

**LOSS OF REVENUE DUE TO FAILURE TO REVISE  
CASUAL OCCUPATION AND SERVICE CHARGES**

**MINISTRY OF PORTS, SHIPPING AND WATERWAYS**

**PUBLIC ACCOUNTS COMMITTEE  
(2023-24)**

**HUNDRED AND NINETEENTH REPORT**

**SEVENTEENTH LOK SABHA**



**LOK SABHA SECRETARIAT  
NEW DELHI**

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**MINISTRY OF PORTS, SHIPPING AND WATERWAYS**



*Presented to Lok Sabha on:* 08-02-2024

*Laid in Rajya Sabha on:* 08-02-2024

**LOK SABHA SECRETARIAT  
NEW DELHI**

February 2024/ Magha 1945 (Saka)

**COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE**  
**(2023-24)**

**Shri Adhir Ranjan Chowdhury - Chairperson**

**MEMBERS**

**LOK SABHA**

2. Shri Subhash Chandra Baheria
3. Shri Thalikkottai Rajuthevar Baalu
4. Shri Bhartruhari Mahtab
5. Shri Jagdambika Pal
6. Shri Pratap Chandra Sarangi
7. Shri Vishnu Dayal Ram
8. Shri Rahul Ramesh Shewale
9. Shri Gowdar Mallikarjunappa Siddeshwara
10. Dr. Satya Pal Singh
11. Shri Brijendra Singh
12. Shri Rajiv Ranjan Singh alias Lalan Singh
13. Shri Jayant Sinha
14. Shri Balashowry Vallabhaneni
15. Shri Ram Kripal Yadav

**RAJYA SABHA**

16. Shri Shaktisinh Gohil
17. Dr. K Laxman
18. Shri Derek O'Brien\*
19. Shri Tiruchi Siva
20. Dr. M. Thambidurai
21. Shri Ghanshyam Tiwari
22. Dr. Sudhanshu Trivedi

**SECRETARIAT**

1. Shri Sanjeev Sharma - Joint Secretary
2. Shri Partha Goswami - Director
3. Shri Alok Mani Tripathi - Deputy Secretary
4. Shri Vijay Mishra - Committee Officer

\*Elected w.e.f. 19.08.2023 consequent upon retirement of Shri Sukhendu Sekhar Ray, MP on 18.08.2023.

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\*Not appended to the Report

## **INTRODUCTION**

I, the Chairperson, Public Accounts Committee (2023-24) having been authorized by the Committee, do present this 119<sup>th</sup> Report (Seventeenth Lok Sabha) on **“LOSS OF REVENUE DUE TO FAILURE TO REVISE CASUAL OCCUPATION AND SERVICE CHARGES”** based on para 19.3, C&AG’s Report No. 4 of 2018 relating to the Ministry of Ports, Shipping and Waterways.

2. The Report of Comptroller and Auditor General of India was laid on the Table of the House on 04-04-2018

3. The Public Accounts Committee (2022-23) took oral evidence of the representatives of Ministry of Ports, Shipping and Waterways on 31-10-2023. The Committee considered and adopted this Report at their sitting held on 06-02-2024. The Minutes of the sittings of the Committee are appended to the Report.

4. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in bold and form Part-II of the Report.

5. The Committee would like to express their thanks to the representatives of the Ministry of Ports, Shipping and Waterways for tendering evidence before them and furnishing the requisite information to the Committee in connection with the examination of the subject.

6. The Committee also place on record their appreciation of the assistance rendered to them in the matter by the Committee Secretariat and the Office of the Comptroller and Auditor General of India.

**NEW DELHI**  
**06 February, 2024**  
**[ 7 Magha, 1945 (Saka)**

**ADHIR RANJAN CHOWDHURY**  
**Chairperson,**  
**Public Accounts Committee**

## PART-I

### REPORT

**Audit in their Report No 4 of 2018 in Para 19.3 highlighted a substantial revenue loss of approximately Rs. 15.10 crores during the period of April 2012 to March 2017 for Mumbai Port Authority. This financial setback was attributed to the Port's failure in revising casual occupation charges within the Railway division and service charges.**

#### **Casual Occupancy Charges (Now Renamed as Storage Charges):**

2. The areas falling under the Railway Division, specifically those not custom-notified, were governed by General Bye Laws (GBL). Bye-Law 9 of GBL, pertaining to casual occupancy charges, remained unaltered for over three decades. Attempts for revision in 2002 faced delays until 2010 due to bureaucratic hurdles. The Ministry of Shipping conveyed the absence of provisions in the Major Port Trust Act 1963 for bye-laws, causing further hindrance.

