



(Published in Part - III Section 4 of the Gazette of India, Extraordinary)
TARIFF AUTHORITY FOR MAJOR PORTS

G.No. 457

New Delhi,

13 December 2016

NOTIFICATION

In exercise of the powers conferred under Sections 48, 49 & 50 of the Major Port Trusts Act, 1963, the Tariff Authority for Major Ports hereby notifies the revised Scale of Rates (SOR) and Performance Standards disposing of the proposal of the Kolkata Port Trust for General Revision of its SOR, as in the Order appended hereto.

(T.S. Balasubramanian)
Member (Finance)

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Tariff Authority for Major Ports
Case No. TAMP/23/2016 - KOPT

Kolkata Port Trust

Applicant

QUORUM

- (i). Shri. T.S. Balasubramanian, Member (Finance)
- (ii). Shri. Rajat Sachar, Member (Economic)

ORDER

(Passed on this 17th day of November 2016)

This case relates to a proposal received from Kolkata Port Trust (KOPT) for General Revision of its Scale of Rates (SOR).

- 2.1. The KOPT, vide its letter dated 8 April 2016, filed a proposal for general revision of its SOR.
- 2.2. The Ministry of Shipping (MOS) vide its letter dated 17 September 2015 had issued a direction to this Authority partially modifying the coastal concession policy issued by the (then) MSRTH in January 2005. This direction of the MOS was communicated by this Authority by an Order dated 5 October 2015. However, the MOS vide its subsequent letter dated 11 May 2016 has directed to keep its earlier direction dated 17 September 2015 in abeyance. Therefore, this Authority had passed an Order dated 19 May 2016 to keep its Order dated 5 October 2015 also in abeyance which was circulated to all the Ports on 23 May 2016.
- 2.3. In view of the above, the KOPT has filed a revised proposal vide its letter dated 24 June 2016. The said proposal was taken up for consultation with the concerned users/ user organisations of the KOPT. The comments furnished by the users/ user organisations were forwarded to the KOPT as feedback information. The KOPT has responded to the comments of the users/ user organizations. The proposal was internally scrutinized in the office. The additional information/clarifications were sought from the KOPT. The KOPT has responded to the additional information/clarifications. A joint hearing in this case was held on 26 July 2016 at the premises of KOPT. At the joint hearing, the KOPT and the concerned users/ organisation bodies have made their submissions.



3. With reference to the totality of information collected during the processing of the case, this Authority has passed a speaking Order disposing of the revised proposal filed by the KOPT for general revision of its Scale of Rates.
4. The detailed speaking Order passed by this Authority is in the process of notification in the Gazette of India, which is likely to take some time. This Authority desires that the revised SOR may come into force without waiting for notification of the detailed speaking Order. Therefore, this Authority notifies the revised SOR and Performance Standards of the KOPT which is attached as Annex. The revised SOR will come into force after expiry of 30 days from the date of notification of this Order in the Gazette of India. The detailed speaking Order passed by this Authority will be notified separately and communicated to the KOPT and the relevant users/ user organisations in due course of time.
5. The validity of the existing SOR of KOPT was last extended till 30 September 2016. By the time this Order comes into effect, it would be around December 2016. That being so, this Authority extends the validity of the existing Scale of Rates with effect from 1 October 2016 till the revised Scale of Rates comes into effect

(T.S. Balasubramanian)
Member (Finance)

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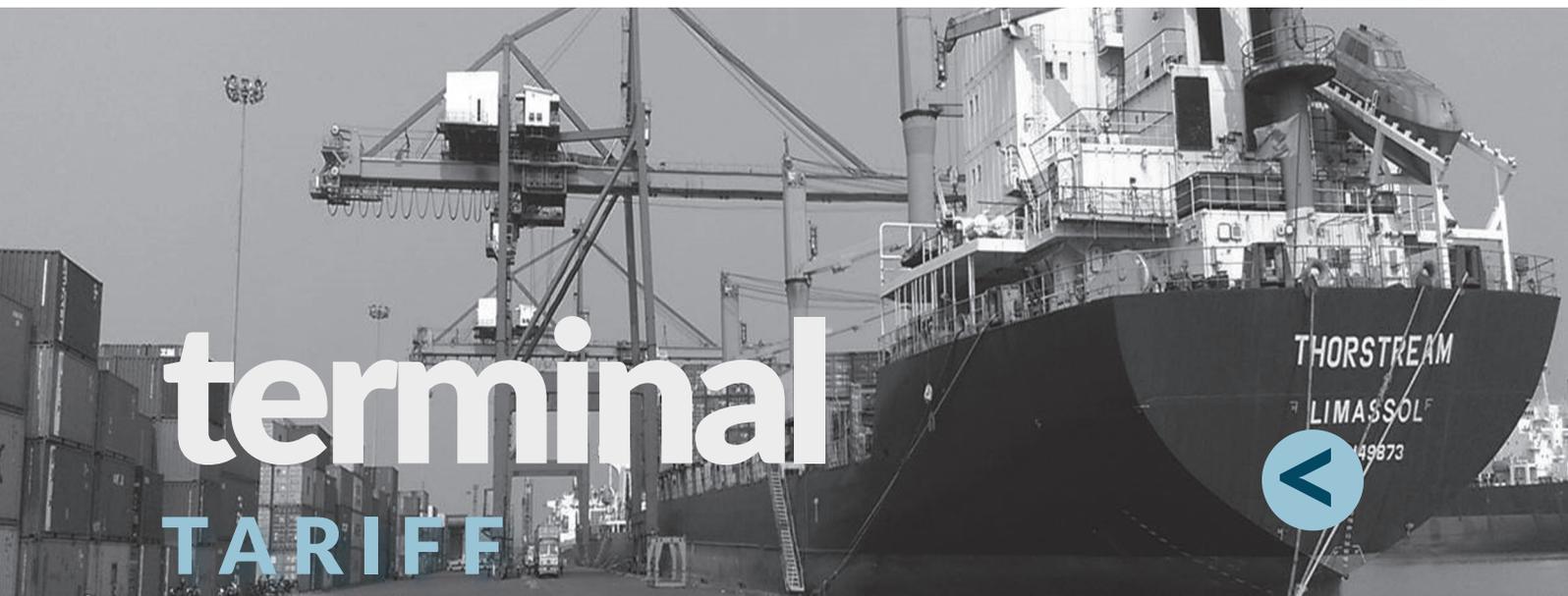
ANNEX

KOLKATA PORT TRUST SCALE OF RATES GENERAL

S.1	Short title of Commencement
	The Scale of Tolls, Dues and Rates set out herein shall be called 'SCALE OF RATES' of the Kolkata Port Trust and charges shall be levied by Kolkata Port Trust in terms of provisions of the Scale of Rates
S.2	Definition
	In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply.
(i)	'Board' shall have the same meaning as assigned to it in the Major Port Trust Act, 1963.
(ii)	'Coastal Vessel' shall mean any vessel exclusively employed in trading between any Port or place in India to any other Port or place in India having a valid coastal license issued by the Director General of Shipping/ Competent Authority and/or any other vessel directed to be treated as 'Coastal' by Govt of India.
(iii)	'Day' in respect of Kolkata Dock System shall mean the period starting from 6.30 am of a day and ending at 6.30 am on the next day. 'Day' in respect of Haldia Dock Complex shall mean the period starting from 6 am of a day and ending at 6 am on the next day.
(iv)	'Demurrage' shall mean charges payable for storage of cargo within Port premises beyond free period as specified in the Scale of Rates and shall not include the cargo stored at the area allotted to a port user on license/lease basis for storage of cargo. Note: For storage of cargo at the areas allotted to any port user by KoPT on license /lease basis, provisions of Schedule of Rent shall apply during the entire period of occupation (i.e. till vaca-tion) of the storage area by the port user.
(v)	'Foreign Going Vessel' shall mean any vessel other than coastal vessel, Inland vessel, boat and flat.
(vi)	'Full Container Load (FCL)' shall mean a container having cargo of a single Importer/Exporter.
(vii)	'Haldia Dock Complex (HDC)' shall mean the Oil Jetties, Other Jetties, Wharves and Berths at Haldia and River Moorings at Haldia Anchorages.
(viii)	'Hazardous-I' shall mean the cargo categorized as Hazardous-I in the list of Hazardous Cargo adopted by the Board from time to time.
(ix)	'IWT Cargo/ 'IWT Container' shall mean cargo/container, carried by Inland Vessel / barge/ boat/ flat through Inland Waterways but shall not include lighterage cargo/container.



(x)	<p>'Inland Vessel' shall mean any vessel registered as such under the provision of the Inland Vessels Act, 1917.</p> <p>Note: The charges leviable on 'Inland Vessels' will also be applicable on vessels operating through riverine route between Bangladesh and KoPT under protocol.</p>
(xi)	<p>'Kolkata Dock System (KDS)' shall mean Netaji Subhash Dock, Kidderpore Dock, Sandhead, Saugor, River Anchorages, River Moorings, Budge-Budge Petroleum Wharves, Inland Vessel's Wharves and all other establishments of KoPT, excepting those specifically under Haldia Dock Complex.</p>
(xii)	<p>'Kolkata Port Trust (KoPT)' shall mean the corporate entity and will include Kolkata Dock System and Haldia Dock Complex.</p>
(xiii)	<p>'Less than a Container Load (LCL)' shall mean a container having cargo of more than one Importer /Exporter.</p>
(xiv)	<p>'Lighterage Cargo'/'Lighterage Container' shall mean cargo/ container which the foreign going vessel/coastal vessel off-load/load at any river anchorage/mooring/ virtual jetty/ Sandhead into/ from smaller vessels/ Barges.</p>
(xv)	<p>'Month' shall mean 30 consecutive calendar days including holidays unless otherwise specified.</p>
(xvi)	<p>'On Board handling Charges' shall mean charges on Cargo/ Commodity/ Article / Package/ Container for rendering on board services by the port in the form of supply of manpower for loading / unloading operation.</p>
(xvii)	<p>'Overside Discharge/ Shipment' shall mean the operation of unloading/loading of cargo/container ex/into vessel working at berth/ jetty/ dock buoy without passing through the quay at the time of discharge/ shipment operation.</p>
(xviii)	<p>'Over Dimensional Container' shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and/or needing special devices like slings, shackles, lifting beam, etc. Damaged Containers (including boxes having corner casting problem) and Container requiring special devices for lifting will also be classified as Over Dimensional Container.</p>
(xix)	<p>'Shore Handling Charges' shall mean charges on Cargo/ Commodity/ Article/ Package/ Container for rendering shore services by the port in the form of supply of labour with/without equipment for transportation of cargo from hook point to stacking point (including loading at hook point), unloading of the same at the stacking point and subsequent loading for delivery, or vice-versa and in case of mechanical receiving of cargo shall also include charges for tipping of wagon by Wagon Tippler.</p>
(xx)	<p>'Shut out' cargo shall mean export cargo left in the Port having not been shipped on board the vessel for which it was received in Port premises.</p>
(xxi)	<p>'TEU' shall mean Twenty Feet Equivalent Unit of container.</p>
(xxii)	<p>'Transhipment' shall mean transfer of cargo/container from a sea going vessel/barge to another sea going vessel/barge in the midstream or via shore for destination to other Port/Ports.</p>



