



# KERALA MARITIME BOARD

(A Statutory Board of Govt. of Kerala)

Head Office: TC XXII/1666 (4&5), 1<sup>st</sup> Floor, Mulamoottil Building,  
Pipinmoodu, Sasthamangalam, Thiruvananthapuram – 695010, Tel: 04712910040  
Website: [www.kmb.kerala.gov.in](http://www.kmb.kerala.gov.in) /E-mail: [ceo.kmb@kerala.gov.in](mailto:ceo.kmb@kerala.gov.in)



## HOKMB-TVM/1054/2023-FM(TRN1) 26-08-2025 BOARD ORDER

### **Sub:Ratification of Action Taken for Integration of Internet Payment Gateway (IPG) Facility with Bank of Baroda**

Kerala Maritime Society, through its two institutes at Neendakara and Kodungallur, currently collects course fees from students using digital payment scanners installed at the institutes and through direct bank transfers to the respective institute bank accounts opened in Bank of Baroda (KMI, Kodungallur-Account No - 74890200001449 and KMI, Neendakara- Account No -74890200001450). A majority of the payments are received through the digital payment scanner mode.

To further enhance the fee collection system and provide a more seamless and student friendly payment experience, it is proposed to integrate an Internet Payment Gateway (IPG) with the institute websites. This will enable students to directly pay their course fees online through the official portals of the institutes, ensuring convenience, efficiency, and secure digital transactions.

As a part of developing website for the Institutes, Kerala Maritime Society decided to provide Internet Payment Gateway (IPG) facility with Bank of Baroda to enable online collection of course fees from students at its Neendakara and Kodungallur institute websites. To initiate this process, Regional Merchant Manager of Bank of Baroda, requested Kerala Maritime Society to provide a copy of the Board Order and extract of the minutes confirming the authorisation for the bank to proceed with the integration of the IPG facility.

In view of the operational urgency and to avoid any delay in launching the online payment system, the Chief Executive Officer of Kerala Maritime Society issued a formal letter to Bank of Baroda authorising them to proceed with the IPG integration for both institutes (Enclosed). In the letter it was also agreed to place the matter before the Board in its forthcoming meeting for formal ratification, and that a certified copy of the resolution and minutes would be provided to the bank in due course.

**The Board after discussion unanimously Resolved to ratify the action taken by the CEO in authorising Bank of Baroda to integrate the IPG facility for the Neendakara and Kodungallur institute websites to facilitate online collection of course fees.**

**Chief Executive Officer/ Member Secretary**

Signed by

Shine A Haq

Date: 26-08-2025 14:57:11



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Website: [www.kmb.kerala.gov.in](http://www.kmb.kerala.gov.in) /E-mail: [ceo.kmb@kerala.gov.in](mailto:ceo.kmb@kerala.gov.in)



Order No. HOKMB-TVM/364/2025/A5 (Fin)

26-08-2025

## **Board Order as per the decision No. 5 of 40<sup>th</sup> Kerala Maritime**

### **Board Meeting**

#### **Sub: Sanctioning of Travelling Expense to Daily wage staff under KMB.**

Under the Mechanical Engineering Wing of the Kerala Maritime Board, there are two offices headed by Assistant Executive Engineers: one at Kollam and the other at Beypore. Each office is equipped with a dedicated workshop and store. Currently, the services of a daily wage electrician stationed at the Beypore Port office are being utilized to carry out electrical maintenance and fault rectification across various ports, ranging from Kasaragod to Ponnani. Permanent employees of the Board are a diminishing category, and hence we are compelled to engage daily wage and contract staff for carrying out the regular activities of the Board.

At present, only one daily wage electrician is assigned to handle all reported electrical issues at these ports. His services have been crucial in completing tasks such as the full replacement and installation of a new electrical wiring system at the Ponnani Port Office and the rectification of electrical faults at the Kasaragod Port. Additionally, the electrician has been requested to undertake repair work at Thalassery Port, and has also provided support for the inspection and resolution of electrical issues at the Kodungallur Maritime Academy.

As per the existing rules, daily wage workers are not entitled to Travel Allowance (TA) or Daily Allowance (DA). However, there has been a consistent demand to extend these allowances to daily wage workers when they are deputed for official duties at various ports. In view of the decision taken at the 33rd Board Meeting, which approved the provision of TA/DA to contractual employees, it is proposed that reimbursement of travelling expense may also be granted to daily wage workers to meet actual travel expenses, subject to specified conditions.

**After brief discussion, the Board resolved to ratify the action taken by the CEO in sanctioning travelling expenses to daily wage staff of KMB subject to the compliance of the following conditions:**

- 1.The Travelling expense shall be granted at government-approved rates and shall be limited to the actual expenses incurred.**
- 2.Such expense shall be applicable only when the employee is deputed for official duties outside the district in which they are stationed.**
- 3. Disbursement of the travelling expense shall require prior approval from the KMB Head Office.**

**4.The amount sanctioned shall not exceed the TA/DA entitlement applicable to a corresponding permanent post.**

**Chief Executive Officer /Member Secretary**

Signed by

Shine A Haq

Date: 26-08-2025 14:45:36



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No.: HOKMB-TVM/1192/2023-B3 (e-govce)

Dated: 27-08-2025

## BOARD ORDER

Sub: Approval of "Qualification, Consideration and Fees or Charges of Assessors Rules, 2025

The Inland Vessels Act, 2021 was enacted by Parliament, repeating the earlier inland Vessel Act, 1917. As per the Section 107 of the new Act, the State Government is required to frame and notify the Rules on various specified matters in compliance with this provision, the Kerala Maritime Board (KMB) has prepared following Rule:

"Qualification, Criteria and Consideration and Fees or Charges of Assessors Rules, 2025 which the Government of Kerala propose to make in exercise of the powers conferred by sub-section (1) of section 76 read with clause (y) of sub section (2) of section 107 of the Inland Vessels Act (Central Act 24 of 2021) as per IV Act 2021 is sent to Govt.

The draft Rule has been submitted to Govt. for an early notification considering the urgency of the matter in lieu of a case pending before Hon. High Court of Kerala in respect of registration and survey of house boats. Under these circumstances the matter is placed before the Board for ratification.

The matter was placed before the **40<sup>th</sup> Meeting of Kerala Maritime Board (KMB)** of Kerala maritime Board held on 13<sup>th</sup> August, 2025 vide **Agenda no 6** for ratification.

The Board after discussion unanimously,

**Resolved to ratify the action taken by the CEO in submitting the draft "Qualification, Criteria and Consideration and Fees or Charges of Assessors Rules, 2025" to the Government of Kerala for early notification under the Inland Vessels Act, 2021.**

**Chief Executive Officer/ Member Secretary**

Signed by

Shine A Haq

Date: 27-08-2025 11:26:17



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HOKMB-TVM/818/2025-E2

Dated:27-08-2025

## BOARD ORDER

Sub: Exemption of Small Motorised Country Boats from IV (Manning) Rules under the Inland Vessels Act, 2021

As per the definition of the mechanised vessel under the Inland Vessels Act-2021:

Sec. 3(y)

"Mechanically propelled inland vessel" means

- i. any inland vessel in the inland waters which is propelled by mechanical means of propulsion;

or

- (ii) floating units, floating surfaces, dumb vessels, barges, rigs, jetties or such other non-mechanically propelled inland vessel, which are towed or pushed with the assistance of another mechanically propelled vessel and used for carriage, storage, transportation and accommodation of passengers and cargo in or through inland waters:

Sec. 3(z) says

"minimum manning requirement" means the standard and number of persons required for safe manning and navigation of vessels, as may be prescribed by the Central Government.

However the manning requirements of the Category C vessels can be decided by the Designated Authority as per the IV (Manning) Rules.

It is pertinent to note that several issues have arisen following the enactment of the Inland Vessels Act, 2021, and the associated rules framed by the Union Government. A majority of these concerns were raised by our State, given that a significant portion of our vessels are small boats such as houseboats, Shikkara boats for Tourism purposes and small motorised boats primarily used by local residents for personal transport and agricultural purposes.

Given Kerala's unique geography, with extensive waterlogged areas and numerous islands, the manning requirements prescribed under the Inland Vessels Act and the corresponding rules are largely impractical for implementation. These rules appear to have been designed with large vessels operating in major rivers like the Ganga, Yamuna, Krishna, and Godavari in mind.

