding 2,000 tonnes, per day	2,400.00	
1.9	Charges for fully cellular container ships shall be paid according to the following scale (1) First 35,000 gross tonnes (2) Next 15,000 gross tonnes (3) All gross tonnes thereafter	4.50 2.25 1.60	} Per 100 GT or part thereof

2. PROLONGED HARBOUR DUES

2.1	Vessels remaining in port beyond 3 months per month or part thereof		
2.2	Minimum charges (per entry) (1) Commercial vessels (2) Yachts and pleasure craft	50.00 50.00	

3. PILOTAGE

	Vessels entering, berthing, unberthing or leaving the port or outer port of Port Louis		
3.1	Per pilotage service inwards or outwards	3.00	per 100
3.2	Per pilotage service from sea to outer port	3.00	GT or part
3.3	For moving a vessel from one berth to another or to re-berth at the same berth	3.00	thereof
3.4	Minimum fee for a service or movement —		

	(1) Vessels, other than empty vessels	30.00	
	(2) Empty vessels	15.00	
3.5	Charges for fully cellular container ships shall be paid according to the following scale per pilotage service inwards or outwards (1) First 35,000 gross tonnes (2) Next 15,000 gross tonnes (3) All gross tonnes thereafter	3.00	per 100 GT or part thereof

4. TUG SERVICE

	For tug assisting vessels (other than fishing vessels) for berthing, unberthing or moving from berth to berth or for anchoring		
4.1	Per occasion	13.75	per 100 GT or part thereof
4.2	Minimum charge per occasion	960.00	
4.3	Minimum charge for (1) Empty vessels (2) Vessels, other than locally registered vessels, not exceeding 6,000 CT per occasion For assistance by tugs assisting fishing vessels for berthing, unberthing, or moving from berth to berth or for anchoring	480.00 1,480.00	
4.4	Per occasion	13.75	per 100 GT or part thereof
4.5	Minimum charge per occasion	340.00	
4.6	For towage of vessels without own power within the limits of the port or outer port (per tug used per hour or part thereof)	45.00	per 100 GT or part thereof
4.7	For assisting stranded vessels within the limits of the port or outer (per day or part thereof)	1,080.00	per 100 GT or part thereof
4.8	For standing by as a safety measure when dangerous goods	30.00	per 100

	are being loaded or unloaded (per tug per hour or part thereof)		GT or part thereof
4.9	Charges for fully cellular container ships shall be paid according to the following scale per occasion (1) First 35,000 gross tonnes (2) Next 15,000 gross tonnes (3) All gross tonnes thereafter	13.75 6.90 4.80	per 100 GT or part thereof

Transhipment

4.10	30% discount for vessels calling at Port Louisto unload between 100 and up to 150TEUs of transhipment cargo, per call 40 % discount for vessels calling at Port Louis to unload more than 150 TEUs of transhipment cargo, per call Additional discounts may be considered for large transhipment exchanges In addition to the above discounts, guaranteed berthing priority may be considered		
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Assisting grounded vessels, per tug, per hour

4.11	Vessels less than 200 tonnes	400.00	
4.12	Vessels greater than 200 tonnes but not exceeding 2,000 tonnes	2,000.00	
4.13	Vessels greater than 2,000 tonnes	8,000.00	

5. ANCHORAGE

Item	Services	USD (\$)	
5.1	Vessel other than a local fishing vessel anchoring, mooring or berthed at an alongside berth unless otherwise specified		
	(1) Per day or part thereof for first 6 days(one day is based on a 24 hour basis)	5.00	} per 100 GT or part thereof
	(2) Local fishing vessel per day or part thereof for first 6 days	4.50	
	(3) Minimum charge		
	(a) Vessels, other than empty vessels	50.00	
	(b) Empty vessels	25.00	
	(4) Yachts and pleasure craft		
	(a) Vessels less or equal to 25 tonnes	120.00	
	(b) Vessels greater than 25 tonnes	240.00	
	Where the port cannot provide a berth to liner vessels (cargo/container) 24 hours after the arrival time, anchorage would not be charged for periods of 24 hours following the expiry of the first 24 hours		
5.2	(1) For vessel other than a local fishing vessel after the 6th day, per day or part thereof	6.00	} per 100 GT or part thereof
	(2) For local fishing vessel after the 6th day, per day or part thereof	5.50	
5.3	Charges for fully cellular container ships shall be paid according to the following scale, per day or part thereof for first 6 days		
	(1) First 35,000 gross tonnes	5.00	} per 100 GT or part thereof
	(2) Next 15,000 gross tonnes	2.50	
	(3) All gross tonnes thereafter	1.75	
	After the 6th day, per day or part thereof		
	First 35,000 gross tonnes	1.75	
	Next 15,000 gross tonnes		
	All gross tonnes thereafter	6.00	