	(xxiii)	'Wharfage' shall mean the basic dues recoverable on all Cargo/ Container landed or shipped or transhipped within the port limit and approaches or passing through the declared landing stage of the port, whether portage was provided by the port or not and shall include hooking/unhooking operation on shore, where necessary.
	(xxiv)	'Week' shall mean 7 (seven) consecutive calendar days including holidays.
	(xxv)	Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the MPT Act, 1963 and the Indian Ports Act, 1908 as amended from time to time.
S.3	General Principles	
	(i)	The minimum weight/measurement chargeable shall be 1 tonne/1 CBM although the gross weight/measurement may be less than 1 tonne/1 CBM. In case where the charge is on weight basis and the gross weight is not an exact multiple of 100 Kgs, the same will be rounded off to the next higher multiple of 100 Kgs. Where the gross CBM includes decimals, the same should be rounded off to the next higher whole unit of CBM.
	(ii)	Rates applicable for a period/unit other than weight shall be applicable to the part of a period/unit thereof.
	(iii)	Unless otherwise specified, if port equipment is used for landing/shipment of cargo / container from/into vessel or for any other purpose by the vessel, equipment charges specified in Section 16.1 shall be levied.
	(iv)	Cargo Related Charges shall be levied on the owners of the cargo or their Clearing and Forwarding Agents / Handling Agents except where specified otherwise, or in cases where Ship Owners/Steamer Agents agree to pay such charges. In case of Shipper's own container, the owners of the cargo or their Clearing and Forwarding Agents/ Handling Agents can also pay the charges.
	(v)	All charges related to Load / Empty Containers including demurrage thereon shall be levied on Container Agents/ Main Line Operators (MLO). However, after de-stuffing or prior to stuffing, the cargo related charges, if any, shall be levied on the owner of the cargo or his Clearing & Forwarding Agent / Handling Agent.
	(vi)	(a) Vessel related charges shall be levied on the Ship Owners/Steamer Agents. Wherever rates have been denominated in US Dollar terms, the charge shall be recovered in Indian Rupees after conversion of US currency to Indian Rupee at the Reserve Bank of India's Reference Rate. The date of entry of vessel into port limit shall be reckoned as the date for such conversion.
		(b) Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the Reserve Bank of India Reference Rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into port, in case of export containers.
	(vii)	(a) The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.



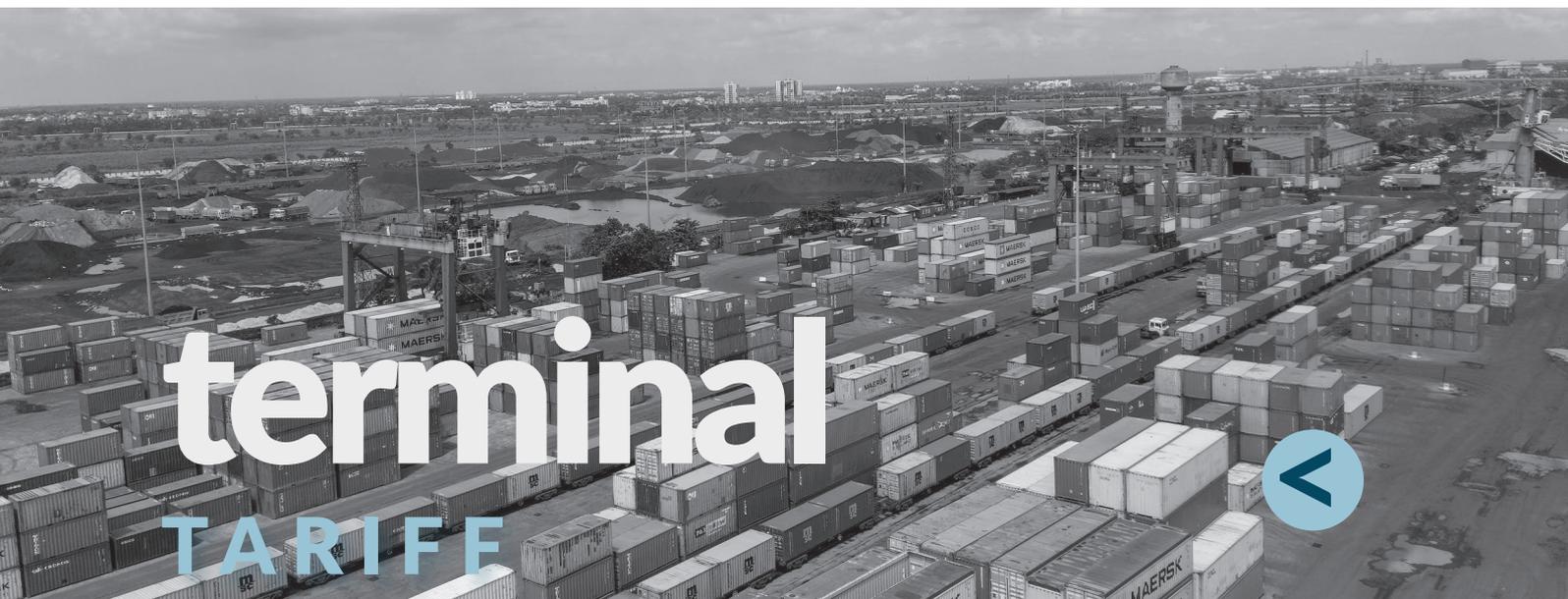
	(b)	The cargo /container related charges for all Coastal cargo/containers, other than thermal coal, POL including crude oil, Iron Ore and Iron Ore Pellets, should not exceed 60% of the normal cargo/container related charges.
	(c)	In case of cargo related charges, the concessional rates should be levied on all the relevant cargo handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.
	(d)	In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, and transfer from /to quay to/from storage yard as well as wharfage on cargo and containers.
	(e)	<p>Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate</p> <p>(i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:</p> <p>(a) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.</p> <p>(b) Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.</p> <p>* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.</p> <p>(ii) In case of a Foreign flag vessel converted to coastal run on the basis of a Special Period License issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.</p>
	(f)	The charges for coastal cargo/containers/vessels shall be denominated and collected in Indian Rupee.
	(viii)	In all cases where charges are levied in US Dollar terms, the exchange rate shall be reviewed once in every 30 days from the date of applicable exchange rate adopted initially in respect of storage charge for containers staying inside the Port for more than 30 days or in respect of vessel related charges for vessels staying in the Port for more than 30 days. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
	(ix)	Samples, Catalogues and other articles for which Shipping Companies charge no freight and on which no Customs duty is payable, diplomatic mail bags, crew baggage and all goods meant for KoPT's use shall be exempted from payment of all cargo related charges.

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	(x)	No charge shall be levied on stores/ provisions supplied on board KoPT crafts/ vessels.
	(xi)	No demurrage shall be charged for the days during which delivery cannot be effected due to strike by the Port employees provided the concerned Importer or his Authorized Agent files the complete delivery documents on payment of all Port charges prior to commencement of the strike.
	(xii)	(a) Berth hire charge shall stop 4 hours after the time of the vessel's signalling its readiness to sail. The time limit prescribed for cessation of berth hire charge shall exclude the ship's waiting time for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities or non-acceptance of the vessel by HDC.
		(b) There shall be penal berth hire equal to berth hire charge of one day for a false signal.
	(xiii)	Interest on delayed payments / refunds:
	(a)	The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, KoPT shall pay penal interest on delayed refunds.
	(b)	The rate of penal interest will be 15 % p.a. The penal interest rate will apply to both the KoPT and the port users equally.
	(c)	The delay in refunds will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
	(d)	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by KoPT. This provision shall, however, not apply to the cases where payment is to be made before availing the services / use of Port Trust's properties as stipulated in the Major Port Trust Act and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.
	(xiv)	Before classifying any cargo under "unspecified category" under the Wharfage schedule, the relevant Customs classification should be referred to find out whether the cargo could be classified under any of the specific categories mentioned in the wharfage schedule.
	(xv)	(a) System of classification of vessel for levy of Vessel Related Charges (VRC) (i). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast. (ii). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Specified Period Licence issued by the Director General of Shipping and a custom conversion order.



	(b)	Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate (i) In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods. (ii) In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports. (iii) For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.
	(c)	The corresponding vessel related rates should be applied depending on the status of the vessel at the time of the incidence of such charge.
	(xvi)	For all types of cargo, cargo related charges shall be levied on the gross weight of the consignment.
	(xvii)	For the purpose of charging, Shipper's Own Containers will be at par with the rates that of Marine Freight Containers.
	(xviii)	Users will not be required to pay charges for delays beyond a reasonable level attributable to KoPT.
	(xix)	(a) Wherever a specific tariff for a service/cargo is not available in the notified Scale of rates, KoPT would approach TAMP for notification of tariff for the said new cargo/equipment/service adopting the tariff and performance standards, if any, fixed for comparable cargo /equipment/service in any other Major Port Trusts. If there is no rate available in any other Major Port Trusts or if the rate available is nor representative enough of the proposed new cargo/service/facility, then the port would file the proposal for notification of tariff for the said new cargo/equipment/service with reference to optimal capacity assessed following the principles of 2008 guidelines or based on rated capacity or technical specification /facility /equipment. If determination of tariff based on the above prescribed options is not possible, then KoPT after giving sufficient reasons would proposed rates based on cost plus 16% return formula.
	(b)	Simultaneously with the submission of the proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
	(c)	The ad hoc rate to be operated and the performance standards to be applied in the interim period in the interim period must be based on the approach in clause (a) above and it must be in consultation with the concerned users.
	(d)	The final rate fixed by the TAMP for new cargo/service for which rate is not prescribed in the Scale of Rates of KoPT will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.
	(xx)	(a) The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts prescribed are floor levels. KoPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.

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	(b)	KoPT may also, if it so desires, rationalize the prescribed conditionality governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
	(c)	Provided that KoPT should notify the public such lower rates and / or rationalization of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.
	(xxi)	Taxes, Duties, etc. as may be levied by the State or Central Govt. or any legal/Statutory Authority from time to time, shall be have to be paid extra.
	(xxii)	In order to decongest ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessel related services as well as special discount will be offered in port charges for services rendered after regular hours.
	(xxiii)	ANNUAL ESCALATION (Except for SOR prescribed under Part - IX)
	(a)	The SOR (except Part - IX) is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 April 2017 subject to the KOPT achieving the Performance Standards prescribed in below. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in SOR for that particular year.
	(b)	The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the KOPT to be intimated by the port to the concerned users and to the Authority.