#### **Audit Findings**

3. Audit found that the Mumbai Port Trust (MbPT) faced a significant loss of revenue due to its failure to update casual occupation and service charges, which had remained unchanged since 1990-92. The Port's inability to revise these charges resulted in a financial setback, with an estimated loss of approximately ₹15.10 crore from April 2012 to March 2017, based on the proposed revised charges in May 2002. The audit had revealed that three recurring charges—*parking charges, casual occupation charges, and service charges*—had not been revised since their establishment in 1990-92, as per the MbPT General Bye Laws. Casual occupation charges, for instance, had not been adjusted since June 1990, despite the Board of Trustees' decision in May 2002 to revise them based on market values and a five percent annual return.

Similarly, service charges, initiated in July 1992, were pegged at 50 paise per sqm./month but were recommended for revision to ₹1 per sqm./month in May 2002. However, due to delays in replacing existing Bye Laws with Regulations, the charges continued at their 1992 rates.

4. The report highlighted the significant loss incurred by the port due to non-revision, particularly in the Railway Division, amounting to ₹8.19 crore for casual occupation charges alone. Service charges contributed to an additional loss of ₹6.91 crore from April 2012 to March 2017. Despite MbPT's statement in August 2017 about initiating a proposal for revision, their reply was deemed unacceptable, by the Audit, given their own proposal for revision in May 2002 and the lack of progress in replacing Bye-Laws with regulations.

5. The audit arrived at the conclusion that the failure to revise these charges directly resulted in a loss of ₹15.10 crore, and the ongoing loss would persist until the outdated Bye-Laws were replaced with fresh regulations. The report was submitted to the Ministry in September 2017, awaiting a reply as of December 2017.

#### **Current Status (Effective from 3rd October 2022):**

6. Under the present circumstances, the nomenclature of casual occupancy charges has been revamped as "Storage Charges." Notably, these charges have been revised since 3rd October 2022. The revised rates for activities in non-custom notified Bunder/Outlying/Railway Areas have been delineated, including specific rates for port cargo and non-port cargo brought by railways. These revised rates are subject to upward revision through indexation benefits, and the recent upward revision is noted as 12.12%, effective from 15th May 2023.

#### **Service Charges:**

7. The Ministry of Ports, Shipping and Waterways in their background note has furnished that service charges have now undergone an upward revision,

increasing from 50 paise to Rs. 2 per sq. meter per month. This revision came into effect on 1st June 2023.re

### **Policy Guidelines for Land Management (PGLM)**

8. When asked to respond /clarify the position till 2010 for revision of rates for Casual Occupation of Sheds and Service charges, the Ministry in its written reply stated as under:

“The Policy Guidelines for Land Management (PGLM) first came into force in the year 2004. PGLM does not deal with casual occupation of sheds and service charges. Such allotment has been done by the ports concerned as per their bye-laws. On application of Major Port Act, 1963 to Mumbai Port Trust w.e.f. 1.2.1975, all such Bye-Laws continued to be in force by virtue of sub-clause (c) of section 133 (2D) of the Major Port Trusts Act, 1963. Subsequently, these Bye-Laws were amended from time.

The rate of service charges and casual occupation charges was last revised in the year 1989 and 1986 respectively and effective from the year 1999. The Mumbai Port Trust further proposed for revision of rate of service charge and casual occupation charges in the year 2002 and forwarded to this Ministry for approval. The matter was referred to Legislative Department, Ministry of Law & Justice for Legal Opinion which was a long drawn process. Hence, the delay in instructing the Mumbai Port Authority to revise the rates for casual occupation of sheds and service charges happened.

Now, Mumbai Port Authority has initiated action for fixing rates for revising Casual Occupation Charges and Service Charges as per the powers vested with the Board under section 27 of the Major Port Authorities Act, 2021 and by following due process as provided in the rules made in this regard, giving natural justice to the stakeholders by inviting suggestions/ objections and also being heard. The



charges framed by the Authority by following due process will also be notified in official gazette”.