Following extensive consultations, the Union Government proposed special rules under a

section of the Act allowing the regulation of special category vessels, which include houseboats, Shikkara boats, and other boats used for tourism. These rules provide certain exemptions. However, the matter of small motorised boats used by locals for personal and agricultural use remains unaddressed.

These boats, often fitted with outboard motors, are not mechanically propelled in the strict sense, and thus are not suited for inspection or regulation under the current IV Act framework. Enforcing the IV (Manning) Rules strictly would lead to serious social issues, as even schoolchildren use such boats for daily commuting in waterlogged areas. Importantly, due to the calm waters and the swimming ability of local residents, there have been very few major accidents. That said, there was a recent unfortunate incident near Chembu (Alappuzha-Ernakulam border) where a boat carrying 22 passengers capsized, resulting in one fatality. However, it was reported that the deceased was under the influence of alcohol, and all others managed to swim to safety.

Prior to the enactment of the new Act and rules, the Kerala Maritime Board (KMB) used to issue a Srunk-cum-Driver (SND) certificate for small vessels (less than 75 HP). This certificate is valid only for operating one's own boat, not for ferrying passengers or tourism activities.

Regarding the stability and safety of the boats used for the aforesaid purposes, LSGD can be requested to frame guidelines for their survey and registration categorizing such vessels as non-mechanically propelled vessels in tune with the decision taken in the meeting convened by the Chief Secretary.

In light of the above, it is proposed that:

1. IWAI may be requested to exempt motorised country boats used by local residents for personal transport and agriculture from the IV (Manning) Rules, and to authorize the State Government to regulate their operations, including manning requirements.
2. The Local Self Government Institutions (LSGI) and Irrigation Department may be requested to ensure that such motorised boats are not used for passenger transport at Kadavus (ferry points) or for tourism purposes.
3. It may be made mandatory that all owners and family members using such motorised boats for personal or agricultural purposes must possess a valid SND certificate issued by KMB. It should be clearly stated that this certificate cannot be used for transporting passengers or for tourism activities.

The matter was placed before **the 40<sup>th</sup> Meeting of Kerala Maritime Board (KMB)** of Kerala maritime Board held on 13<sup>th</sup> August, 2025 vide **Agenda no 7**

The Board after discussion unanimously,

***Resolved to***

1. **Resolved to request IWAI to exempt motorised country boats used by locals for daily travel and agricultural purposes from the manning requirements under the IV (Manning) Rules, and to permit the State Government to determine appropriate regulations.**
2. **Resolved to intimate the LSGI and Irrigation Department to ensure such boats**

**are not used for passenger transport at Kadavus (ferry points) or for tourism purposes.**

**3. Resolved to make it mandatory for all owners and family members operating such motorised boats for personal or agricultural use to hold a valid SND certificate issued by KMB, with a clear prohibition on using these certificates for commercial passenger or tourism operations.**

**4 . Resolved to request the LSGD, Government of Kerala, to frame guidelines/Standard Operating Procedures (SoP) for registration and survey of such small vessels, which do not strictly fall under the definition of mechanically propelled vessels.**

**5 . Resolved to prepare a draft SoP for the survey and registration of all such vessels, and to submit the same to LSGD for notification.**

**Chief Executive Officer/**

**Signed by Member Secretary**

**Shine A Haq**

**Date: 27-08-2025 11:31:21**

R.L

**Board Order**

HOKMB-TVM/607/2025-C1(Devp)

25-08-2025

**Sub : Entrusting EIA study for “Capital Dredging – Kollam Port”**

To facilitate the movement of larger vessels, it is proposed to increase the depth of Kollam Port from the existing 7m to 10m in first phase and to 12m in the second phase through Capital Dredging. M/s KITCO Ltd. has submitted the DPR for the project at an estimated cost of Rs.91.67 Cr excluding GST.

For availing 50% financial assistance under the Sagarmala Programme, it requires EIA and CRZ clearances from the Ministry of Environment, Forest and Climate change (MOEF&CC) / SEIAA and the Kerala Coastal Zone Management Authority (KCZMA) for dredging and disposal of dredged material (DDM).

Since NIIST is an accredited government agency to conduct EIA studies for Port and Harbour sector and which is already conducting EIA study for the Capital Dredging Project at Beypore Port, KMB has requested to entrust the EIA study and related consultancy works to CSIR-NIIST. As per the request from KMB, a proposal has been submitted from CSIR- NIIST for carrying out the EIA study at a total cost of Rs.27,10,000/- + GST.

The same was put up for discussion of the 40<sup>th</sup> Board Meeting of Kerala Maritime Board held on 13<sup>th</sup> August, 2025.

**The Board after discussion has decoded the following:**

1. Resolved to ratify the decision to entrust CSIR-NIIST with the EIA study for the Capital Dredging project at Kollam Port
2. Resolved to approve the proposal submitted by CSIR-NIIST for carrying out the EIA study at a total cost of Rs.27,10,000/- plus GST.

**Member Secretary  
Chief Executive Officer**

Signed by

Shine A Haq

Date: 25-08-2025 23:03:59





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HOKMB-TVM/525/2025-C5(Land)

Date : 25-08-2025

## Board Order

**Subject:-Leasing out of Kattadi ground at Bhatt Road Beach, Kozhikode to Kozhikkode Corporation**

Several parcels of port land in Kozhikode under the jurisdiction of the Kerala Maritime Board have remained idle for an extended period. One such parcel, known locally as “Kattadi Ground” behind the Bhatt Road beach bus stop, has been in long-term informal use by local children and the fisher folk community as a playground.

Following a meeting held on 12.02.2025 with the Mayor, Deputy Mayor, Secretary of the Municipal Corporation, and the Chairman and CEO of the Kerala Maritime Board, it was agreed in principle to lease this land to the Kozhikode Municipal Corporation for formal development as a playground. The Corporation subsequently requested a lease of a plot measuring 90 metres parallel to the main beach and 70 metres parallel to Bhatt Road.

The CEO inspected the site and noted that the land is unsuitable for commercial development, enjoys strong local support for recreational use, and has been used as a playground for many years. Initially, an annual lease rent of ₹7.5 lakh was proposed; however, the Mayor requested a nominal lease rent on the grounds that the development is solely for the benefit of the local fisher folk community and will not generate revenue for the Corporation. It was also noted that the Board does not currently have the authority to approve leasing land at a nominal rent, and that any such decision would require Government approval.

The matter was discussed as agenda item number 09 in the 40th Board Meeting (16th meeting of the reconstituted Board) of Kerala Maritime Board held on 13.08.2025.

During the discussion, Board Member Shri. Prakashan M expressed his reservation to grant the land on a nominal lease. He suggested holding further discussions with the Kozhikode Municipal Corporation to negotiate a lease rent, and recommended that the matter be deferred. All other Board Members agreed to this suggestion.

***The Board, after discussion, has resolved to defer the agenda item for further discussions with the Kozhikode Municipal Corporation regarding the lease rent***

***Shine A Haq***  
***CHIEF EXECUTIVE***

***OFFICER***

Signed by  
Shine A Haq  
Date: 25-08-2025 23:47:28



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**HOKMB-TVM//792/2025-E2**

**Dated: 27-08-2025**

## **BOARD ORDER**

**Sub: Approval of Vessel Built in a Yard that had Accreditation at the Start of Construction but lost it before Completion & Charging of Penalty for Vessel Constructed Deviating from the Approved Design and Plan**

This agenda addresses two issues that have arisen during the implementation of the provisions of the Inland Vessels (IV) Act, 2021, and the Kerala Inland Vessels (KIV) Rules, 2015:

1. Approval of vessels built in a yard that initially had accreditation but lost it before completion

As per the IV Act-2021 and KIV Rules, mechanised inland vessels must be constructed in accredited yards. The accreditation of boat-building yards for mechanised inland vessels is granted by the Registering Authority (RA) after inspection by Surveyors of the Kerala Maritime Board (KMB).

It has been reported that in some cases, construction of vessels commenced in accredited yards, but the yards lost their accreditation before the completion of the vessels. Consequently, the vessel owners are unable to produce the yard accreditation certificate when applying for registration. This typically occurs when:

The yard is sold to another person, or

Existing partners dissolve their partnership.