	(xxiv)	PERFORMANCE STANDARDS																																											
		KOPT will endeavour to maintain the following performance standards during the validity of this Scale of Rates:																																											
		<table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Performance Parameters</th> <th colspan="2">Proposed performance standards</th> </tr> </thead> <tbody> <tr> <td rowspan="6">(1).</td> <td>Cargo Related Services</td> <td>KDS</td> <td>HDC</td> </tr> <tr> <td>(a) Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups w.r.t. all bulk</td> <td></td> <td></td> </tr> <tr> <td>(i). Container</td> <td>4000</td> <td>6500</td> </tr> <tr> <td>(ii). Liquid Bulk</td> <td>6500</td> <td>6000</td> </tr> <tr> <td>(iii). Dry Bulk (Mechanical)</td> <td>2800</td> <td>6500</td> </tr> <tr> <td>(iv). Dry Bulk (Conventional)</td> <td></td> <td>11000</td> </tr> <tr> <td>(v). Break Bulk</td> <td>1200</td> <td>5500</td> </tr> <tr> <td></td> <td></td> <td>600</td> <td>1500</td> </tr> <tr> <td></td> <td>(b) Average moves per hour (in TEUs) in respect of Containers</td> <td>20</td> <td>80</td> </tr> <tr> <td rowspan="3">(2).</td> <td>Vessel Related Services</td> <td></td> <td></td> </tr> <tr> <td>(a) Average Turnaround Time of Vessels (in days)</td> <td>4.20</td> <td>4.50</td> </tr> <tr> <td>(b) Average Pre-Berthing Time of Vessels (in days)</td> <td>0.50</td> <td>1.20</td> </tr> </tbody> </table>		Sl. No.	Performance Parameters	Proposed performance standards		(1).	Cargo Related Services	KDS	HDC	(a) Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups w.r.t. all bulk			(i). Container	4000	6500	(ii). Liquid Bulk	6500	6000	(iii). Dry Bulk (Mechanical)	2800	6500	(iv). Dry Bulk (Conventional)		11000	(v). Break Bulk	1200	5500			600	1500		(b) Average moves per hour (in TEUs) in respect of Containers	20	80	(2).	Vessel Related Services			(a) Average Turnaround Time of Vessels (in days)	4.20	4.50	(b) Average Pre-Berthing Time of Vessels (in days)
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PART- I

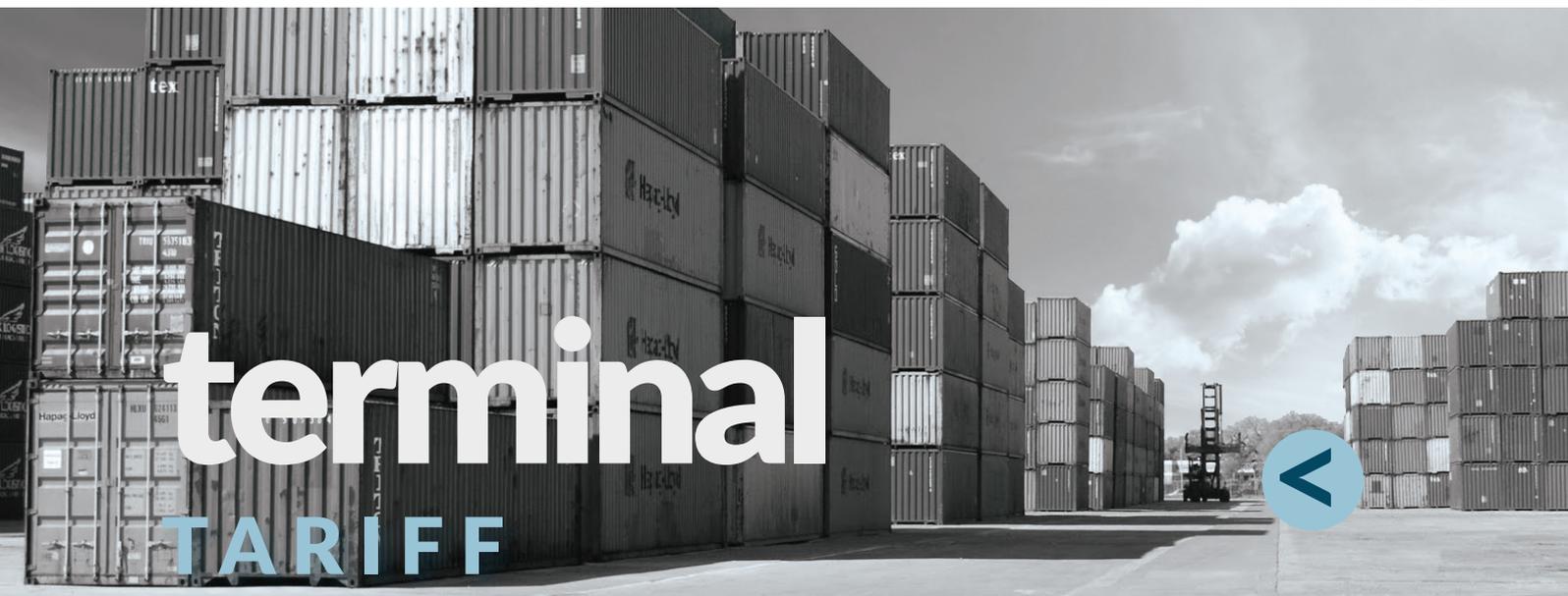
Charges on Break-bulk and Bulk Cargo

S.4	Wharfage:
S.4.1	Wharfage on Foreign cargo landed/shipped at any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise: -

Sl. No	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)
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Liquids/ Gas handled through pipeline

1.	Crude Oil;	100.24
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SI No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)
2	Ammonia ; Aviation Turbine Fuel; Furnace Oil; High Speed Diesel; Light Diesel Oil; Lubricating Oil; Superior Kerosene Oil; Motor Spirit; Paraxylene; Slack Wax; Ship's bunker; POL/POL products and any other liquid /gas having a flash point of 230C (73.40F) or above, if not otherwise specified;	100.24
3.	POL/POL Products or any other liquid /Gas having a flash point of less than 230C (73.40F), if not otherwise specified;	
	(a) For quantity upto 50000 tonnes per Financial Year	141.75
	(b) On the incremental quantity handled above 50000 tonnes per Financial Year	107.73
4.	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; Py Gas; Propane; Hexane ; N-Hexane, CBFS;	107.73
5.	Ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Acids; Fatty Acids; Mineral Oil; Tallow; Alcohol; Palm Stearin.	81.08
6.	Vegetable Oils;	62.37
7	Molasses;	37.42
Liquids handled other than through pipeline		
8.	All liquids including ship's bunker	100.24
Cargo handled through mechanical system		
9.	Iron Ore ;	53.89
10.	Thermal Coal	75.00
11.	All types of Coal not specified, Fertilizer; Fertilizer Raw Materials; Soda Ash and all other Dry Bulks;	150.00
Cargo handled other than through mechanical system		
12.	Salt, Fly Ash; Sand,	26.95
13.	Iron Ore; Iron Ore pellets;	26.95
14.	Limestone; Coking Coal; Petroleum Coke; Metallurgical Coke; Bauxite; Manganese Ore; All types of Coal / Coke / Ore not specified; Sponge Iron; Pig Iron; All other Dry Bulk Cargo, not specified;	53.89



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15.	Wheat; Rice; Pulses; Peas; Rapeseed; Cereals & their products ;Bulgur wheat; Corn Soya blend; Milk powder; Seeds of all kinds; Sugar (both raw and refined);Bran; News Print; Gypsum; Slag ; Soda (Caustic or Ash); Cement; Clinker;	67.36
16.	Mill Scale; Magnesite; Granite; All types of Scrap; Oil Cake; Bone & Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Non ferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Plywood; Fire Bricks & other Refractory Materials; CI goods;	94.31

SI No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)
	Rock Phosphate, Sulphur & Other Fertilizer raw materials; Murate of Potash (MOP), Di-Ammonium Phosphate (DAP), Urea and other Finished Fertilizers; Asphalt pitch (including Coal Tar pitch); Bitumen; Carbon Black; Spare Bags; Jute, Gunnies, Jute Products/ waste/caddies/twist/ cuttings; Hemp; Vegetable Fibers; Raw wool; Asbestos raw/fiber; Synthetic resin/ yarn/rag; Asbestos raw/ fibre; Cotton piece goods; Waste Paper; Wood Pulp; Shellac; Seedlac; Glass Sheet; Glass ware/products; Porcelain ware/products; Hides & Skins; Hosiery Goods; Garment; Leather and its products; Ship Store; Dunnage; All other cargo not specified but handled in bags;	
17.	Iron and Steel; Pipes & Tubes;	80.83
18.	Log, Timber, Veneer	141.45 per CBM or part thereof
19.	Car ; Any rubber tyred vehicle; Cargo moving equipment; Earth-moving equipment;	5388.77 per unit
20	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	277.20



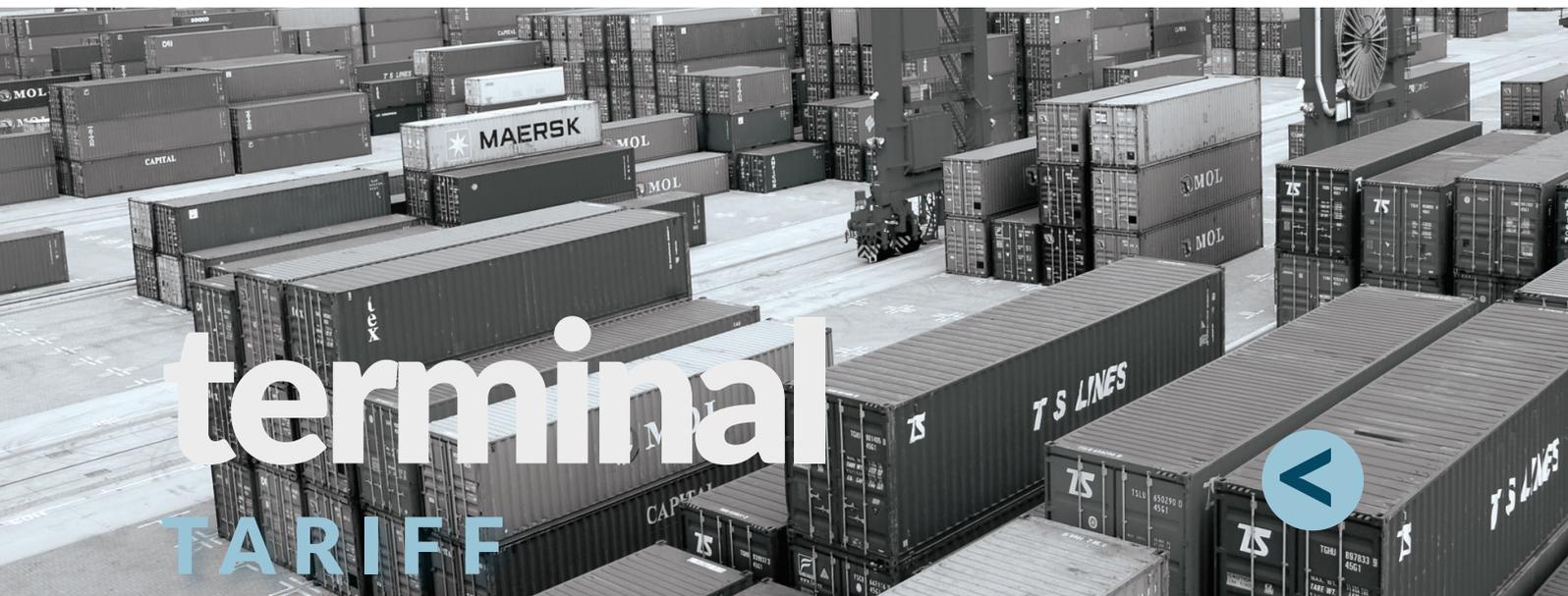
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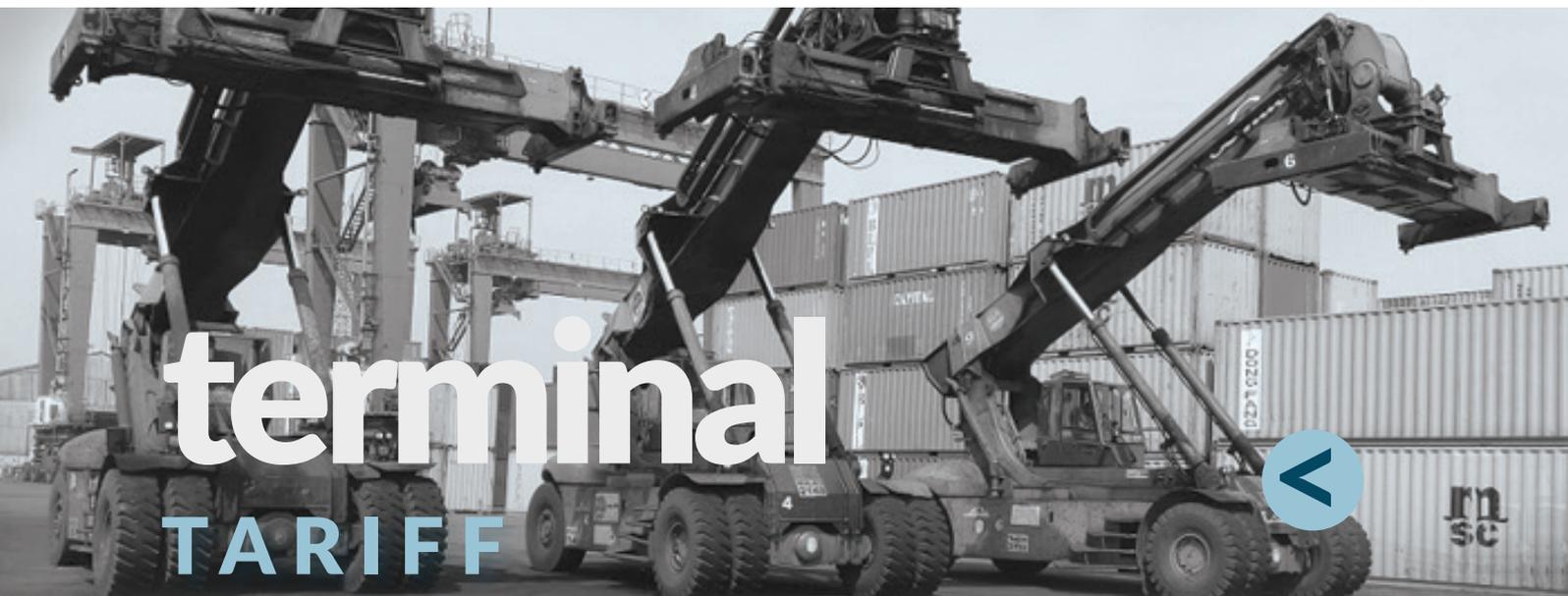
Note:

1. The lower rate specified in S.4.1, Sl. No. 3(b) shall be allowed by way of refund against claim lodged by the Importer/Exporter after close of a Financial Year. The same shall be calculated separately for each Dock System not considering the quantity handled at the other Dock System. The claim should be accompanied by details of quantity handled vessel wise as well as payment particulars thereof.
2. Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of vessels takes place within the Port limits, wharfage shall be payable on such vessels.

S.4.2	Wharfage on Coastal cargo landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-	
Sl No.	Description	Rates in ₹ per tonne or part thereof
1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.4.1
2	All other cargo	60% of the rates for Foreign Cargo as specified at S.4.1
S.4.3	a) For Transshipment cargo handled at berth, wharfage is payable at 75% of the applicable rate for landing and 75% of the applicable rate for subsequent shipment. The applicable rates shall be the rates specified at S.4.1 or S.4.2 depending on whether the same is foreign or coastal at the time of discharge/shipment as per definition under S.2.	
	b) For Transshipment cargo handled at Sandheads/ Virtual Jetty/any other anchorage point/ mooring, wharfage shall be levied at the rate of ` 32.34/- per tonne or part thereof irrespective of the nature & description of the cargo.	
S.4.4	For Crude Oil/POL/POL product discharged at Sandheads /Virtual Jetty/any other anchorage point/ mooring, for subsequent landing at berth or vice-versa in case of shipment, only one full wharfage shall be levied, even if the cargo operation takes place at both the dock systems. Each dock system in such cases shall realize 50% of the applicable wharfage.	
S.4.5	For discharge/ shipment of cargo at Sandheads/ Virtual Jetty/ any other anchorage point/ mooring, other than the cargo specified at S.4.3(b) and S.4.4, wharfage shall be levied at the following rates:	



	Description of operation	Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at Jetty/ Berth of KDS/ HDC
	(i)	(ii)	(iii)
	a) Dry Bulk cargo discharged at the at Saugor / Sandheads / Virtual Jetty/ any other anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities upstream of 3rd Oil Jetty at HDC or vice versa	25% of the wharfage rate as specified at S 4.1 and S.4.2	75% of the wharfage rate as specified at S 4.1 and S.4.2
	b) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Virtual Jetty / any other anchorage point and proceed for subsequent unloading to any Jetty/berth of KoPT (other than Floating Cargo Handling Facilities upstream of 3rd Oil Jetty at HDC or any declared IVW) or vice versa: i) Iron Ore ii) Other than Iron Ore	90% of the wharfage rate as specified at S 4.1 and S.4. 90% of the wharfage rate as specified at S 4.1 and S.4.2	6.73 26.95
	c) Dry Bulk Cargo and all other cargo, if discharged at Sandheads/ Virtual Jetty/ any other anchorage point and proceed for subsequent unloading to any declared IVW or vice versa	90% of the wharfage rate as specified at S 4.1 and S.4.	6.73
S.4.6	OnIWT cargoloaded/unloadedat any Berth / Jetty/ declared Inland Vessel Wharves belonging to port, wharfage, unless otherwise specified in this Scale of Rates, shall be realised at the following rates :		



	Sl. No	Place of operation	Rates in ₹ Per tonne or part thereof
	1.	Berth/jetty meant for handling sea-going vessel	75 % of wharfage as specified at S.4.1
	2	Declared Inland Vessel Wharves of KoPT	
		a) Fly Ash	13.47
		b) All Other cargo	26.95
S.4.7	a) Wharfage shall be levied separately by each dock system for cargo operation within their system, unless otherwise specified in this Scale of Rates.		
	b) In case of overside discharge of cargo from vessel, wharfage as per S.4.1 or S.4.2, as the case may be, shall be levied. For subsequent discharge of the said cargo at berth in the same dock system, 50% of the rate provided under S.4.1 or S.4.2, as the case may be, shall be levied in addition to the above.		
S.4.8	In case a cargo is unloaded / loaded at anchorages more than once, the wharfage shall be levied at 150% of the rate specified at S.4.1 and S.4.2 irrespective of number of handling done at various anchorages. In addition, if such cargo is carried by barge/ boat/ flat or any other vessel for unloading/ loading at any berth/ jetty/ declared Inland Vessel Wharves belonging to port, wharfage shall be realised for such discharge/shipment at the rates specified against handling at Jetty/Berth of KoPT as per S.4.5 under column (iii).		
S.4.9	On shutout cargo /stock cargo, which are taken back from Port premises, 50% of wharfage shall be levied. In addition, if labour and / or equipment are/ is supplied by port for handling of cargo, on-board handling charges and/ or shore handling charges, as the case may be, shall be levied. No additional wharfage shall be levied on shutout cargo if the same is subsequently shipped without being removed from port premises.		
S.4.10	Due to operational reasons, if any cargo is landed from a vessel for subsequent shipment by the same vessel, consolidated wharfage shall be levied @ ` 134.72 per tonne or part thereof.		
S.4.11	On liquid cargo transferred through pipeline between HDC and KDS or from any other point to KDS/HDC or vice-versa, 50 % of the wharfage shall be levied at the dock system where it is so transferred.		
S.5	On board handling charges:		
S.5.1	For on board services of loading/unloading operation (excluding provision of equipment) in respect of foreign cargo, charges at the following rates shall be levied on the vessel agents or importers/exporters or his clearing forwarding agent/handling agent.		



Sl.No.	Description	Rate in ₹ per tonne or part thereof, unless other unit is specified
1	Coking Coal, All types of Coal, Coke and Ore, Limestone, Other dry bulk cargo not specified, discharged/ shipped by use of Grab/ Magnet.	40.41
2	Iron and Steel; Pipes & Tubes;	107.77
3	All types of cargo handled in bags or drums;	47.15
4	Log ; Timber ; Veneer ;	33.68 per CBM
5	Car, any rubber tyred vehicle, cargo moving equipments or earth moving equipments when discharged / shipped by use of slings.	67.36 per unit
6	All other cargo not specified under Sl. No. 1, 2, 3, 4 and 5 above	150.00

S.5.2 On board handling charge on **Coastal cargo** landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-

Sl. No.	Description	Rates in ₹ per tonne or part thereof
1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.5.1
2	All other cargo	60% of the rates for Foreign Cargo as specified at S.5.1

Note for Section 5:

(i)	On board handling charge is not leviable in cases where wharfage is realised on cargo for handling through pipeline or for handling through mechanical system, as KoPT does not provide on board labour /equipment against such vessels.
(ii)	For shifting of cargo on board without passing through the quay, 1.5 times of the applicable On board handling charges shall be levied.
S.6	Shore handling charge:
S.6.1	Shore Handling Charge for Foreign Cargo shall be levied at the following rates:

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SL No.	Description	Rates in ₹ per tonne or part thereof	
		Shore Handling Services involving transfer of cargo from/to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)	Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving
(i)	(ii)	(iii)	(iv)
1.	Bagged cargo and packages (where handling is entirely done manually by using hand carts only if necessary)	22.56	11.11
2.	Iron and Steel; Pipes & Tubes;	108.32	53.35
3.	All other break bulk cargo for which rates otherwise not specified- (per Pkg. Or Unit weight)		
	i) Less than 5 tonne	36.11	17.78
	ii) 5 tonne to less than 10 tonne	67.70	33.34
	iii) 10 tonne to less than 20 tonne	135.39	66.69
	iv) 20 tonne to less than 40 tonne	180.52	88.91
	v) 40 tonne and above	361.05	177.83
4.	i) Tippling of Thermal Coal wagon by Wagon Tippler		75.00
	ii) Manual unloading of Thermal Coal Wagon		40.41
	iii) Transfer of Thermal Coal (other than through mechanical system), from unloading point to Stack point, including loading at unloading point and unloading at Stack point.	60.63	



		iv) Transfer of Thermal Coal (other than through mechanical system), from stack point/ unloading point to Hook point, including loading at stack point/ unloading point and unloading at hook point as well as heaping of cargo for vessel feeding.	80.83	
	5.	Tippling of Iron ore wagon by Wagon Tippler		75.00
	SL No.	Description	Rates in ₹ per tonne or part thereof	
			Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)	Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving
	(i)	(ii)	(iii)	(iv)
		Manual unloading of Iron Ore Wagon		53.89
		Transfer of Iron Ore (other than through mechanical system), from unloading point to Stack point, including loading at unloading point and unloading at Stack point.	67.36	
		Transfer of Iron Ore (other than through mechanical system), from stack point/ unloading point to Hook point, including loading at stack point/ unloading point and unloading at hook point as well as heaping of cargo for vessel feeding	87.57	