9. Asked about the action taken against the concerned Department/Official for the inordinate delay in introducing the revised rates, the Ministry in its written informed as under:

“In Bombay Port Trust General Bye-laws, there are 32 bye-laws dealing with

- i) general management issues such as prohibition of smoking, spitting, washing and bathing, obstruction of approaches to wharves,
- ii) operational issues like landing of explosives, discharge of rotten cargo at wharves, declaration of imports and exports, clearance of oil pipeline, etc.

Besides the 32 bye-laws, the BPT General Bye-laws also has 2 Appendix and 3 Schedules as follows:  
Appendix A - Scale of Rates for storage of goods on or other temporary use of Port Trust land and building.  
Appendix B – List of hazardous goods. Schedule A –Form of Import application Schedule B –Form of Export application Schedule C-Form of notice to carryout soldering of leaky tins of non- dangerous petroleum at Port Trust Bunder.

10. In response to the amendment proposal to General Bye Laws-forwarded for approval to Ministry on 20.8.2002, the Ministry by letter dated 22.6.2010 communicated that the Major Port Trusts Act, 1963 does not have any provision for making bye-laws and as such Port's proposal to amend the bye-laws is being treated as closed. The Ministry further stated that necessary action be taken on top priority to replace the existing bye-laws by fresh Regulations. Accordingly, the Bombay Port Trust General Bye-laws as amended upto 1990 were taken as the base document to frame the MbPT (General Management of Port) Regulations in replacement of these bye-laws.

These 32 bye-laws were examined in consultation with the concerned departments (Port including Safety Officer, Traffic, Estate, Civil Engineering, Mechanical & Electrical Engineering and Finance). The Bye Laws were drafted as regulations and brought up to date by suitably amending the existing bye-laws, adding new ones and deleting those that have become outmoded. Entire bye-laws were converted into the Regulations renaming it as MbPT (General Management of Port) Regulations 2013. Accordingly, 41 Regulations and 4 Annexures were framed under the said Regulations.

Also, the amount of fine/penalty in various bye-laws dealing with prohibition of certain activities like smoking, spitting, etc. was prescribed. While framing the Regulations in replacement of these bye laws, notwithstanding the fact that the departments have proposed different amount of penalty for infringing the provisions of Regulations, it was proposed to delink the exact amount of fine/penalty for breach of Regulations by replacing the amount of penalty with words 'such fine as may be decided by the Board from time to time'. Similarly, wherever the charges are fixed in these bye-laws, instead of updating the amount of charges in the Regulations, it was proposed to insert words 'at such rates as may be decided by the Board or by any other Competent Authority under the Major Port Trusts Act, 1963 from time to time'.

Thus, the work of converting the bye-laws which were framed in the year 1879 was very cumbersome and onerous which involved lot of deliberations with the Heads of Departments, Stakeholders, etc. Also with passage of time, there were changes in the incumbent HODs/ Chairman/ Dy.Chairman leading to further delay as the matter was deliberated further and changes effected as there were divergent views at every level in respect to the amendment proposed.

11. These newly framed Regulations were placed before the Board in its meeting held on 24.5.2013 for sanction subject to the approval of the Government under section 124 of the MPT Act, 1963. The Board by TR No.23 dated 24.5.2013 decided to defer consideration of the matter and

further decided that the comments being received from port users and other stake-holders be forwarded to the departments concerned for consideration. The Board also decided that the proposed charges/penalties in matters covered under para 4.2, 4.4 and 5.1 of the note may also be worked out and indicated. It was further decided that the provision for empowering the Board for revising the charges/penalties from time to time be retained.

12. The Board's decision along with a statement, giving details of provision in existing Bye-laws, proposed Regulations, type of charges/penalties to be finalized in terms of Board's decision, status as regards report/comments of the departments thereon and the MANSA's suggestions was communicated to concerned departments viz. FA&CAO, DC, TM, CE and EM on 28.5.2013 to examine the same and convey their proposal as regards the charges/ penalties to be fixed under the proposed Regulations and further comments.

13. The matter was followed up with reminders. A series of meetings were held by the Chairman and Dy. Chairman on 29.7.2013, 21.11.2013 and 1.7.2014 with concerned departments to discuss the suggestions made by the Trade and finalized the charges/penalties to be proposed/ indicated in the subject Regulations. Accordingly, penalties in respect of all the Regulations were finalized except. Storage charges (Casual Occupation Charges), Parking charges and Service Charges were to reach finality. Therefore, as per the directives of the Dy. Chairman, a Committee headed by the FA&CAO with TM, RM, CE, EM, CME and DC as members was constituted to finalize all the charges/penalties to be incorporated in the new Regulations on 7.5.2016. FA&CAO informed that the service charges and storage charges as conveyed by Finance department in 2013 may be taken and Parking charges as suggested by CSO may be accepted and Regulations may be put up for Board's approval.