Even though such vessels are built as per the approved design and stability standards, strict insistence on a valid accreditation certificate at the time of registration causes undue hardship to the owners.

On detailed examination, it is noted that as per the IV (Survey) Rules, 2022, Surveyors thoroughly inspect the vessel to ensure compliance with the approved design and plans, guaranteeing its stability and safety. The RA may also appoint an additional surveyor for verification before granting registration, if he feels so.

**Recommendation:** Vessels that were started in an accredited yard but completed after the yard lost its accreditation may be granted registration based on the accreditation status at the commencement of construction, provided that:

The RA ensures a second survey is conducted by a surveyor other than the original one.

2. Vessels built in deviation from the approved design and plan

Under the IV Act and Rules, mechanised vessels must be constructed strictly in accordance with the approved design and plan submitted to the RA at the time of prior approval. The Act prescribes a penalty of ₹10,000 for construction without obtaining prior permission.

However, instances have been noted where vessels, though having obtained prior approval, were built with deviations from the approved design and plan, and later submitted for registration. The RA has sought clarification on whether such cases may be approved after imposing a ₹10,000 fine or should be treated as entirely new applications.

On review, it is proposed that:

Such cases should be treated as fresh applications.

The vessel owner should be directed to apply as new for survey and registration.

A fine of 10,000 for not obtaining prior permission, along with the applicable fees for the new vessel survey/registration, shall be imposed.

The matter was placed before **the 40<sup>th</sup> Meeting of Kerala Maritime Board (KMB)** of Kerala maritime Board held on 13<sup>th</sup> August , 2025 vide **Agenda no 10** .

The Board after discussion unanimously,

***Resolved to***

**1 . Approve registration of vessels commenced in accredited yards that lost accreditation before completion, subject to an additional survey by a surveyor other than the original.**

**2. Resolved further that, vessels built with deviations from the approved design and plan shall be treated as new applications, with a penalty of ₹10,000 and applicable fresh survey/registration procedure and fees.**

**Chief Executive Officer/**

**Member Secretary**

R.L/

Signed by

Shine A Haq

Date: 27-08-2025 11:29:12



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HOKMB-TVM/296/2024-C5(Land)

Date: 25-08-2025

## Board Order

### Sub:Development of South Beach,Kozhikode.

The Kerala Maritime Board (KMB) had decided to undertake development of the Development of South Beach, Kozhikode, Kerala through Public Private Partnership (PPP) mode. The plot spans over 2.5Acres (101.17Ares). KMB conducted a preliminary market overview and prepared a draft concept note. Based on the study a concept was prepared, and an Expression of Interest (EOI) was floated on 24-12-2024 for understanding the demand for the project and to sound the industry. A pre-EOI conference was held on 15-01-2025 at Conference Hall, Malabar Chamber of Commerce, Kozhikode and 17 companies attended the conference. As on due date of submission, a total of 6 EOIs were received.

Based on the responses of the EOIs and financial feasibility studies, a Request for Proposal (RFP) document is prepared, tentatively planned to be floated on 13-08-2025.

KMB envisions the development of the high revenue yielding site at South Beach, Kozhikode to be a beneficial development for the local population as well as tourists.

The Draft RFP document and the Draft Concession Agreement are being placed before the board for approval.  
The matter was discussed as agenda item number 11 in the 40th Board Meeting of Kerala Maritime Board held on 13.08.2025.

*The Board, after discussion, has resolved to:-*

- 1. Approve the Draft RFP and Draft Concession Agreement for submission to Government for concurrence.*
- 2. Proceed with the tender process, subject to that any Government remarks received before the bid submission deadline to be issued as corrigendum.*
- 3. Request Government to authorise the Board to decide on extending the lease period up to 45 years, if demanded by the investors*

**Shine A Haq**  
**CHIEF EXECUTIVE**

**OFFICER**

Signed by  
Shine A Haq  
Date: 25-08-2025 23:43:23



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HOKMB-TVM/1765/2024-C5(Land)

Date : 25-08-2025

## Board Order

### **Sub:Development of Wayside Amenities Center at Beach Road, Kozhikode, Kerala**

The Kerala Maritime Board (KMB) had decided to undertake development of Wayside Amenities Center at Beach Road, Kozhikode, Kerala through Public Private Partnership (PPP) mode. The plot spans over 30 cents. KMB conducted a preliminary market overview and prepared a draft concept note. Based on the study a concept was prepared, and an Expression of Interest (EOI) was floated on 26-12-24 for understanding the demand for the project and to sound the industry. A pre-EOI conference was held on 15-01-2025 at Conference Hall, Malabar Chamber of Commerce, Kozhikode and 17 companies attended the conference. As on due date of submission, a total of 5EOIs were received.

Based on the responses of the EOIs and financial feasibility studies, a Request for Proposal (RFP) document is prepared, tentatively planned to be floated on 13-08-2025. The draft RFP and draft Concession Agreement is placed before the board for approval. The matter was discussed as agenda item number 12 in the 40th Board Meeting of Kerala Maritime Board held on 13.08.2025.

***The Board, after discussion, has resolved to:-***

- 1. Approve the Draft RFP and Draft Concession Agreement for submission to Government for concurrence.***
- 2. Proceed with the tender process, subject to the condition that any Government remarks received before the bid submission deadline to be issued as corrigendum.***
- 3. Request Government to authorise the Board to decide on extending the lease period up to 45 years, if demanded by the investors***

***Shine A Haq***  
***CHIEF EXECUTIVE***

***OFFICER***

Signed by  
Shine A Haq  
Date: 25-08-2025 23:41:36



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HOKMB-TVM/1443/2024-C5(Land)

Date: 25-08-2025

## Board Order

### Sub:Development of Multimodal TransitYard,North Beach,Kozhikode

The Kerala Maritime Board (KMB) had decided to undertake development of the Development of Multimodal TransitYard, North Beach, Kozhikode through Public Private Partnership (PPP) mode. The plot spans over 2.5 Acres (101.17 Ares). KMB conducted a preliminary market overview and prepared a draft concept note. Based on the study a concept was prepared, and an Expression of Interest (EOI) was floated on 30-10- 2024for understanding the demand for the project and to sound the industry. A pre-EOI conference was held on 15-01-2025 at Conference Hall, Malabar Chamber of Commerce, Kozhikode and 17 companies attended the conference. As on due date of submission, a total of 4 EOIs were received.

Based on the responses of the EOIs and financial feasibility studies, a Request for Proposal (RFP) document is prepared, tentatively planned to be floated on 13-08-2025. The draft RFP and draft Concession Agreement is placed before the board for approval.

The matter was discussed as agenda item number 13 in the 40th Board Meeting of Kerala Maritime Board held on 13.08.2025.

*The Board, after discussion, has resolved to:-*

- 1. Approve the Draft RFP and Draft Concession Agreement for submission to Government for concurrence.*
- 2. Proceed with the tender process subject to the condition that any Government remarks received before the bid submission deadline will be issued as corrigendum.*
- 3. Request Government to authorise the Board to decide on extending the lease period up to 45 years, if demanded by the investors*

*Shine A Haq*  
**CHIEF EXECUTIVE**

**OFFICER**

Signed by  
Shine A Haq  
Date: 25-08-2025 23:38:29





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## Board Order as per the Decision No. 14 of 40<sup>th</sup> Kerala Maritime Board Meeting

**No : HOKMB-TVM/811/2025-C3 (Devp)**

**Date: 26-08-2025**

Sub: Proposal for State Maritime & Waterways Master Plan & Non-Major Ports Investment & Development Plan Submitted by Project management unit (M/s. Grant Thornton Bharat LLP) of Kerala Maritime Board - Requesting Approval Reg

The 29th Kerala Maritime Board has decided to engage a Project Management Unit for executing various projects/ monetizing various assets under the control of Kerala Maritime Board. The consultancy wing of KSEB was entrusted for the selection of qualified Specialized Consultant to perform as Project Management Unit for assisting the implementation of blue economy initiative of Government of Kerala. As per RFP No CW/KSEBL/12/2023-24 for Specialized Consultant to perform as Project Management Unit for Kerala Maritime Board dated 17.01.2024 M/s Grant Thornton Bharat LLP has been chosen as the consultant for the Project Management Unit of the Kerala Maritime Board. Subsequently Agreement No. 01/PMU/2024 dated 27/02/2024 was executed between KMB and Grant Thornton Bharat LLP

Important national projects such as Sagarmala and PM-Gati Shakti, along with Kerala's initiatives to develop inland waterways and promote coastal tourism, require focused and time-bound action. In order to support these objectives, it is proposed to conduct a rapid pre-feasibility assessment and investor mapping for selected non-major ports. This will enable the Kerala Maritime Board (KMB) to prioritise ports with the highest investment potential, reduce unnecessary costs, and encourage greater private sector participation. Considering that detailed techno-economic studies are not feasible at this stage and given the limited manpower in the existing Project Management Unit (PMU), Grant Thornton Bharat has submitted a proposal for Rs.47,88,000/- to undertake this assignment. The work will be based on existing reports and stakeholder workshops and will provide practical recommendations.