6.	All types of dry bulk cargo not specified [other than the cargo landed from or shipped/ to be shipped through mechanical system]		
	(i) When the cargo landed at a berth is stored at the immediate back up area / of the same berth and finally delivered from the said storage area, or vice versa (in case of exports); without requiring additional loading/ unloading and/or transportation over those covered under the definition of shore handling charge.	81.24	40.1
	ii) When the cargo landed at a berth is stored at any area (within the dock), other than in the immediate back up area of	99.26	40.1
SL No.	Description	Rates in ₹ per tonne or part thereof	
		Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)	Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving
(i)	(ii)	(iii)	(iv)
	the same berth, and finally delivered there from, or vice versa (in case of Exports); without requiring additional loading/unloading and/or transportation over those covered under the definition of shore handling charge.		
7.	Logs; Timber; Veneer;	36.11 per CBM	17.78 per CBM

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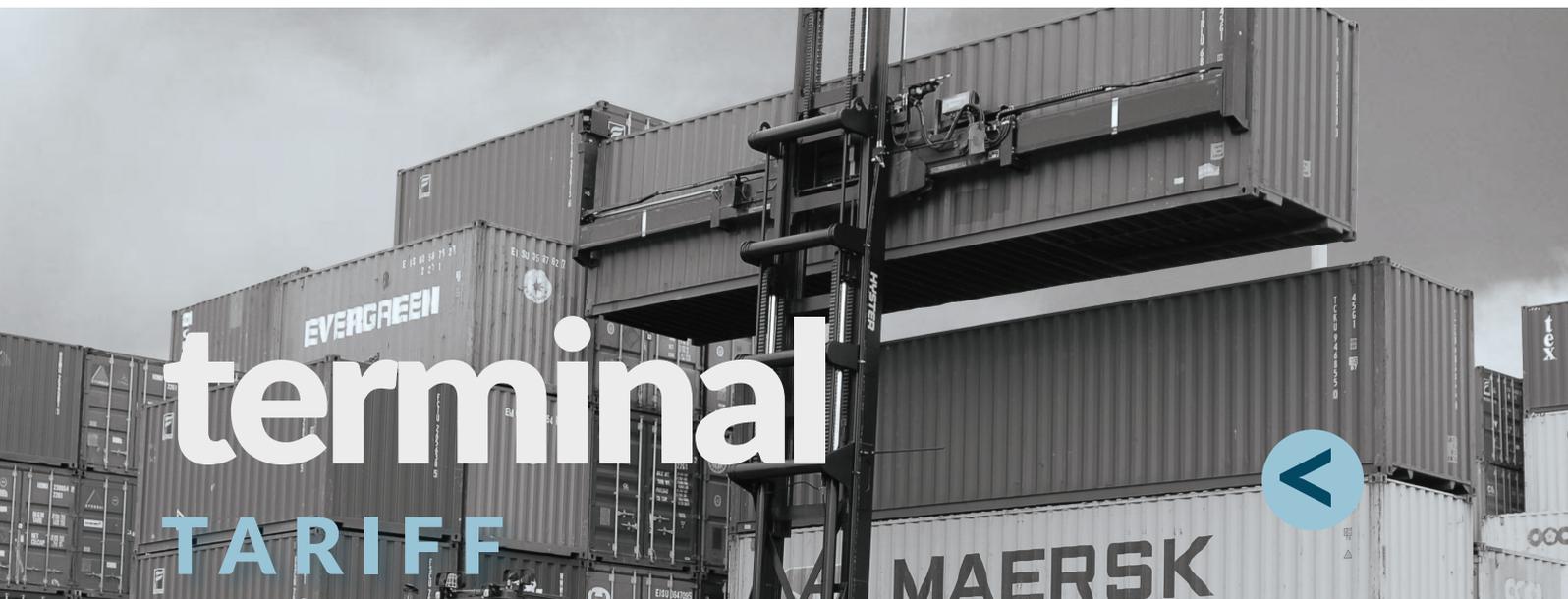
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S.6.2	Shore handling charge for coastal cargo (other than Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets) for the services specified at Col(iii) of S.6.1 shall be levied at 60% of the rates for foreign cargo specified thereat. However, for the services prescribed under Col (iv) of S.6.1, the Shore handling charge for coastal cargo shall be same that of foreign cargo.
S.6.3	Charges for Heaping /High heaping and/or Despatch Related Services for dry bulk cargo:
	Charges for heaping/high heaping and/or despatch related services for dry bulk Cargo shall be levied at the following rates:

SL No.	Description	Rates in ₹ per tonne or part thereof
S.6.3.1	Heaping/ high heaping of Dry Bulk Cargo at storage area / Hook Point at HDC	13.86 per MT
S.6.3.2	a) Despatch related services for rail borne cargo handled through MHC Berths of HDC, including cleaning, trimming, labelling, lime spraying and weighments. Note: If due to any reason, the service of weighment cannot be provided by the port, the prescribed rate for weighment charge available at Sl. no. 6 of S.16.1 in the Scale of Rates of KOPT may be considered as a discount.	20.44per MT
	b) Despatch related services for road bound cargo, handled through MHC Berths of HDC including weighments. Note: If due to any reason, the service of weighment cannot be provided by the port, the prescribed rate for weighment charge available at Sl. no. 6 of S.16.1 in the Scale of Rates of KOPT may be considered as a discount.	8.32 per MT

SL No.	Description	Rates in ₹ per tonne or part thereof
Note for Section 6.		
i)	No Shore handling charge shall be levied where the services are not rendered by the port.	
ii)	In case the manual unloading of Thermal Coal wagon and/ or manual loading of Thermal Coal is done at the option of the Port, a rebate of 30% in the rates specified under Sl. No. 4 (ii), (iii) and (iv) of S.6.1 shall be allowed.	



S.7	Demurrage on Cargo:	
S.7.1	Demurrage shall be levied on Import cargo (other than containerised cargo) after allowing a demurrage-free period as specified below: -	
Sl. No.	Description	Demurrage-free period
1.	Hazardous-I cargo	Actual date of landing
2.	All other cargo except those mentioned at Sl. No. 1,3 & 4	3 days after the last landing date of the vessel/barge from which the cargo is discharged.
Sl. No.	Description	Demurrage-free period
3.	Non-hazardous cargo using port equipment for delivery; Non-hazardous cargo for Nepal and Bhutan;	6 days after the last landing date of the vessel/barge from which the cargo is discharged.
4.	Cargo imported by voluntary / relief organization like Missionaries of Charity, Bharat Sevashram Sangha, Ramkrishna Mission, CARE, CRS, WFP and others as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the Appropriate Govt. Authority of Central Govt./ State Govt. and Govt. of Nepal/ Bhutan or their local Consulate General.	30 days after the last landing date of the vessel/barge from which the cargo is discharged.
Note for Section-7:		
i)	<p>a) Last Landing Date (LLD) is the date on which a vessel completes her import discharge at quay side.</p> <p>b) In case of over-side discharge as well as discharge at anchorage/ mooring/ buoy on to boats/ barges/ flats / any other vessels; the date of completion of unloading at quay by each such boat / barge/ flat / any other vessel shall be the LLD of the cargo carried by that particular boat / barge/ flat /vessel.</p> <p>c) However, KoPT may declare any other date as such LLD for cargo already discharged from the vessel when the vessel is not doing cargo operation work for more than 24 hours for any fault/ reason not attributable to Port. In such cases, a vessel may have more than one LLD.</p>	
S.7.2	Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: -	
		Rate in ₹ per tonne per day or part thereof
ii)	<p>For the purpose of calculation of free period, Customs notified holidays and/ or KoPT's non- working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays.</p> <p>After demurrage charge begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.</p>	



Sl. No.	Type of cargo	For the first 15 days	16th day onwards
1.	Hazardous - I	192.78	226.80
2.	All other cargo	45.36	68.04

S.7.3 Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates: -				
Sl. No.	Type of cargo	Rate in ₹ per CBM per day or part thereof		
		For the first 7 days.	8th to 14th day	From 15th day onwards
1.	Log, Timber, Veneer	6.80	13.61	20.41
S.7.4	No demurrage shall be levied on export/stock cargo, except Hazardous-I category, if such cargo is shipped within 15 days from the date of receipt. However, from the 16th day, demurrage on such cargo shall be levied @ ₹ 45.36 per tonne per week or part thereof from the date of receipt till the date of shipment.			
S.7.5	Export cargo of Hazardous-I category shall be received only for direct shipment. In case such cargo is not shipped on the date of receipt, demurrage shall be levied at rate of ₹ 192.78 per tonne per day or part thereof from the day following the date of receipt upto the date of shipment or removal from port premises.			
S.7.6	Demurrage shall be levied on shutout cargo/stock, other than Hazardous- I cargo, at rate of ₹ 11.34 per tonne per day or part thereof, from the date of receipt of cargo, upto the date of removal of cargo from the port premises without being shipped. In case shutout cargo is shipped by any subsequent vessel provision of S.7.4 shall apply.			
S.7.7	On cargo / commodity which is received neither as import nor as export nor as stock for shipment, demurrage shall be levied at rate of ₹ 45.36 per tonne per day or part thereof from the date of receipt upto the date of removal of the cargo from the port premises.			
S.7.8	On uncleared / Customs confiscated cargo, sold by auction or tender or private agreement or in any other manner, demurrage shall be levied at the rates specified at S.7.2 or S.7.3, as the case may be, after allowing free time of 10 days after the date the cargo is made available for delivery.			
S.7.9	The demurrage on cargo shall not accrue for the period during which the KoPT is not in a position to deliver cargo for reasons attributable to the port when requested by the user.			

S.8 Transportation:		
S.8.1 The following charges shall be levied on cargo, for which KOPT undertakes any transportation (excluding loading and/or unloading) not covered under 'Shore Handling Charge' at S.2 (xix).		
Sl.No.	Description	Rate in ₹ per tonne or part thereof
1.	Within one dock of KDS; Within Dock Interior Zone of HDC:	47.15
2.	From one dock enclosure to another dock enclosure of KDS ;	67.36



S.9	Loading /Unloading/Re-stacking charge	
S.9.1	The following charges shall be levied on cargo, for which KoPT shall undertake any loading / unloading / re-stacking, not covered under 'Shore Handling Charge' at S.2 (xix)	
Sl.No.	Description	Rate in ₹ per tonne or part thereof
1.	Article/package weighing less than 1 tonne	26.95
2.	Article / package weighing 1 tonne. & above but less than 10 tonne	53.89
3.	Article/package weighing 10 tonne & above but less than 20 tonne	67.36
4.	Article/package weighing 20 tonne & above but less than 40 tonne	134.72
5.	Article/package weighing 40 tonne & above	336.80
6.	Dry bulk cargo: Loading/Unloading from Wagon Loading/Unloading from Truck [Other than the cargo landed from or shipped / to be shipped through mechanical system]	57.17 36.59
Note for S.9.1: For unloading of Dry Bulk Cargo from dumpers without requiring any labour or equipment support no charge shall be levied. However, if for any reason labour and/or equipment are required for unloading of dry bulk cargo from dumpers, the rate specified under S.9.1 (6) shall be levied.		