		3.00	per 100
		2.10	GT or part thereof

6. DOCKAGE

6.1	A vessel, including fishing vessel berthed at the fish port does not leave her berth 2 hours after having completed loading and unloading operations (1) Per day or part thereof (2) Minimum charge	7.50 75.00	per 100 GT or part thereof
6.2	Per vessel berthed alongside an Authority's quay, not for loading and discharging cargo except passenger vessels (1) Per day or part thereof (2) Minimum charge	7.50 75.00	per 100 GT or part thereof

7. QUAY FEES

7.1	Cargo other than transshipment cargo passing over the Authority's quay for discharge/ loading or loaded/discharged over side a vessel berthed at an Authority's quay		
Item	Non-containerised cargo	USD (\$)	
7.1.1	General cargo, per tonne or part thereof	2.44	
7.1.2	Rice, per tonne or part thereof	2.08	
7.1.3	Cattle, sheep, goats, pigs and other livestock per head	1.00	
7.1.4	Personal effects, sundry packages, including crates of fowls or other cargo per tonne or part thereof	1.00	
7.1.5	Fresh, salted and frozen fish per GT	1.83	

Item	Containerised cargo	USD (\$)	
7.1.6	Full containers	50.00	1 TEU or less
		100.00	More than 1TEU
7.1.7	Empty containers	19.00	1 TEU or less
		38.00	More than 1 TEU
7.1.8	Repositioning of containers from bay to bay on board vessels and via quay	12.00	1 TEU or less
		24.00	More than 1TEU
7.2	Pipeline dues		
Item	Services	USD (\$)	
7.2.1	Per tonne of bulk cargo or part thereof pumped through pipelines with the exception of bunkers	1.48	
7.2.2	Bunkers	1.15	
7.3	Dry bulk cargo quayage		
Item	Services	USD (\$)	
7.3.1	Coal, maize, fertiliser, soya	1.00	} Per tonne or part thereof
7.3.2	Sugar (through Bulk Sugar Terminal)	1.10	
7.3.3	Wheat	1.15	
7.4	Freeport		
Item	Containerised cargo	USD (\$)	
7.4.1	Full containers	27.00	1 TEU or less

7.4.2	Empty containers	54.00	More than 1 TEU
		11.00	1 TEU or less
		22.00	More than 1 TEU
Item	Non-containerised cargo	USD (\$)	
7.4.3	General cargo (breakbulk or palletised per tonne or part thereof)	2.00	
7.5	Transshipment		
Item	Services (containerised)	USD (\$)	
7.5.1	Full containers	27.00	1 TEU or less
		54.00	More than 1 TEU
7.5.2	Empty containers	11.00	1 TEU or less
		22.00	More than 1 TEU
Item	Services (non-containerised)	USD (\$)	
7.5.3	General cargo (breakbulk or palletised)	2.00	per tonne or part thereof
7.5.4	Bulk cargo	2.00	per tonne or part thereof
7.5.5	Frozen transshipment fish	3.50	per tonne or part thereof
7.5.6	Vehicles	1.00	per tonne or part thereof
8.	REMOVAL OF GARBAGE		
Item	Services	USD (\$)	
8.1	Per vessel of 500 CT or less	5.00	per occasion

8.2	Per vessel between 500 CT and 2,000 CT	9.00	per occasion
8.3	Per vessel of more than 2,000 CT	20.00	per occasion
9.	SEAMEN'S WELFARE DUES		
9.1	Vessels entering the outer port Per locally registered vessel per entry	0.70	Per 100 GT part thereof
9.2	Per vessel not registered locally per entry	1.00	Per 100 GT or part
9.3	Minimum charge (1) Vessels, other than empty vessels (2) Empty vessels	10.00 5.00	
9.4	Charges for fully cellular container ships shall be paid according to the following scale per entry (1) First 35,000 gross tonnes (2) Next 15,000 gross tonnes (3) All gross tonnes thereafter	0.70 0.35 0.25	} per 100 GT or part thereof
10.	COMPOSITE CHARGE FOR SMALL FISHING VESSELS		
Item	Services	(Rs)	
10.1	Per vessel per call – (1) up to 25 GT (2) above 25 CT	3,000.00 5,000.00	

SECOND SCHEDULE

[Regulations 3,13 and 16]

CHARGES

1. HIRE OF HARBOUR CRAFT MOBILE CONTAINER HANDLING CRANE AND GANGWAY

Item	Services	(Rs)	
1.1	Within port limits	5,700	per hour

	Launch for purposes other than towing		or part thereof
		8,500	minimum charge
1.2	Tug not exceeding 500 HP for purposes other than assisting vessel for berthing, unberthing or mooring	5,700	per hour or part thereof
		8,500	minimum charge
1.3	Tug exceeding 500 HP for purposes other than assisting vessel for berthing, unberthing or mooring	15,000	per hour or part thereof
		Not applicable	minimum charge
		3,000	
1.4	Mooring lighter, excluding tug	9,000	minimum charge
		330	per hour or part thereof
1.5	Diver and diving boat	1,340	minimum charge
		380	per hour or part thereof
1.6	Diving boat with 2 divers	1,500	minimum charge
		450	per hour or part thereof
1.7	Barge/reclamation barge, excluding tug	1,800	minimum charge
		390	per hour or part thereof