As per Section 3.1 (Additional Resources) of Agreement, any requirement for additional experts during the execution of the agreement shall be submitted by the PMU to KMB for review and approval. Such approval will be subject to justification of qualifications and experience, and the cost for the new experts will be in line with rates for similar positions. The urgency of the matter arises from the undertaking given to the Union Ministry, which requires the State Marine and Water Transport Plan (SMWTP) to be finalised before 31 October. Further, the Hon'ble Chief Minister has directed that under the

PPP model, development of Kollam and Beypore ports will be undertaken in the first phase, followed by Azhikkal and Vizhinjam-Kovalam after six months. Both the finalisation of the SMWTP and the PPP development works are to be completed on a priority basis, making timely action essential.

The approval is sought for Grant Thornton Bharat's proposal for Rs.47, 88,000/- to carry out the rapid pre-feasibility assessment and investor mapping for selected non-major ports.

The same was put up for discussion in the 40<sup>th</sup> Board meeting of Kerala Maritime Board held on 13<sup>th</sup> August, 2025 vide Agenda no: 14.

**The Board after detailed discussion,**

- 1. Resolved to accord in-principle approval to the proposal of M/s. Grant Thornton Bharat LLP for undertaking the preparation of the State Maritime & Water Transport Plan (SMWTP) and the pre-feasibility assessment with investor mapping for selected non-major ports, viz., Vizhinjam- Kovalam, Kollam, Beypore, and Azhikkal, at a cost of ₹47,88,000/-.**
- 2. Resolved further to issue clear terms of reference for the assignment, with a defined time frame and provisions for penalty in case of delay in the preparation of the plan and reports.**

**Shine A Haq**  
**Member Secretary/  
Chief Executive Officer**

Signed by

Shine A Haq

Date: 26-08-2025 11:44:15



**Board Order****HOKMB-TVM/76/2024-C3 (Devp)****27-08-2025****Sub : Vadakara sand rate fixation**

The rate of dredged material at Vadakara was Rs.1590/- per ton. Upon receiving requests to lower down the price from the Vadakara MLA and the regional manual dredging labourers a meeting was convened by Hon. Minister of Ports and Hon. Minister of Local Self Government Department with the manual dredging labourers and it was decided to reduce the sand rate to Rs.1200/-per ton for 6 months on an experimental basis and to review the price after 6 months and government issued orders accordingly vide G.O(Ms) 13/2023/F&PD dtd. 24/06/2023. The reduction in the rates were subjected to the condition that the same will be reviewed after six months vis a vis the sale of the dredged material, share to the each stakeholders etc.

Upon review of the sales for 6 months before and after the price change, it was found that even though the sale increased by 6,684 ton, the revenue of KMB decreased by Rs.35,63,760/- leading to huge loss to KMB. KMB has reported to Government that KMB cannot afford this loss, as board has to find its own fund for payment of salary and for other developmental activities and recommended to government to increase the price of sand to Rs.1400/- per ton. And submission of this recommendation was brought to the notice of board in the 30th Board meeting and the action got ratified.

The earlier decision of the government to reduce the sand rate was based on the main reason that the sale price of dredged material is greater than M-Sand and people prefer M-sand to dredged material and the same will affect the sale of dredged material. However now the price of M-sand has been quadrupled and the enhancement of the sale rate of dredged material will not affect its sale.

Meanwhile based on the demand from the workers union and the decision of the government to enhance the daily wages rates by 5%, a proposal has been submitted to govt to increase the wages of manual dredging labourers by Rs.35/- at all ports excluding Azhikkal and Ponnani. The proposal submitted to government is as below:

Name of Port	Present		Proposed	
	Labour charge(Per Ton)(Rs)	Sand Rate (Per Ton) (Rs)	Labour charge(Per Ton)(Rs)	Sand Rate (Per Ton) (Rs)
Kasaragod	665/-	1340	700/-	<b>1375/-</b>
Vadakara	665/-	1200	700/-	<b>1235/-</b>
Beypore	665/-	1390	700/-	<b>1425/-</b>
Kodungallur	665/-	1160	700/-	<b>1195/-</b>

The workers from all Kadavus met the CEO and informed that the proposed enhancement of Rs.35/- is very low and they need better wages vis a vis the increasing living costs.

Based on the proposal from the Board to enhance the rate, a meeting was convened by the Minister of Ports and Minister of LSGD on 07/08/2025 in the presence of the local MLA as well as the representatives of trade unions. The trade union and MLA did not object to the enhancement of the sale price of the dredged material, but they demanded the enhancement of the wages of the workers also along with this. They appraised the meeting that Rs.100/- the share payable to the LSGI is high and they can think of reducing it. The LSGI representatives informed that they have many expenses out of this project and the share of Rs.100/- quite commensurate with these expenses. After deliberations following decisions were taken in the meeting:

1. Kerala Maritime Board will examine the revision of rates once again vis a vis the demand from the labourers and MLA to enhance their wages further and other issues raised in the meeting and submit a comprehensive proposal to government.
2. In the meantime, the LSGD will examine the proposal to reduce their share from the proceeds and factor the same into the enhancement of wages of the labourers

The current bifurcation of Total Sand Price per Ton (excluding GST) at each port is furnished below for information:

<b>Name of Port</b>	<b>LSGD Share (Rs./Ton)</b>	<b>Geology Share (Rs./Ton)</b>	<b>Labour Charge (Rs./Ton)</b>	<b>KMB Share (Rs./Ton)</b>	<b>Cleaning Charge (Rs./Ton)</b>	<b>Present Sand Rate/Ton (excluding GST)</b>
Kasaragod	100	80	665	495	0	<b>1340</b>
Vadakara	100	80	665	355	0	<b>1200</b>
Bey pore	100	80	665	545	0	<b>1390</b>
Kodungallur	100	80	665	315	0	<b>1160</b>

The Board was informed that while proposing the comprehensive sand revision to government following factors also need to be taken into account:

- We have already proposed the enhancement of wages by 35 rupees in all Kadavus. Along with that if we propose 25 more (total Rs.60/-), the same also need to be added to the sale price of dredged material. Thus the new proposal for sale price of sand at Vadakara will be Rs.1460/-
- If the LSGD is ready to reduce their share, that portion can be reduced from the sale price of land. This need to be decided at government level after getting the response from LSGD
- If the wage of workers are enhanced further by Rs.25/-, the same need to be given to all Kadavus (except Azhikkal and Ponnani) and proposal sent to govt in this regard will have to be changed accordingly.

The matter was placed before before the 40<sup>th</sup> Board meeting of Kerala Maritime Board held on 13th August 2025 vide Agenda no: 15.

#### **The Board discussed the matter and**

- Resolved that the sand rate at Vadakara be proposed to Government as Rs.1460/- per ton as per the following details:

<b>Vadakara</b>	<b>Present</b>	<b>Rate of increase</b>	<b>Proposed</b>
LSGD Share	100	0	100
Geology share	80	0	80

Labour charge	665	60	725
KMB Share	355	200	555
<b>Total</b>	<b>1200</b>		<b>1460</b>

- ii. Resolved further to approve the enhancement of labour charges by Rs.60/- per ton for all ports except Azhikkal and Ponnani and to revise the proposal already submitted to government accordingly with a corresponding increase in the selling price of sand.
- iii. Resolved further that any decision on reduction of the LSGD share shall be taken at Government level, and the sale price adjusted accordingly if approved.