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S.9.2	Mobile Harbour Crane Charge:	
S.9.2.1	Use of Mobile Harbour Crane (MHC) with grabs and pay loaders on board the vessel, for loading / unloading of dry bulk cargo at any MHC Berth.	Rate in ₹ per tonne or part thereof.
	<p>Note:</p> <p>(a) Calculation of productivity would be done by the following formula:</p> $\text{Productivity} = \frac{\text{Total cargo loaded / unloaded from a vessel (in tonne)}}{24 \text{ Vessel operation time (in hours)}}$ <p>The vessel Operation time shall be assessed in hours by KoPT and to be computed from readiness of the vessel to load/unload cargo to Finished Work Time of the vessel. However, in case of stoppage of work of the vessel due to reasons not attributable to the Port, such stoppage of work would be deducted from the vessel operation time, for the purpose of computation of MLP</p> <p>(b) The prescribed rate is a base rate for achieving Minimum Level of Productivity (MLP) of 20000 MT per day by using two MHCs.</p> <p>(c).If productivity more than the MLP is achieved, then the user will pay an additional 10% of the base rate only on the additional cargo handled over and above the MLP. The additional cargo on which additional levy of 10% will be levied be computed as follows:</p> $(\text{Total cargo loaded/ unloaded}) - \frac{\text{MLP} \times \text{Vessel Operation Time}}{24}$ <p>(d).If a productivity less than the MLP is achieved, then the following rates will be levied:</p>	89.71



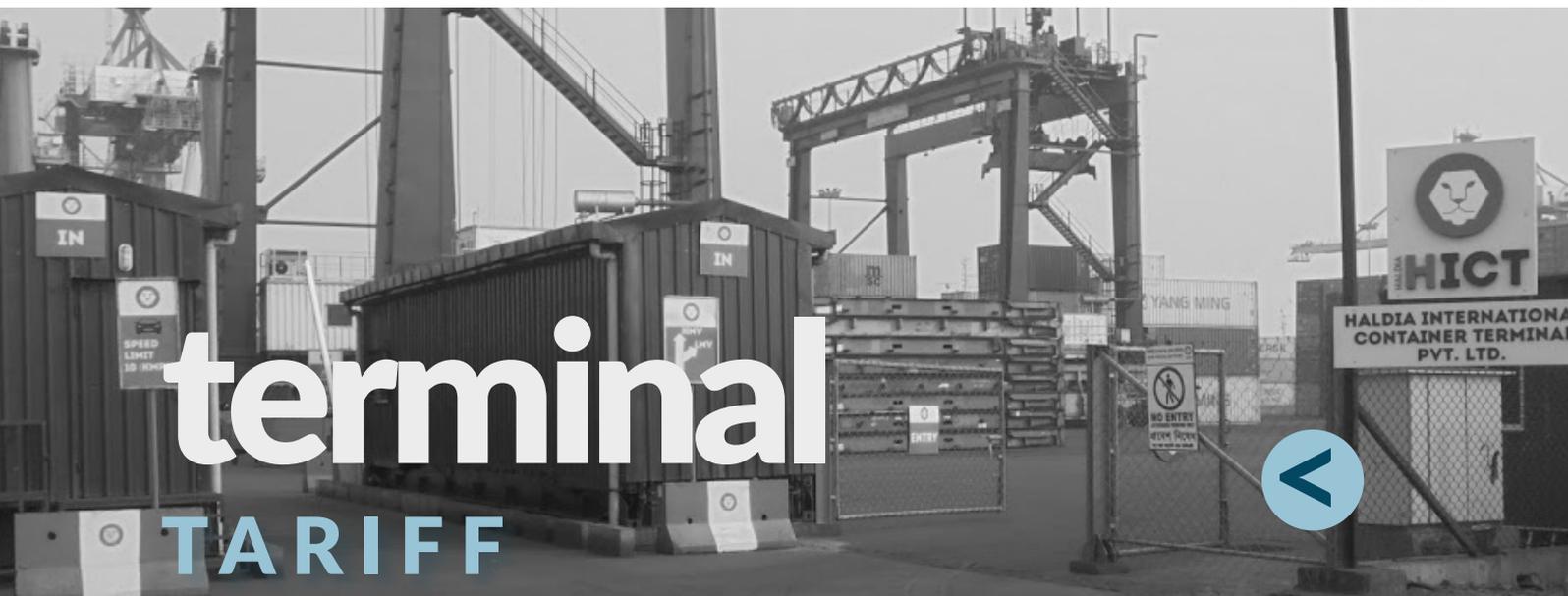
Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate
From 18000 tonnes to 19999	90%
From 16000 tonnes to 17999	80%
From 14000 tonnes to 15999	60%
Less than 14000 tonnes	40%

e) In case of deployment of one MHC the prescribed minimum level of productivity (MLP) shall be 10000 MT per day. The applicable rate for achieving higher productivity would be as per note (c) above. If a productivity less than the MLP (of 10000 MT per day) is achieved, then the following rates will be levied:

Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate
From 9000 tonnes to 9999	90%
From 8000 tonnes to 8999	80%
From 7000 tonnes to 7999	60%
Less than 7000 tonnes	40%

f) In case of deployment of MHC/s for handling of any cargo, other than dry bulk cargo, the prescribed rate shall be applicable without any MLP.

g) In case of Coastal cargo, other than Thermal Coal, Iron Ore and Iron Ore Pellets, charges at the rate of 60% of the rates specified shall be levied.



S.10	Rebate:	
S.10.1	At HDC, rebate on wharfage shall be allowed in the following cases:-	
	(a) If a Vessel discharges more than 25000 tonnes of coking coal/ limestone/ fertilizer/ raw material for fertilizer in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charge on quantity exceeding 25000 tonnes.	
	(b) If a Vessel loads more than 25000 tonnes of Thermal Coal in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charges on quantity exceeding 25000 tonnes.	
S.10.2	At KDS Importer/ Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through KDS as mentioned below, during a financial year.	
Type of Cargo	Tonnage handled	Quantum of Rebate on applicable wharfage
Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, C.I Goods, LPG	Upto 75000 tonnes 75001 to 100000 tonnes Above 100000 tonnes	NIL 10% 15%
Note: The above said rebate shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1st April to 31st March) on submission of documents by the Importers/ Exporters in support of the throughput achieved.		



PART - II
CHARGES ON CONTAINER AND CONTAINERISED CARGO

S.11	Composite box rate for container					
S.11.1	Composite box-rate for container covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard and lift off at yard or vice versa shall be levied at the following rates :					
	Sl. No.	Category	Rate in ₹ per TEU			
			KDS		HDC	
			Foreign	Coastal	Foreign	Coastal
	1.	Load Container other than Over Dimensional Container	4702.93	2821.76	4082.40	2449.44
	2.	Over Dimensional Load Container	5878.66	3527.20	5103.00	3061.80
	3.	Empty Container	1603.02	961.82	1939.14	1163.48
S.11.2	Composite box-rate for IWT container, including Bangladesh moving through IWT mode, covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard or vice versa shall be levied at the following rates:					
	Sl. No.	Category	Rate in ₹ per TEU			
			KDS		HDC	
	1.	Load Container other than Over Dimensional Container	2351.47		2041.20	
	2.	Over Dimensional Load Container	2939.33		2551.50	
	3.	Empty Container	801.55		969.57	
	Charges for lift on/lift off at yard during delivery/ receiving:					
S.11.3	Charges for lift on for delivery or lift off at Yard during delivery/receiving shall be levied at the following rates on all containers:					
	Sl. No.	Category	Rate in ₹ per TEU			
	1.	Load/Empty Container other than Over Dimensional Container	529.08			
	2.	Over Dimensional Container	661.34			

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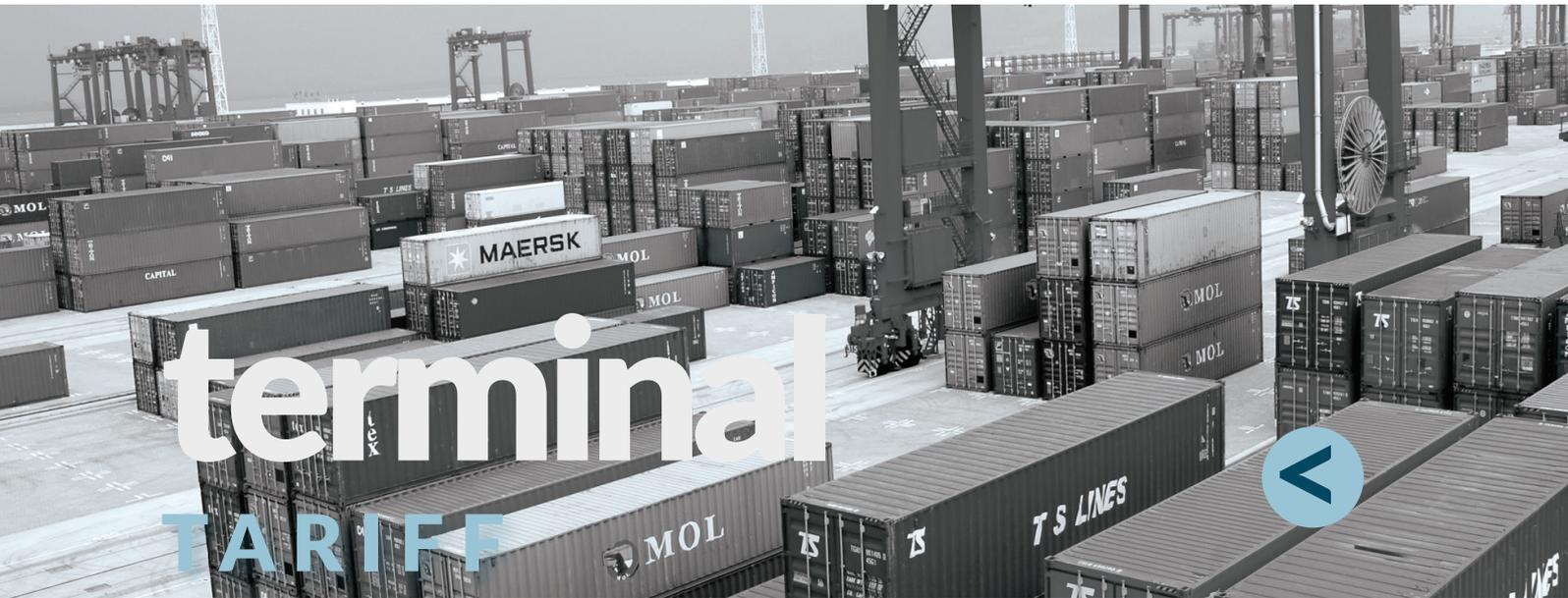


S.12	Rebate:					
S.12.1	In case any of the basic container handling services covered under the Composite box-rate is not provided by the port, rebate(s) at the following rates shall be allowed on the composite box-rate of Foreign Containers for use of ship's crane/party hired crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard or vice versa.					
	Type of Service		Rate of rebate in ₹ per TEU			
			KDS		HDC	
			Loaded	Empty	Loaded	Empty
	a)	For ship to shore transfer or vice-versa by ship's crane/ party hired crane	857.30	327.03	753.88	380.81
	b)	For movement between berth and yard by trailer hired by the party.	131.46	94.02	115.56	109.48
	c)	For lift off / lift on at yard during the process of landing/ shipment by equipment hired by the party.	200.04	102.20	175.91	119.01
Note for sections S.11 & S.12						
(i)	In case of Import container containing cargo consigned to Nepal and Bhutan, a 10% rebate shall be allowed on the Composite box-rate for container specified at S.11.1.					
(ii)	If the shutout load container or container received without shipment document is taken delivery instead of being shipped, rebate as provided under S.12.1 above for the services not rendered shall be allowed subject to a maximum of 60% in total of the Composite box-rates specified at S.11.1 and S.11.2. In addition, charges for lift on/ lift off for delivery/receiving as specified at S.11.3 and/or for extra handling services, if any, charges as specified at S. 14 shall also be levied.					
(iii)	If the containerised export cargo is de-stuffed and taken delivery as break-bulk, 50% of Wharfage as specified at S.4 shall be levied. In addition, all other charges shall be levied on such container for the operations actually undertaken for such cargo and container.					
(iv)	For anchorage discharge and subsequent landing of containers at Docks or vice versa, Composite box rate as specified at S.11.1 shall be levied only once at the dock system where it will be finally landed or from where the shipment will initiate.					
(v)	In case of Coastal Containers, the rates of rebate shall be 60% of the rates specified at S.12.1 above applicable for Foreign Containers.					
(vi)	In case of IWT Containers, the rates of rebate shall be 50% of the rates specified at S.12.1 above applicable for Foreign Containers.					
(vii)	a) Composite Box rate shall be levied separately by each dock system for container operation within their system, unless otherwise specified in this Scale of Rates.					
	b) In case of overside discharge /shipment of Container from/to vessel, composite box rate as per S.11.1 shall be levied after allowing rebates under S.12.1 against services not rendered.					