1.8	Mud boat, excluding tug and other floating craft	3,100	minimum charge
		390	per hour or part thereof
1.9	Landing pontoon, excluding tug	3,100	minimum charge
		500	per hour or part thereof
		5,300	minimum charge
1.10	Tug exceeding 500 HP where a tug is supplied for towing a launch, lighter or mud boat	15,000	per hour or part thereof
		Not applicable	minimum charge
	Tug not exceeding 500 HP where a tug is supplied for towing a launch, lighter or mud boat	5,700	per hour or part thereof
		8,500	minimum charge
1.11	Gangway, excluding mobile crane, per day or part thereof	150	per hour or part thereof
		450	minimum charge
1.12	Mobile container handling crane	8,000	per hour or part thereof
1.13	The rates are double when services are 15,000 minimum charge rendered between 1800 hr. and 0700 hr. from Monday – Saturday. For Sunday and Public Holiday rates applicable will be double. Above does not apply to Item 1.12	15,000	Minimum charge

2.	BOAT LICENCE		
Item	Services	(Rs)	
2.1	Per plying boat propelled by oars or sails	100	for every 6 months or part thereof
2.2	Per plying boat propelled by engine	150	for every 6 months or part thereof
2.3	Per boatman's licence, including barge	100	for every 6 months or part thereof
2.4	Replacement of original barge	50	for every 6 months or part thereof
2.5	Transfer of licence to another owner	200	for every 6 months or part thereof
2.6	Per vessel, other than a plying boat, plying in the port, whether for hire or not, per one or part thereof	100	for every 6 months or part thereof
3.	OPERATING LICENCE		
Item	Services	(Rs)	

3.1	Shipchandlers, clearing and forwarding agents	3,000	per year
3.2	Shipping agents	15,000	per year
3.3	Fishing companies	7,500	per year
3.4	Handling of bulk cargo	15,000	per year
3.5	Miscellaneous	3,000	per year
4.	ACCESS PASS		
Item	Services	(Rs)	
4.1	Individual access pass, including vehicle up to 3 tonnes gross weight to port area	10	per day
4.2	Individual access pass, including vehicle up to 3 tonnes gross weight to port area	25	per week
4.3	Individual access pass, including vehicle up to 3 tonnes gross weight to port area	50	per month
4.4	Individual access pass, including vehicle up to 3 tonnes gross weight to port area	200	per year
4.5	Vehicle pass for vehicles of over 3 tonnes gross weight	500	per year

Amended by [\[GN No. 37 of 2017\]](#)

5. PASSENGER DUES

To be paid by all vessels carrying passengers, apart from those providing scheduled local services within the State of Mauritius.

The amount chargeable is to be based on the maximum number of passengers on board the ship at any time during its stay in port.

Item	Service	USD (\$)	
5.1	Per Passenger	5	
6.	FIRE FIGHTING SERVICES		

Item	Services	(Rs)	
6.1	Standby charges (for loading/unloading white oil, LP Gas or other purpose)	800	per hour or part thereof
6.2	Supply of water	400	per hour or part thereof
7.	OTHER SERVICES		
Item	Services hire of chains/fenders	(Rs)	
7.1	One chain or wire or wire with nylon tail/day or part thereof	500	
7.2	Yokohama fender/day or part thereof	1,000	
7.3	Boat survey fee	1,500	

Amended by [GN 82 of 2009]

THIRD SCHEDULE

[Regulation 2]

Name of port	Limits of inner port	Limits of outer port
Port Louis	The sea area extending from Point IN (20°8.18'S and 57°29.46'E) on the Southern bank of the mouth of Rivulet Terre Rouge in a generally South-westerly direction along the sea shore up to monument no. 8 (20°9.2'S and 57°28.5'E)	The balance of the sea water plane of the port area, after excluding the inner port.

at the intersection of a sewerage pipe with the sea shore; thence seaward in a North-westerly direction along an imaginary line up to point 1K (20°09'S and 57°28'E) in the sea; thence in a North-easterly direction along an another imaginary line up to Point 1L (20°8'S and 57°28.S'E) in the sea; thence along an imaginary line in a North-easterly direction up to Point 1M (20°7.6'S and 57°29.1'E) in the sea; thence along an imaginary line in a South-easterly direction up to the stalling point, Point 1N.

Added by [\[GN No. 37 of 2017\]](#)