Signed by **Shine A. Haq**  
**Chief Executive Officer /**  
**Shine A Haq**  
**Member Secretary**  
Date: 27-08-2025 12:57:24



# KERALA MARITIME BOARD

(A Statutory Board of Govt. of Kerala)

Head Office: TC XXII/1666 (4&5), 1<sup>st</sup> Floor, Mulamoottil Building,  
Pipinmoodu, Sasthamangalam, Thiruvananthapuram – 695010, Tel: 04712910040  
Website: [www.kmb.kerala.gov.in](http://www.kmb.kerala.gov.in) /E-mail: [ceo.kmb@kerala.gov.in](mailto:ceo.kmb@kerala.gov.in)



## Board Order

**as per the Decision No. 29 of 39<sup>th</sup> & Decision No. 16 of 40<sup>th</sup> Kerala Maritime Board Meetings respectively (1<sup>st</sup> & 2<sup>nd</sup> meetings of 3<sup>rd</sup> Reconstituted Board)**

**No: HOKMB-TVM/1334/2023-A2 (Fin)**

**Date: 25/08/2025**

**Subject: Revised Rates for the Various Services (Vessel-Related) Offered at the Non-Major Ports of Kerala Owned by KMB - reg.**

On 34<sup>th</sup> Kerala Maritime Board Meeting (Decision No. 20) it was decided to revise the rates of Leasing out of other assets like buildings, machinery and charges for various services separately. Accordingly, Board order issued as per Order No: HOKMBTVM/1334/2023-A2 (Fin) Dated 17-07-2024.

The existing rates for various services (Vessel & Port related) offered on the non-major Ports of Kerala owned by KMB are fixed as per G.O.(P)No.28-2019/Fin dated 08-03-2019, when the Board was not in existence. Not only that the revision was based on the general order from Finance Department to enhance the rates of all government services by 5%. Comprehensive rate revision was in fact done way back in 2013.

It's high time that the rates of various services offered in the non-major ports under the KMB are revised based on the existing scenario. This was discussed in the monthly meeting of the Port Officers with the Chairman and CEO.

They opined that the existing rates for various services (Vessel & Port related) are very less compared to the market rates in other ports and the same shall be revised urgently as the rates are fixed unscientifically and there is scope for getting more revenue through it.

Accordingly, the draft revision order has been prepared in discussion with the Port Officers, Port Conservators and other officers concerned.

The above matter has placed on 39<sup>th</sup> Kerala Maritime Board Meeting (1<sup>st</sup> meeting of Reconstituted Board) as decision no.29 for necessary decision. The Chairperson briefed the Board on the need for revising the rates for vessel and port-related services offered at the non-major ports under the Kerala Maritime Board. He pointed out that the current rates, fixed as per G.O.(P) No. 28/2019/Fin dated 08.03.2019, were based on a generic 5% hike over older rates, and a comprehensive revision has not been undertaken since 2013.

It was further noted that the Port Officers, in their monthly meeting with the Chairperson and CEO, unanimously opined that the prevailing rates were significantly lower than market rates and lacked a scientific basis. The Board also noted the draft revision order prepared in consultation with Port Officers, Port Conservators, and other relevant officials.

After examining all the factors relating to the above subject, ***The Board approved the revised rates for vessel-related services at non-major ports, as per the draft submitted. It was also decided that the revised rates shall be implemented with immediate effect through a Board proceeding and the matter shall be forwarded to the Government for ratification and issuance of formal orders.***

However, clarifications on two rates could not be finalised due to confusion over the

existing rates.

**1. Regarding various rates for Harbour Craft-related services:**

The rates under the heads 'Survey of Vessel' and 'Annual Inspection' in the existing schedule are almost similar in nature. The "Survey of Vessel" is essentially the annual inspection conducted by the Surveyors. Hence, charging two rates for the same nature of inspection is not justified. Some Kadavus charged both rates, while others charged only one. This issue was also pointed out by the internal inspection team.

Details of existing rates is given below:

Sl No.	Items/Services	Existing rate	Proposed rates on 39 <sup>th</sup> KMB Board Meeting	Remarks
<b>H</b>	<b>Harbour Craft charges</b>			
<b>1</b>	<b>Survey Crafts/Vessels</b>			
1(a)	Harbour craft other than Canoe and shore Dhoni	Rs.330/-	Rs.1000/-	May be revised to Rs. 500/-
1(b)	Canoe/Catamaran/Mail Boat/Fiber Boat/Country Boat (M/NM)	Rs.220/-	Rs.1000/-	May be revised to Rs. 500/-
<b>4</b>	<b>Annual inspection</b>			Recommended to wave off Annual inspection charges. Which is same to SL No. VI (1)
4(a)	Harbour craft other than Canoe and shore Dhoni (M)	Rs.60/- per tonne or minimum of Rs.555/- per vessel	Rs.120/- per tonne with a minimum of Rs.2500/-	
4(b)	Canoe/Dhoni/Catamaran/Mail Boat/ Fiber Boat/Country Boat (M/NM)/ Certificate of Annual inspection	Rs.60/- per tonne or minimum of Rs.555/- per vessel	Rs.120/- per tonne with a minimum of Rs.2500/-	

Hence this issue was discussed with all the POs and PCs and it was proposed that one inspection is enough as both are of the same nature and Rs.500/- can be charged for the same.

**2. Regarding the rates charged in Kozhikode as Berth Hire charges:**

As per G.O.(P) No. 28/2019/Fin dated 08.03.2019, berth hire charges for Coastal Ships (MSV/SV) in Beypore were recorded as ₹0.50 per ton. However, the Port Officer is levying ₹0.10 per ton as per the 2013 order, based on an oral instruction after a 2019 meeting chaired by the Hon. Minister, considering that higher rates would affect Lakshadweep vessel operations.

File review (A2-5927/2013) shows the ₹0.50 rate was a clerical error; the intended rate was ₹0.15. No formal order correcting this was issued, though sub-offices were informed. The CEO instructed continuing earlier rates until further orders. The Port Officer also suggested a moderate increase. It is proposed to revise the berth hire charges to ₹0.20 per GT per hour (minimum ₹400/day or part) for Beypore Port.

The above matter has been placed on 40<sup>th</sup> Kerala Maritime Board Meeting (1<sup>st</sup> meeting of Reconstituted Board) as decision no.16 for necessary clarification. The Chief Executive Officer apprised the Board of the need for clarifications in two areas of the revised rates approved in Decision No. 29 of the 39th Meeting.

The Board examined the clarifications sought on two rates that could not be finalised earlier:

**1. Harbour Craft Charges:**

- Noted that “Survey of Vessel” and “Annual Inspection” are similar in nature, and charging both is unjustified.
- Approved merging these into a single inspection charge of ₹500/- for all relevant vessels, as proposed, and omitting the separate “Annual Inspection” charge from the schedule.

**2. Berth Hire Charges at Beypore Port:**

- Noted that the earlier rate of ₹0.50 per ton for coastal ships was a clerical error, with the intended rate being ₹0.15 per ton as per the 2013 order.
- Approved revision of the berth hire charges to ₹0.20 per GT per hour (minimum ₹400 per day or part thereof ) for Beypore Port.