14. On the Board Proposal submitted on 16.9.2016, Dy. Chairman remarked that Storage charges are based on 2013 ready reckoner rates. They need to be dynamic changing based on current ready reckoner. Are marks may be incorporated at appropriate places that storage charges

and service charges would be worked by Finance Dept. every year and approved by Chairman and Board. The Chairman desired to know the impact of land policy guidelines on these regulations vice versa. The Estate Manager was accordingly requested on 3.10.2016 to compare the regulations with the draft Land Policy Guidelines and to point out implications, if any.

15. The issue was then discussed in the HOD meeting held on 23.11.2016. The Charges/ Penalties pertaining to all the other Regulations were finalized except Container Storage Charges (Regulation No.11) which were to be finalized by TM and formulae for the Storage charges (Regulation No.11, 14,15) to be finalized by EM with concurrence of FA&CAO. As discussed in the meeting the Board note was routed through EM, TM, FA&CAO to obtain approval of the Competent Authority on 24.11.2016. The EM, TM and FA&CAO then finalized the Container Storage Charges, Storage Charges (Casual Occupation Charges) and Service Charges with series of correspondence and discussions in HOD meetings. The final approval of the Chairman was sought on 17.2.2018 for placing the matter before the Board.

16. The Board by TR No.218 dated 13.3.2018 approved the Mumbai Port Trust (General Management of Port) Regulations, 2018. After publishing in the State Government Gazette in two successive issues dated 10.5.2018 and 17.5.2018, the said Regulations were forwarded to the Ministry on 15.6.2018 for approval and Notification in the Official Gazette.

The Ministry by letter 8.2.2019 conveyed its observation in respect of Regulations 12, 24 and suggested to incorporate Saving Clause and Appeal Clause to draft regulations. The observations were conveyed to the respective departments. On the basis of comments of the respective departments reply was issued to the Ministry on 18.10.2019. The Ministry by further letter dated 18.11.2019 requested to furnish fresh copies of draft regulations duly amended in light of reply dated 18.10.2019, after following due procedure as stipulated in Section 123 and 124 of MPT Act, 1963. Accordingly, the draft Regulation No.24-Depositing of coal, etc. on wharf

roads" was deleted and" Regulation 40-Appeal' was added and the regulations were renumbered.

The Board by TR No.218 dated 28.11.2019 accorded approval to these amended Regulations.

Thereafter, the Advisor Planning by note dated 2.12.2019 suggested to delete draft Regulation 17- Projections over roads and footpaths stating that according to the draft Development Control Regulations of Mumbai Port Trust-SPA, no projection shall be allowed outside the plot, roads or footpaths and hence, the said provision need to be deleted. After deleting Regulation No.17 and renumbering the remaining Regulations the amended regulations were again placed before the Board.

The Board by TR No.230 dated 27.12.2019 accorded approval to the amended Regulations.

17. The approved Regulations were then published in the State Government Gazette as required under Section 124 of the Major Port Trusts Act, 1963 and forwarded to the Ministry on 11.6.2020 for approval. By email dated 17.6.2020 the Ministry requested some documents which were forwarded to the Ministry vide mail dated 30.6.2020.

Thereafter, by letter dated 16.7.2020, the Ministry requested to amend the fine proposed under Regulation 9 to bring it in conformity with Section 114 of the Major Port Trusts Act, 1963. The Ministry also requested to consider whether this would be an opportune time to notify the proposed Regulations as the Major Port Authorities Bill, 2020 has been introduced in the Lok Sabha on 12.3.2020 in order to replace the existing Major Port Trust Act, 1963 and with the passing of the new Legislation, the Major Port Authorities would be required to frame new Regulations.

The justification for stiffer fine was given to the Ministry by letter dated 10.8.2020 and the Ministry was also informed that if the notification of

these regulations is withheld due to the introduction of the Major Port Authorities Bill, 2020 in place of the Major Port Trusts Act, 1963, there will not be any approved rules/ regulations for General Management of Port since there is no provision for making Bye-Laws under the Major Port Trusts Act, 1963 and regulations framed have not been approved by the Ministry. This vacuum will affect working and revenue of the Port, whereas if the draft Regulations are approved by the Ministry, the same will be applicable till framing of new Regulations under the Major Port Authorities Bill within the ambit of Repeal and Savings Clause under the Major Port Authorities Bill, 2020.