S.13	Charges for Transhipment container					
S.13.1	In case of Normal Transhipment container, consolidated charge at the following rates shall be levied:					
		Particulars	KDS	HDC		
	Sl. No.		Loaded (₹ per TEU)	Empty (₹ per TEU)	Loaded (₹ per TEU)	Empty (₹ per TEU)
	1.	Transhipment rates if both legs are foreign	7054.39	2404.54	6123.60	2908.71
	2.	Transhipment rates if both legs are coastal	4232.64	1442.73	3674.16	1745.22
	3.	Transhipment rates if one leg is foreign and one leg is coastal	5643.52	1923.64	4898.88	2326.97
Note:	(i)	The above rates include wharfage, ship to shore transfer, transportation from quay to container yard including lift-off at the yard and subsequent transportation from container yard to quay including lift on at yard and shore to ship transfer.				
	(ii)	In case any of the services is not rendered by port, 75% of the rate of rebates specified at S.12.1 shall be allowed.				
	(iii)	In case of Over Dimensional transhipment Container, the rate will be 1.25 times the rate for normal transhipment container.				

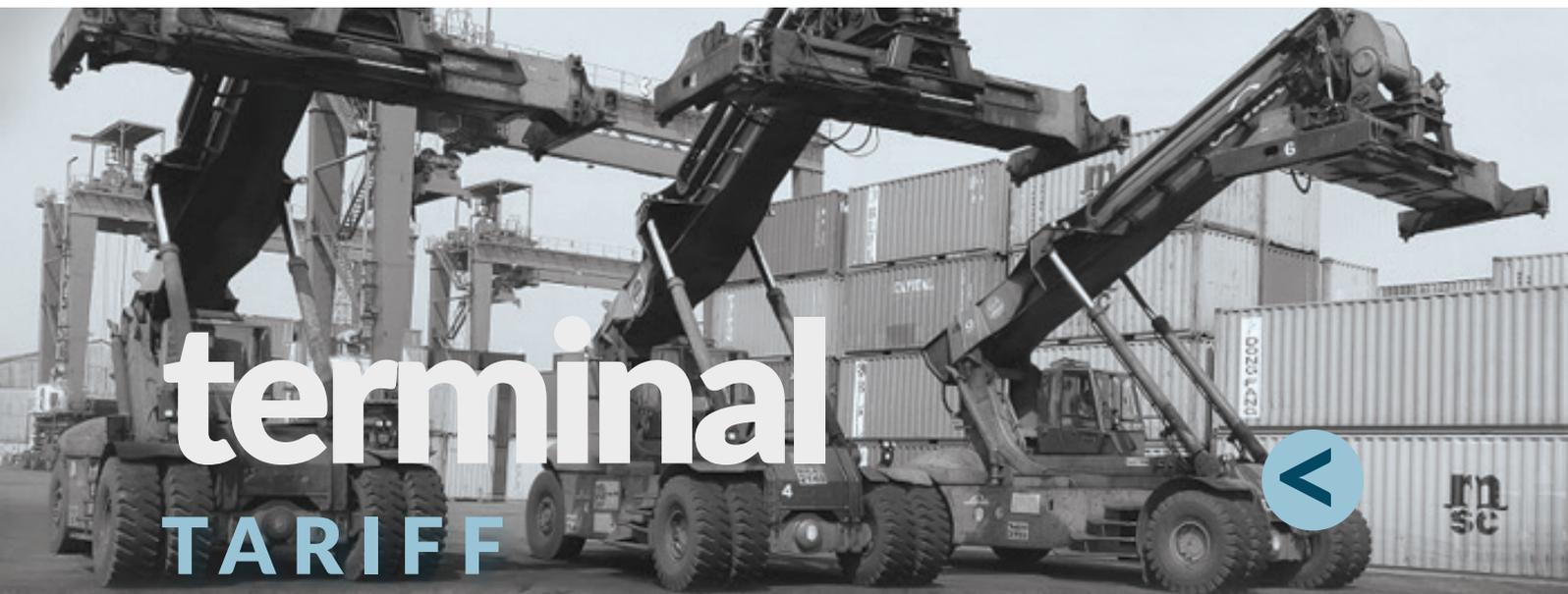
S.14	Charges for Miscellaneous Services rendered to container/container vessel.	
S.14.1	For the services not covered under S.11, S.12 & S.13 miscellaneous charges on loaded/ empty container shall be levied at the following rates:-	
Sl. No.	Services	Rate in ₹ per TEU
1.	a). Shifting of containers on board via quay head KDS HDC	816.48 858.00
	b). Shifting of containers on board without via quay head where port labour is deployed.	441.00
	Note:	
	i) For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied.	
	ii) In these cases the composite box rate would not be levied separately.	



terminal

TARIFF

2.	Transportation / shifting of container by port trailer for operation not included in any charge under S.11 and S.13	
	a)	Within same Berth / Yard
	b)	Between two berths / Yards
3.	Supply of power to Reefer Container	368.00
4.	Lift on/Lift off to/from trailer/wagon or restacking (not involving transportation by trailer) by port equipment not included in the services mentioned at S.11 and S.13 or any other services under S.14.	490.00
5.	Use of Port equipment (other than Mobile Harbour Crane/Rail Mounted Gantry Crane/ 200 tonne Cantilever Crane) for ship/ barge to shore discharge or vice versa or for any other on board operation, other than services covered under S.11.1, S.11.2 and S.13.1.	350.00 per 4 hrs or part thereof
6.	Stuffing / De-stuffing:	
	i) Where operation inside & outside container is done by port:-	
	(a) Where CDLB gang is required to be booked.	7348.32
	(b) Where CDLB gang is not required to be booked and operation inside and outside is done by Port labour.	367.40
	(ii) Where operation inside container is done by agencies other than by port: -	
	(a) Operations outside container are carried out by port.	1224.72
	(b) Operations outside the container are done by agencies other than Port	153.09
	(iii) Where only operation inside the container is done by port (in part or full) and no CDLB gang is used	183.71
7.	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	1224.72
8.	Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under S.11 and S.13.	1020.60
9.	Use of Mobile Harbour Crane (MHC) / Rail Mounted Quay Crane (RMQC)/ any other port equipments (other than 200 tonne cantilever crane) for opening of Hatch Cover and replacing it.	
	KDS	2592.00
	HDC	2721.60
10.	Gate delivery / receiving charge on container on which Composite Box rate is not levied.	525.00
11.	On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary documentations.	
	KDS	120.00
	HDC	126.00
12.	For export load containers entered after the cut off period or export load containers made ready after the cut off period for readiness	500.00
13.	Customs Inspection within the Container Terminal	525.00



Note for Sections 11, 12, 13 & 14	
i)	Charges / Rebates for handling of containers above 20' and upto 40' in length shall be 1.5 times the rates specified at S.11, S.12, S.13 & S.14. Charges / Rebates for handling of container above 40' shall be 2 times the rates specified at S.11, S.12, S.13 & S.14.
ii)	If only one operation is carried out, half of the Hatch cover handling charge rates specified at S.14, Sl. No.9 shall be levied.

S.15 Demurrage on container and containerised cargo.			
S.15.1 Demurrage on loaded import container other than those specified at S.15.2, S.15.4, S.15.5 and 15.7 shall be levied at the following rates: -			
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 3 days after the day of landing	Free	Free
	From the 4th day to 9th day	3.12	139.14
	From the 10th day to 15th day	6.24	278.30
	From the 16th day to 20th day	9.36	417.44
	From the 21st day to 30th day	18.71	834.88
	From the 31st day onwards	37.42	1669.77

S.15.2 Demurrage on loaded import container containing relief commodities shall be levied at the following rates: -			
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 3 days after the day of landing	Free	Free
	From the 4th day to 9th day	3.12	139.14
	From the 10th day to 15th day	6.24	278.30
	From the 16th day to 20th day	7.48	333.96
	From the 21st day to 30th day	9.36	417.44
	From the 31st day onwards	12.47	556.59

terminal

TARIFF



Note: Relief commodities for the purpose of S.15.2 shall mean the cargo imported by voluntary /relief organization like Missionaries of Charity, Ramkrishna Mission, Bharat Sevashram Sangha CARE, CRS, WFP and others, as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the appropriate Govt. Authority of Central Govt./State Govt. or Govt. of Nepal/Bhutan or their local Consulate General and for Missionaries of Charity, Ramkrishna Mission and Bharat Sevashram Sangha.

S.15.3	Demurrage on loaded export / stock containers, excepting ICD containers and container loaded with Hazardous -I cargo shall be levied at the following rates.		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 10 days from the day of receiving / stuffing	Free	Free
	From the 11th to 15th day	3.12	139.14
	From 16th day onwards	4.37	194.80

S.15.4	Demurrage on loaded import/export ICD container, excepting those loaded with Hazardous -I cargo, shall be levied at the following rates:		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days after the day of landing/ first 20 days from the day of receiving	Free	Free
	From the 21st day to 30th day	3.12	139.14
	From the 31st day onwards	6.24	278.30

S.15.5	Demurrage on loaded import/ export/ transhipment container containing Hazardous-I cargo shall be levied at the following rates: -		
	Period \$ per TEU per day or part thereof	Foreign rates in US	Coastal rates in ₹ Per TEU per day or part thereof
	First day of actual landing/receiving	Free	Free
	From the 2nd day to 9th day	3.90	173.93

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TARIFF



	From the 10th day to 15th day	7.80	347.87
	From the 16th day to 20th day	11.69	521.81
	From 21st day to 30th day	23.38	1043.60
	From the 31st day onwards	46.78	2087.22

S.15.6 Demurrage on empty containers shall be levied at the following rates: -

	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 3 days after the day of landing/ first 3 days from the day of receiving/ destuffing	Free	Free
	From the 4th day to 9th day	3.20	142.62
	From the 10th day to 15th day	6.40	285.25
	From the 16th day to 20th day	9.59	427.88
	From the 21st day to 30th day	12.79	570.50
	From the 31st day onwards	19.18	855.76

S.15.7 Demurrage on loaded transshipment container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates.