After examining all the factors relating to the above subject, ***The Board resolved to modify its earlier decision (Decision No. 29, 39th KMB) to incorporate the above revisions and to forward the matter to the Government for issuance of formal orders.***

**(Shine A. Haq)**  
**Chief Executive Officer/ Member Secretary**

Signed by  
Shine A Haq  
Date: 25-08-2025 17:00:18

**Annexure-I**

**Revised rates for Vessel related  
charges for the non-major Ports in  
Kerala**

(Except Vizhinjam Adani Private Port)



**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

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**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

**I Port/Vessel Services**

Sl No.	Items/Services	Existing rate	Order	Revised rate	Remarks
<b>A</b>	<b>Pilotage</b>				
<b>a</b>	<b>Ships (MV)</b>				
1	Up to 500 GRT	Rs.3.35 per GT subject to minimum of Rs.1105/-	Order no. A2-5927/413 dated 29.03.2019	Rs. 7/- per GT subject to minimum of Rs.2000/-	
2	501 GRT to 2000GRT	Rs.3.35 per GT subject to minimum of Rs. 3310		Instead of fixing slabs as per GRT Slab system is discontinued	
3	2001 GRT and above	Rs.3.35 GT subject to minimum of Rs.11025/-			
<b>b</b>	<b>Mechanised Sailing Vessels (MSV/SV)</b>				
1	Up to 100 GRT (laden/ballast)	Rs.110/ vessel		Rs.2/- per GRT subject to minimum of Rs.200/-	
2	101 GRT and above (laden)	Rs.170 per vessel			
<b>B</b>	<b>Port Dues</b>				
1	Foreign Ships (MV)	Rs.5.55/GT		Rs.7.5 /GT Rs.15000 minimum Per Entry	
2	Coastal Ships (MV)	Rs.3.90/GT		Rs.6.5/GT Rs.5000 minimum Per Entry	
3	Foreign Ships (MSV/ SV)	Rs.4.45/GT		Rs.7.5/GT Per entry	

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

SI No.	Items/Services	Existing rate	Order	Revised rate	Remarks
4	Coastal Ships (MSV/ SV)	Rs.3.90/GT		Rs.6.5/GT Per entry	
<b>D</b>	<b>Berth Hire Charges (Charges will be doubled from 16<sup>th</sup> day onwards and will again double from 31<sup>st</sup> day onwards)</b>				
1	Foreign Ships (MSV/ SV)	Rs.0.20 paise/GT per hour or part thereof subject to a minimum of Rs.775 per day		Rs.0.40 per GT hour or part there of subject to a minimum of Rs. 2500 per day	This is a new addition This was omitted in the earlier order
2	Coastal Ships (MV)	Rs.0.5/ GT per hour or part there of subject to a minimum of Rs.775 per day		Rs.0.40 per GT per hour or part there of subject to a minimum of Rs. 2500/- per day	
3	Coastal Ships (MSV/ SV)	Rs.0.5 per GT per hour or a minimum of Rs.145/- per day or part there of		Rs.0.90 per GT per hour or a minimum of Rs.2000/- per day or part there of	
4	Coastal Ships (MSV/ SV) <b>for Beypore</b>	Rs.0.1 per GT per hour or a minimum of Rs.145/- per day or part there of		Rs.0.20 per GT per hour or a minimum of Rs. 400/- per day or part there of	Noted that the earlier rate of ₹0.50 per ton for coastal ships was a clerical error, with the intended rate being ₹0.15 per ton as per the 2013 order.
<b>E</b>	<b>Inner Anchorage</b>				
1	Foreign Ships (MSV/ SV)	Rs.20/GT per hour or part thereof subject to a minimum of Rs.775 per day		20 paise/GT hour or part there of subject to a minimum of Rs. 1250 per day	
2	Coastal Ships (MV)	Rs.0.5/ GT per hour or part there of subject to a minimum of Rs.775 per day		50 paise/GT per hour or part there of subject to a minimum of Rs. 1250/- per day	

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

SI No.	Items/Services	Existing rate		Order	Revised rate		Remarks
3	Coastal Ships (MSV/ SV)	Rs.0.5 per GT per hour or a minimum of Rs.145/- per day or part there of			50 paise per GT per hour or a minimum of Rs.1000/- per day		
F.	Outer Anchorage						
	Tonnage	Coastal	Foreign		Coastal	Foreign	Irrespective of GRT
1	Up to 3000 GRT	Rs.220/Day	0.90/GRT/ Day		50 paise per day	90 paise /GRT/Day	
2	3001 to 10000 GRT	Rs.220/Day	0.90/GRT/ Day		50 paise per day	90 paise /GRT/Day	
3	10001-50000 GRT	Rs.220/Day	0.90/GRT/ Day		Rs.600/Day	Rs.1.5/GRT /Day	
4	50001 GRT and above	Rs.220/Day	0.90/GRT/ Day		Rs.800/Day	Rs.1.5/GRT/ Day	
G	Channel/inner anchorage						
1	MV	Rs.1105 per entry			To be excluded		We are already charging pilotage and inner anchorage. These provisions already created confusion
2	MSV/SV	Rs.300 per entry			To be excluded		-do-
D	Other Services to Vessels						
		Existing			Revised		
		Coastal	Foreign		Coastal	Foreign	

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

SI No.	Items/Services	Existing rate		Order	Revised rate		Remarks
1	Bunkering Charges	Rs.25/ton	Rs.25/ton		Rs.50/ton	Rs.60/ton	
2	Garbage disposal certificate fee	Rs.555/vessel	Rs.555/vessel		Rs.1500/vessel	Rs.1500 per vessel	

**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

**Rates for Cargo/passenger related charges in Non-Major Ports of Kerala**

**II. Cargo/Passenger related charges**

SI No.	Items/Services	Existing rate		Order	Revised rate		Remarks
A	Handling Charges						
a	Containerised Cargo						
a(i)	Terminal Handling Charges ( From ship to shore and shore to ship excluding machinery charges)	Coastal	Foreign		Coastal	Foreign	
	a. Not exceeding 20 ft	Rs.630/-	Rs.2100/-		Rs.2000/-	Rs.4000/-	
	b. Between 20 and 40ft	Rs.1050/-	Rs.2995/-		Rs. 3000/-	Rs. 5000/-	
ii	Empty Containers						
	a. Not exceeding 20 ft	Rs.420/-	Rs.1575/-		Rs.1000/-	Rs.2500/-	
	b. Between 20 and 40 ft	Rs.630/-	Rs.2365/-		Rs. 2000/-	Rs.4000/-	
a(ii)	Lift on/Lift off Charges Using Multipurpose Fork lift/Reachstaker						
	a. Upto 20 ft container	Rs.210	Rs.790		Rs.400/-	Rs.1400/-	
	b. Between 20 ft 40 ft container	Rs.315/-	Rs.1185/-		Rs.600/-	Rs.2000/-	
b.	Bulk and Break-Bulk Cargo						
	b(i) Dry Bulk	Rs.25/ton	Rs.40/ton		Rs.40/- per ton	Rs.75/per ton	
	b (ii) Break Bulk	Rs.25 /ton	Rs.40/ton		Rs.40/- per ton	Rs.75 per ton	

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

SI No.	Items/Services	Existing rate		Order	Revised rate		Remarks
	b(iii) Over dimensional/Project cargo	Rs.8400/ Hr	Rs.10500 per hour		Rs. 15,000 per hour	Rs.20,000 per hour	
	<b>Port users will have an option to choose hourly rate or per ton rate. If there is no specific request by the user in this regard, the rate shall be calculated based on the classification of cargo as mentioned above</b>						
<b>c</b>	<b>Other cranes for Bulk and Break-bulk handling</b>						
1	c(i) Electric wharf crane (3 ton)	Rs.350/Hour			Rs.970/- per hour		
2	c(ii) Electric wharf crane (5 ton)	Rs.555/ Hour			Rs.970/- per hour		
3	c(iii) Hydra 825 (25 ton)	Rs.945/ hour			Rs.2230 per hour		
4	c(iv) Forklift (3 ton)	Rs.305/ hour or part			Rs.780/- per hour or part		
5	c(v) JCB Lift all	NIL			Rs.1040/- per hour		
6	c(vi) ACE 1	NIL			Rs.1050/- per hour		
7	c(vii) ACE 2	NIL			Rs.1050/- per hour		

Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)

Rate for Entry fee of vehicles (including GST)

III. Entry Fee charges

SI No.	Items/Services		Existing rate	Order	Revised rate	Remarks
A	Entry fee for vehicles					
	A(i)	Lorry	Rs.50/-		Rs.100/-	
	A(ii)	Mini Lorry	Rs.45/-		Rs. 70/-	
	A(iii)	Car	Rs.35/-		Rs.50/-	
	A(iv)	Pick up	Rs. 35/-		Rs.60/-	
	A(v)	Autorickshaw (goods)	Rs. 35/-		Rs.50/-	
	A (vi)	Autorickshaw (passenger)	Rs. 30/-		Rs.40/-	
	A(vii)	Visitors fee	Rs.10/-		Rs.20/- for adults and Rs.10 for students Free for children below 5 years	