18. In response the Ministry, by letter dated 17.8.2020 informed that they have noted the clarifications regarding notification of the regulations however, requested to amend Regulation 9 as proposed under their letter dated 16.7.2020 and to furnish the amended draft regulations after duly following the required procedure. Accordingly, the Board's approval was sought by circulation under TR No. 150. Thereafter, following the due procedure i.e. placing amended regulations before the Board and publishing the same in the State Government Gazette in two successive issues, the regulations were forwarded to the Ministry on 1.10.2020 for approval along with soft copy of the complete Regulations.

19. The Ministry then by letter dated 5.11.2020 conveyed further observation of the Department of Legislative Department and requested to furnish clarifications on the same. By letter dated 7.11.2020, the clarifications were furnished to the Ministry. The Ministry was again informed about the need of the Ministry's approval and notification of the newly framed regulations in the Government Gazette.

20. Thereafter, the Ministry by letter dated 7.12.2020 informed the Legislative Department has made few corrections in the draft Regulations and also made few observations by note dated 3.12.2020 and requested to furnish clarifications and requisite information sought by the Legislative Department. By letter dated 24.2.2021 reply was issued to the Ministry.

21. Thereafter, the Ministry by email dated 13.4.2021 conveyed some further observations and requested to depute an officer well conversant in the subject matter for discussion. By mail dated 5.5.2021, the Ministry was conveyed that due to COVID second wave, meeting to be arranged through video conferencing.

22. The Ministry, thereafter again requested copies of General Bye Laws framed under BPT Act, 1879. By email dated 18.8.2021 the same was provided to the Ministry.

23. No communication has been received from the Ministry thereafter.

To summarise, pursuant to communication from Ministry in the year 2010, the proposal was first placed before the Board in the year 2013 when the Board had deferred consideration for further information. Thereafter, the proposal, after due deliberations was placed before the Board in the year 2018, 2019, 2020 and also published in the Maharashtra Government Gazette twice in compliance of Section 124 of the Major Port Trusts, Act, 1963 and forwarded to the Ministry for approval. However, despite thereof, the Regulations approved by the Board were not sanctioned by the Ministry and published in the Official Gazette. The Ministry by intermittent communications had been requesting for information to be furnished, which have been complied. It may be observed that there is no delay in processing the matter and placing the same before the Board by Mumbai Port Trust”.

24. To a query with regard to the cost incurred for maintenance of Port Trust Roads, Passages, Lighting and other facilities during April 2012 to March 2017, the Ministry in its written reply stated as under:

“Year-wise cost incurred for maintenance of Port Trust Roads, Passages, Lighting and other facilities during April 2012 to March 2017 is furnished below”:

	<b>Years</b>	<b>Amount</b>
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	2012-13	897,96,113.44
	2013-14	818,38,278.09
	2014-15	1051,86,993.83
	2015-16	1479,70,440.64
	2016-17	1356,62,294.99

25. When asked about the revision of rates for casual occupation charges and service charges by Mumbai Port Trust and the status of implementation of the regulations, the Ministry in its written reply stated as under:

“Now, Mumbai Port Authority has initiated action for fixing rates for revising Casual Occupation Charges and Service Charges as per the powers vested with the Board under section 27 of the Major Port Authorities Act, 2021 and by following due process as provided in the rules made in this regard, giving natural justice to the stakeholders by inviting suggestions/objections and also being heard. The charges framed by the Authority by following due process will also be notified in official gazette of State of Maharashtra”.

26. To a query with regard to the loss of revenue due to the non-revision of casual occupation charges and service charges, amounting to approximately Rs.15.10 crore from April 2012 to March 2017 and the measures were taken to address this issue, the Ministry in its written reply informed as under:

**“A) CASUAL OCCUPANCY CHARGES**

New section has been inserted in Scale of Rates under section 3.3 related to storage fees and warehouse charges. The nomenclature of casual occupancy charges with respect to railway operations has been renamed as "Storage Charges". Further, the charges have been revised from 3<sup>rd</sup> October 2022. It was further revised w.e.f. 15.05.2023. The revised tariff effective from 15.05.2023 is as follows:



(i) Rates for activities in non-custom notified Bunder/ Outlying/ Railway Areas

	Period of Storage	Rates per sq. mtr. or part Thereof per month or part thereof (in Rs.)
In sheds	i) First 30 days	
	a) Other than Dry Bulk Cargo	91
	b) Dry Bulk Cargo	93
	ii) 31 <sup>st</sup> day to 60 <sup>th</sup> day	
	a) Other than Dry Bulk Cargo	184
	b) Dry Bulk Cargo	189
	i) First 30 days	
	a) Other than Dry Bulk Cargo	68
	b) Dry Bulk Cargo	71
	ii) 31 <sup>st</sup> day to 60 <sup>th</sup> day	
	a) Other than Dry Bulk Cargo	137
	b) Dry Bulk Cargo	144

(ii) Cargo Storage Fees for Non-Port Cargo brought by Railways:-

Sr. No	Type	Charges Per Sq. Mtr per day for storage with prior permission (in ₹.)		Charges Per Sq.Mtr Per day for storage without prior permission (in ₹.)
		Upto 15days	Beyond 15 days	
1.	Open Area	11.11.	13.88	41.65
2.	Covered Area	22.21	27.77	83.31

Note Non Port Cargo– Non Port Cargo includes cargoes handled through Railway /Road in Railway/ Outlying/ Bunder areas and not handled through vessel /barges /crafts.

The above charges are also subject to upward revision through indexation benefits.

**(B) SERVICE CHARGES:**

The service charges have been upwardly revised to Rs.2 per sq. meter per month from 50 paise sq. meter per month with effect from 1<sup>st</sup> June 2023".

## **PART-II**

### **OBSERVATIONS/RECOMMENDATIONS**

The Committee note the inordinate and substantial delay in introducing the revised rates for casual occupation of sheds and service charges, now re-termed as storage charges. They also find the reply of the Ministry, wherein the delay has been attributed to the cumbersome process involving deliberations with the Heads of Departments, stakeholders etc., as unacceptable. The Committee also consider the Ministry's contention stating frequent changes at the level of Heads of Departments/ Chairman/ Deputy Chairman, as untenable. This delay has culminated in continuous and huge revenue losses to the Port Trust. The Committee note the substantial revenue loss highlighted in the draft report, amounting to approximately Rs. 15.10 Crores for the Mumbai Port Authority during April 2012 to March 2017. In this regard, they would like to recommended that the Mumbai Port Authority should calculate the total losses incurred due to the delay in making policy changes by the Board. Further, they would also like the MbPT to take immediate action to implement the revised casual occupation charges, now termed as storage charges, and service charges. The Committee observe that the revised rates, effective from 3rd October 2022 for storage charges and 1st June 2023 for service charges, should be communicated promptly to all stakeholders. They would also like to suggest regular monitoring mechanisms to be put in place to ensure expeditious compliance.

2. The Committee note that the storage charges are subject to upward revision through indexation benefits and hence the Committee recommend establishing a systematic process for this periodic indexation benefits for both storage and service charges. This proactive measure will prevent future revenue losses by ensuring that the charges remain aligned with market conditions over time. They would like to see methodical and

transparent communication channels forming a basis for the rationale behind the revisions, fostering understanding and garnering support from port users.

3. The Committee also emphasize the importance of a regular review and revision process, incorporating stakeholder consultations and adjustments based on market dynamics, to maintain fair and competitive charges that are reflective of operational costs. Further, the Committee suggest that the Ministry reviews and assesses the revenue generated and benefits reaped by the Mumbai Port Authority through the changes in policy, ensuring a thorough evaluation of the financial impact and efficacy of the proposed revisions.

4. The Committee recommend the Ministry to take up strategic measures to strengthen the regulatory framework and oversight mechanisms of the Mumbai Port Authority. They observe the necessity for aligning existing regulations with the Major Port Authorities Act, 2021, as communicated by the Ministry. The Committee emphasize the need for the Mumbai Port Authority to streamline its approval process with the Ministry, establishing clear timelines and effective communication channels to prevent delays in implementing crucial changes. Further, the Committee recommend Internal audits to be conducted periodically to identify bottlenecks in the regulatory process, ensuring effective enforcement of regulations and timely resolution of any issues hindering the process.

NEW DELHI  
06 February, 2024  
17 Magha, 1945 (Saka)

ADHIR RANJAN CHOWDHURY  
Chairperson,  
Public Accounts Committee