**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

**Weighing and storage charges (including GST)**

**IV. Weighing and storage charges**

Sl No.	Items/Services		Existing rate		Order	Revised rate		Remarks
A	Weigh Bridge							
			Loaded	Empty		Loaded	Empty	
	A(i)	Truck (6 wheels)	Rs,90/-	Rs.35/-		Rs.250/-	Rs.150/-	
	A(ii)	Truck (10 wheels)	Rs.150-	Rs.70/-		Rs.400/-	Rs.250/-	
	A(iii)	MMV (6 wheels)	Rs.70/-	Rs.30/-		Rs.250/-	Rs.150/-	
	A(iv)	LMV (4 wheels)	Rs.60/-	Rs.30/-		Rs.200/-	Rs.100/-	
	A(v)	Auto (3 wheels)	Rs.35/-	Rs.20/-		Rs.100/-	Rs.50/-	
	A (vi)	Mini truck/Auto 4 wheel	Rs.40/-	Rs.25/-		Rs.150/-	Rs.100/-	
B	Embark and Disembark							
	B (i)	Passenger foreign ships (MV/MSV/SV)	Rs.20 per passenger (no charges for infants)			Rs.100 per passenger (no charges for kids below 5 years)		
	B(ii)	Passenger Coastal Ships (MV/MSV/SV)	Rs. 20 per passenger (no charges for infants)			Rs.40 per passenger (no charges for kids below 5 years)		
C	Storage charges							
	C(i)	Bulk & Break Bulk Cargo						
	a	Godown rent	Rs.20 per 10 m2 or part there of per day			Rs. 4 per day per m2 or part thereof		
	b	Open area	Rs.60 per week per 10 m2			Rs. 2 per day per m2 Minimum Rs.150/-		

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

Sl No.	Items/Services		Existing rate		Order	Revised rate		Remarks
	c	Open stacking yards	Rs.30 per week for 10M2 or part there of			Rs.3 per day per m2 Minimum Rs.250/ minimum		
	C(ii)	Laden Container						
		Specification	Coastal	Foreign		Coastal	Foreign	
	a	Not exceeding 20 ft	Rs.40/- per day and part there of	Rs.40/- per day and part there of		Rs.70/- per day and part there of	Rs.70/- per day and part there of	
	b	Between 20 to 40 ft	Rs.60 per day or part there of	Rs.60 per day or part there of		Rs.100 per day or part there of	Rs.100 per day or part there of	

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

**V. Wharfage (Per Ton)**

Sl No.	Commodity	Existing rate collected as Import Duty		Order	Revised rate		Remarks
		MV	SV		MV	SV	
1	Spices & Condiments	30	25		60	40	
2	Raw Cashew				60	40	
3	Cashew Kernel				60	40	
4	Food Grains				60	40	
5	Finished Fertiliser				80	50	
6	Fertiliser raw material				100	60	
7	Fly Ash				100	60	
8	Dolomite				100	60	
9	Soda Ash				100	60	
10	Caustic Soda				100	60	
11	Construction material				50	30	
12	Sand				50	30	
13	Granite & other stones				50	30	
14	Ceramic tiles	15	15		50	30	
15	Cement				50	30	
16	Cement Clinker				50	30	
17	Timber logs/Cum				50	30	
18	Wood products				50	30	
19	Animals Each	25	20		80	50	
20	Bicycle	25	20		50	40	
21	Motor Cycle	50	35		100	70	
22	LMV	60	35		120	70	
23	Plant & Machinery	40	30		80	60	
24	Over dimensional				80	60	

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

SI No.	Commodity	Existing rate collected as Import Duty		Order	Revised rate		Remarks
		MV	SV		MV	SV	
25	Pol Bulk	75	75		150	150	
26	POL products	20/100 lr	10/100 lr		40/100lr	20/100lr	
27	All others	30	15		60	30	

**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

**Revised rates for the services provided under the Kerala Harbour Craft Rules**

**VI. Harbour Craft charges**

Sl No.	Items/Services	Existing rate	Order	Revised rate	Remarks
<b>1</b>	<b>Survey Crafts/Vessels</b>				
		<b>Existing</b>		<b>Revised</b>	
1(a)	Harbour craft other than Canoe and shore Dhoni	Rs.330/-		Rs.500/-	
1(b)	Canoe/Catamaran/Mail Boat/Fiber Boat/Country Boat (M/NM)	Rs.220/-		Rs.500/-	
<b>2</b>	<b>Registration of Crafts/Vessels</b>				
2(a)	Harbour craft other than Canoe and Shore Dhoni	Rs.15/- per tonne or a minimum of Rs.220/- per vessel		Rs.30/- per tonne or a minimum of Rs.1000/- per vessel	
2(b)	Canoe/Catamaran/Mail Boat/Fiber boat/Country boat (M/NM)	Rs.15/- per tonne or a minimum of Rs.220/- per tonne		Rs.30/- per tonne or a minimum of Rs.1000/- per vessel	
<b>3</b>	<b>Licenses</b>				
3(a)	Harbour craft other than Canoe and Shore Dhoni	Rs.330/-		Rs.1500/-	
3(b)	Coanoe/catamaran/Mail Boat/Fiber boat/Country Boat	Rs.220/-		Rs.1000/-	
<b>4</b>	<b>Endorsement changes of ownership/crew</b>				
<b>4(a)</b>	Harbour craft other than Canoe and shore Dhoni (M)	Rs.110/-		Rs.500/-	

**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

Sl No.	Items/Services	Existing rate	Order	Revised rate	Remarks
<b>4(b)</b>	Canoe/Dhoni/Catamaran/Mail Boat/Fiber Boat/Country Boat (M/NM)/Certificate of Annual inspection	Rs.110/-		Rs.500/-	
<b>5</b>	<b>Duplicate License (when original is lost or damaged)</b>				
5(a)	Harbour craft other than Canoe and shore Dhoni (M)	Rs.555/-		Rs.1000/-	
5(b)	Canoe/Dhoni/Catamaran/Mail Boat/Fiber Boat/Country Boat (M/NM)/Certificate of Annual inspection	Rs.445/-		Rs.1000/-	
<b>6</b>	<b>Application for all purposes under KHCR</b>	Rs.20/- to be collected along with other fees		Rs.50/- to be collected along with other fees	
<b>7</b>	<b>Certificate of competency as Master/Driver/Serang</b>				
7(a)	Application fee	Rs.110/-		Rs.300/-	
7(b)	Examination fee	Rs.1105/-		Rs.2000/-	
7(c)	Examination fee (KMB employees)	Rs.280/-		Rs.1000/-	
7(d)	Certification fee	Rs.555/-		Rs.1000/-	

**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

**Revised Rates for Cranes and Tugs for operations within Ports**

**VII. Cranes and Tug charges**

Sl No.	Items/Services	Existing rate		Order	Revised rate		Remarks
		Govt. Work	Private Work		Govt. Work	Private Work	
1	Crane/Handling Gear						
1(a)	Liebher Harbour Mobile Crane LHM 120 mobile crane with diesel	Rs. 19880/Hour	Rs.28875/- /Hour		Rs.22,000/ hour	Rs.33000/- per hour	<i>Additional time will be calculated on hourly rates for day and daily rates for monthly use</i>
		Rs. 1,59,020/- Day	Rs. 231000/- per day		Rs. 154,000/ Day (8 hours)	Rs.2,31,000/- Day	
		Rs.3196210/ month	Rs.4635970/ month		Rs.29,26,000/- month (20 days)	Rs.43,89,000/ month	
1(b)	40 Fork lift/Reachstaker	Rs.5275/Hour	Rs.7470/ Hour		Rs.5600/- hour	Rs.8400/hour	
		Rs.42150/Day	Rs.56690/Day		Rs.39,200/- Day (8 hours)	Rs.58,800/ Day	
		Rs.850105/ month	Rs.1200885/month		Rs.7,44,800/- month (20 days)	Rs.11,17,200/ month	

**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

Sl No.	Items/Services	Existing rate		Order	Revised rate		Remarks
		Govt. Work	Private Work		Govt. Work	Private Work	
1(c)	Liebher Harbour Mobile Crane LHM 180 mobile crane with diesel				Rs.24,000/- per hour	Rs.37,000/- per hour	
					Rs. 1,68,000/- per day (8 hours)	Rs.2,59,000/- per day	
					Rs.31,92,000/- Per day (20 days)	Rs.49,21,000/- (per day)	
<b>2</b>	<b>Tug Hire charges</b>						
2(a)	MT Azhikkal (Foreign & Coastal Vessels)	Rs.4410/Hour	Rs.4410/ Hour		Rs.6000/ Hour	Rs.9000/ Hour	
					Rs.42000/- per day (8 hours)	Rs.63,000/- per day (8 hours)	
					Rs.7,98,000/- Per month (20 days)	Rs.11,97,000/- Per month (20 days)	
2 (b)	MT Mithra MT Kerala MT Dhvani & MT Malabar ( IV) (Foreign Vessels)				Rs.25,000/- Hour	Rs.36,000/- per hour	
					Rs. 1,75,000/- Per day (8 hours)	Rs.2,52,000/- Per day (8 hours)	
					Rs.33,25,000/- Per month (20 days)	Rs.47,88,000/- Per month (20 days)	



**Revised rates for Vessel related charges  
for the non-major Ports in Kerala  
(except Vizhinjam Adani Private Port)**

Sl No.	Items/Services	Existing rate		Order	Revised rate		Remarks
		Govt. Work	Private Work		Govt. Work	Private Work	
	MT Mithra MT Kerala MT Dhvani & MT Malabar (IV) (Coastal Vessels)				Rs.22,000/- per hour	Rs.32,000/- per hour	
					Rs.1,54,000/- Per day	Rs.2,24,000/- Per day	
					Rs.29,26,000/- Per month	Rs.42,56,000/- Per month	
2 (c )	<b>MT Malabar (MS Class)</b>				Rs.42,000/- Per hour	Rs.63,000/- Per hour	
					Rs.2,94,000/- Per day (8 hours)	Rs.4,41,000/- Per day (8 hours)	
					Rs.55,86,000/- Per month (20 days)	Rs.83,79,000/- Per month (20 days)	

**VIII. Dredger Hire Charges**

Sl No.	Vessel type	Existing rate	Order	Revised rate		Remarks
				Govt. Work	Private Work	
	CSD Chandragiri	NIL		Rs.40000/- per hour	Rs.60,000/- per hour	
				Rs. 2,80,000/- per day ( 8 hours)	Rs.4,20,000 Per day	

**Revised rates for Vessel related charges**  
**for the non-major Ports in Kerala**  
**(except Vizhinjam Adani Private Port)**

				Rs.53,20,000/- Per month	Rs.79,80,000/- Per month	
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**IX. Water Supply to Vessels**

- a) Rs.300/- per 1000 litre
- b) Rs.500/- per 1000 litre for Water supplied by Water Authority/ other agencies

**X. STS (Ship to Ship) operations**

20% excess of the normal operation in each category

**XI. Detention charge**

- a) Rs.25,000/- for coastal vessels
- b) Rs.50,000/- for foreign vessels

**XII. Shifting charges**

- a) Rs. 5000/- minimum up to 500 GRT plus Rs.5/- per GRT (Except for MSV)
- b) Rs.1000/- for MSV

**# Note:**

Above charges are for normal operation. Additional charge of 30% above the rates specified against each will be charged for the following operations:

- i. Personal transfer
- ii. Distress call
- iii. Bad weather and Monsoon season
- iv. Salvage operations

**No. HOKMB-TVM/1608/2024-C6****Date: 22-08-2025****Board Order**

Sub: Deployment of additional security personnel through KEXCON in the operational non-major ports under Kerala Maritime Board

Coastal security remains a critical concern in the present scenario, especially considering the vulnerabilities along Kerala's coastline. While the security of non-major ports is only one component of the broader coastal security framework, it demands focused attention.

The Ministry of Home Affairs, Ministry of Ports, Shipping and Waterways, and the State Government regularly convene meetings to address various aspects of coastal security. During these discussions, the security of non-major ports is consistently included in the agenda.

All of Kerala's functional non-major ports—Vizhinjam-Kovalam, Kollam, Beypore, and Azhikkal—are ISPS compliant, and the NSPC certification process is currently underway. The Subsidiary Intelligence Bureau (SIB) conducts frequent inspections of these ports and submits reports highlighting security shortfalls, which are taken up for corrective measures.

A significant portion of coastal security is managed by the Fisheries Department and Coastal Police, particularly as fishing harbours are also identified as vulnerable points.

Key state-level platforms discussing and addressing coastal security include the State Level Coastal Security Meeting chaired by the Chief Secretary, and the Joint Coastal Security Review Meeting (twice in an year), co-chaired by the Southern Naval Commander and the Chief Secretary (annually). These meetings are attended by all relevant stakeholders, including SIB, Indian Coast Guard, Customs, Fisheries Department, Coastal Police, Cochin Port Trust, VISL, among others.

In all the above meetings KMB have assured that the security personnel in the four functional non-major ports will be enhanced. However the other port notified areas remain as normal beach areas and hence coastal police shall undertake the security aspects as done in other normal beach areas. We have requested the Union Ministry to decategorise the security of such port notified areas where no port infrastructure exist.

In the above scenario proposals for deploying additional security personnel from KEXCON in the operational non-major ports viz. Vizhinjam- Kovalam, Kollam, Kozhikode and Azhikkal were called and the additional expense for the same are as follows;

<b>Name of Port</b>	<b>Existing Security staff</b>	<b>Additional staff required</b>	<b>Additional cost for the deployment/ Annum</b>
Vizhinjam - Kovalam	KEXCON -6	3	7,77,600
Kollam	KEXCON -3	3	7,77,600
Beypore	KEXCON -3	9	23,32,800
Azhikkal	KEXCON -3 Night Watchman-1	3	7,77,600
<b>Total</b>			<b>46,65,600</b>

The matter was placed before the 40<sup>th</sup> Board Meeting for deliberation and consideration and the Board unanimously,  
Resolved to approve the proposal for deployment of additional security personnel through KEXCON in the operational non-major ports viz. Vizhinjam-Kovalam, Kollam, Beypore and Azhikkal at an annual additional cost of Rs. 46,65,600/-, and to request the Government to bear the expenditure considering the financial constraints of the Board.

Signed by  
**Chief Executive Officer/ Member Secretary**  
Shine A Haq

Date: 22-08-2025 17:44:29

**Board Order**

HOKMB-TVM/700/2025-C1(Devp)

27-08-2025

**Sub : Publishing Special Focus Feature on KMB in The Hindu and Business Line, All India Editions.**

The Kerala Maritime Board (KMB) is taking earnest effort to develop its land and other assets on PPP Model for the benefit of the Board, Government and also to ensure the employment generation in the State. So far, KMB has undertaken 10 Public Private Partnership (PPP) development projects, out of which tenders for 7 projects have already been floated. Tender notices have been published in various newspapers. However, it has been observed that these notices have not been able to generate the desired level of visibility among potential investors due to limited outreach and other associated factors.

In order to enhance the visibility of the projects and attract investors, a micro website has been started and social media team also has been engaged. However the present projects and forthcoming projects require more reach as the potential investors are not getting the details of projects. Hence it's highly essential to have a general publicity about the activities of the Board. The matter was discussed with the Project Management Unit (PMU) under KMB and was decided to publish a Special Focus Feature on the Kerala Maritime Board in The Hindu and Business Line, All India Editions.

Pursuant to KMB's request, The Hindu Publishing Private Ltd. initially submitted a proposal amounting to Rs.24,36,000/- (excluding GST). Upon further negotiation by the CEO, KMB; the Deputy Manager, The Hindu Publications has agreed to publish a half- page Special Focus Feature on KMB in The Hindu and Business Line, All India Editions for Rs.14,00,000/- , excluding GST. This comes to only 40% of the approved I&PRD rates.

The same was put up for discussion of the 40<sup>th</sup> Board Meeting of Kerala Maritime Board held on 13<sup>th</sup> August, 2025.

**The Board after discussion has decoded the following:**

- 1. Resolved to approve the proposal for publishing a half- page Special Focus Feature on the Kerala Maritime Board in The Hindu and Business Line, All India Editions at a total cost of Rs.14,00,000/- + GST.**

**Member Secretary**  
**Chief Executive Officer**  
Signed by  
Shine A Haq  
Date: 27-08-2025 13:06:57