	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days after the day of landing	Free	Free
	From the 21st day to 30th day	3.20	142.62
	From the 31st day onwards	6.40	285.25



Note for Section 15:			
1.	For the purpose of calculation of free period, Customs notified holidays and/or KoPT's non- working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays. After Demurrage begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.		
2.	a) On container above 20' and upto40' in length, Demurrage shall be levied @ 2 times the rates specified at S.15 and on containers above 40' in length, Demurrage shall be levied @ 3 times the rates specified at S.15. b) In case of over-dimensional loaded container, Demurrage shall be levied @ 2 times the rate applicable for respective size & type of container.		
3.	Demurrage on container moved by Rail to destination/ originating from Indian Railways shall be levied at the rate specified for ICD Containers at S 15.4 of the Scale of Rates.		
4.	The day of landing of import load and empty container / transshipment container (except container loaded with Hazardous-I cargo) shall be the last landing date of the vessel by which the container is imported under a single call to a specific Dock System. For container with Hazardous-I cargo the date of landing for the purpose of Demurrage shall be the actual date of landing.		
5.	Last Landing Date (LLD) is the date on which the vessel completes her import discharge at a specific Dock System. However, KOPT may declare any other date as such LLD for container already discharged from the vessel, when the vessel is not doing cargo operation work in the working berth for more than 24 hours for any fault/ reason not attributable to port. In such cases, a vessel may have more than one LLD.		
6.	Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the containers and for export containers the free period shall commence from the time containers enter the terminal.		
7.	In case of export load container, which has been stuffed inside the docks, the date of commencement of stuffing with export cargo shall be reckoned as the first day to ascertain rate as per S.15.3.		
8.	In case, loading of import load container for the purpose of delivery cannot be done by KOPT within 24 hours from the time of entry of the truck/trailer, as indicated in the entry gate pass (EGP) at KDS /issuance of Loading Order at HDC or such other documents as may be decided by KOPT from time to time, 75% rebate on the Demurrage shall be allowed for the period during which such containers are not loaded beyond the said 24 hours. The aforesaid rebate shall be allowed provided the container is being loaded from the area where only port equipment is used exclusively. Such rebate shall not apply when importer applies for advance loading prior to submission of complete delivery documents.		
9.	The Demurrage on abandoned FCL container/Shipper Owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of the container whichever is earlier subject to the following conditions: -		
	(a)	(i)	The consignee can issue a letter of abandonment at any time; OR
		(ii)	If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the conditions that,
		(a)	the Line/MLO shall resume the custody of container along with cargo and either take back it or remove it from the port premises; and



		(b)	the Line/MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.
	(b)	The container agent/MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines/MLO for de-stuffing the cargo or removal of the load container from the port premises.	
	(c)	Where the container is seized/confiscated by Customs Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the Demurrage will cease to apply from the day the Customs order release of the cargo, subject to the line's observing the necessary formalities & bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Line / Consignee from the port premises to the Customs' bonded area and in that case the Demurrage shall cease to apply from the day of such removal.	
10.	No Demurrage free period shall be allowed for export load container / stock container / empty container received at docks for shipment but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified, thereafter, till the date of removal from port premises.		
11.	No Demurrage free period shall be allowed for export load container received at docks if subsequently de-stuffed and the cargo is taken back from port premises. For such containers, the highest rate specified at S.15.3 shall apply from the date of receiving till the date of de-stuffing and on cargo the rate specified at S.7.6 shall be applied from the date following the date of de- stuffing till the date of delivery.		
12.	If during the course of stay of a Container inside Dock Premises any change in status of the Container from Load to Empty or vice versa is effected, the Demurrage free period for the said Container shall be calculated for each stage separately.		
13.	The cargo, on de-stuffing from container, will not enjoy any Demurrage free period excepting the day of de-stuffing and demurrage shall be levied on the cargo as per the rate provided under S.7.2 and S.7.3, as the case may be, from the day after the date of de-stuffing.		
14	No Demurrage shall accrue for the period during which the KOPT is not in a position to deliver containers for reasons attributable to it when requested by the user.		
15.	In case of Demurrage for IWT container, Demurrage rate applicable for coastal container shall apply.		



**PART-III
MISCELLANEOUS CHARGES**

S.16	Miscellaneous charges
S.16.1	Charge at the following rates shall be levied for miscellaneous services: -

Sl. No.	Description	Rate in ₹
1.	Issue of duplicate short landing certificate / Out -Turn Report or any certificate or amendment.	59.87 per certificate/ report/ amendment.
2.	Gazette & Advertisement cost of sale.	136.08 per publication.
3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	500.00 per axle.
4.	Supply of staff for escorting lorry.	2000.00 per shift per head.
5.	Deployment of extra labours (on requisition by port users).	2000.00 per shift per labour
6	<p>a) Use of Port's Road Weigh bridge KDS</p> <p>HDC</p> <p>b) Use of Port's Rail Weighbridge</p> <p>Note: i) The rate for weighment charge includes issuance of weighment certificate. ii) In case of Railway Weighbridge, the bill will be raised for the weight of the loaded wagons weighed less the tare weight of the wagons concerned as per declaration of the Indian Railways. The weighment charge against empty wagon shall be levied, only if the same is undertaken as per requirement.</p>	<p>₹5.18 Per ton subject to a minimum of ₹ 25.92 for an empty vehicle and ₹ 51.84 for a loaded vehicle.</p> <p>₹5.44 Per ton subject to a minimum of ₹27.20 for an empty vehicle and ₹ 51.44 for a loaded vehicle.</p> <p>₹ 5.44 Per ton subject to a minimum of ₹ 100.00 for an empty wagon and ₹ 200 for a loaded Wagon</p>
7.	<p>Gate delivery / receiving charge on cargo on which Wharfage charge is not levied.</p> <p>Note: Gate delivery / receiving charge is leviable when the KoPT provides the service with reference to the cargo handled by it.</p>	30.62 per ton

terminal TARIFF



Sl. No.	Description	Rate in ₹
8.	Hire of Locomotive	6000.00 per hour or part thereof subject to a minimum of 12,000.00
9.	Stabling charge on non-commissioned wagon or wagon owned by CFS operator / by party other than Indian Railway	Rate of stabling charge will be 500.00 per wagon per day or part thereof from the time of arrival to the time of removal. For haulage of such wagon locomotive hire charge shall be levied as specified under Sl. No. 8.
10.	Infringement, Local Haulage, Terminal Charge and Wagon Hire/Demurrage charge.	Rate as notified by the Rly. Board from time to time shall be levied.
11.	Consolidated charge on rail borne cargo on wagons arriving in KDS Rly. System.	
	(a) On wagon not carrying containers, loaded or un-loaded at berths / sheds inside the docks/ jetty.	15.12 per ton on the marked carrying capacity of the wagon
	(b) On wagon not carrying containers, loaded or un-loaded at sidings or places outside the Docks.	44.10 per ton on the marked carrying capacity of the wagon.
	(c) On wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road of KDS.	826.88 per 20' container 1240.32 per 40' container
12.	Hiring charge for each of the following port Equipment (₹ per shift or part thereof):-	
	a) Mobile / wrecking Crane	12247.20
	b) Forklift	4082.40
	c) Shore Crane (other than cranes specified below)	4898.88
	d) Tractor	2041.20
	e) Trailer:	
	i) Upto 10 MT SWL	2041.20
	ii) Above 10 MT SWL	3061.80
	f) Pay loader:	12757.00
	g) Hand Truck	63.78
	h) Air Compressor	3645.00
	i) Bull Dozer 10 MT and above	17860.50
	j) Bull Dozer less than 10 MT	8930.25
	k) Cantilever Crane	81648.00

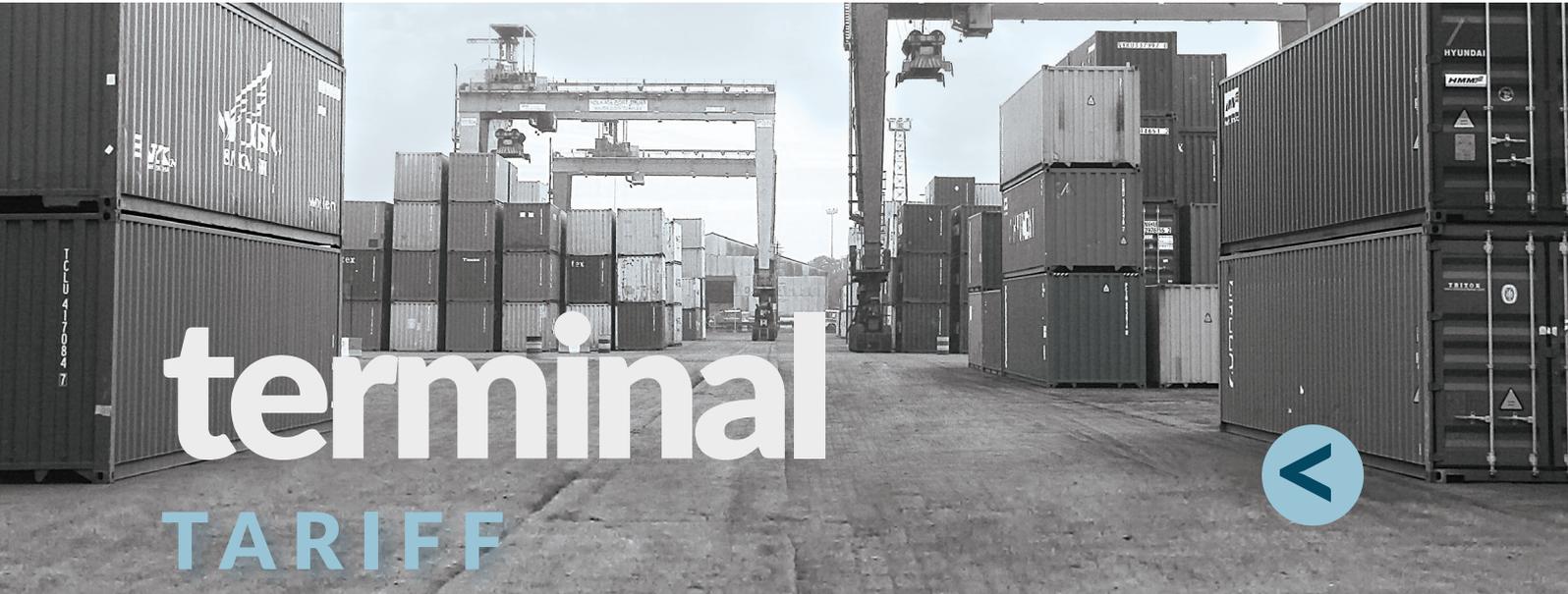


	l)	Floating Crane (above 30 tonne capacity)		122472.00
	m)	Toplift Truck / Reach Stacker		33169.50
	n)	Use of fire fighting apparatus and equipment excluding use of fire floats.		5103.00 per apparatus per hour plus consumables at cost.
	o)	Excavators		2379.56 per hour or part thereof
13.		Cleaning charge for handling of Coking coal, all types Coke & Ore, Limestone, Sulphur, Rock Phosphate, Cement, Pyroxenite, Dolomite, Clinker, Soda Ash, Finished fertilizers and Pulses.		1.50 per MT

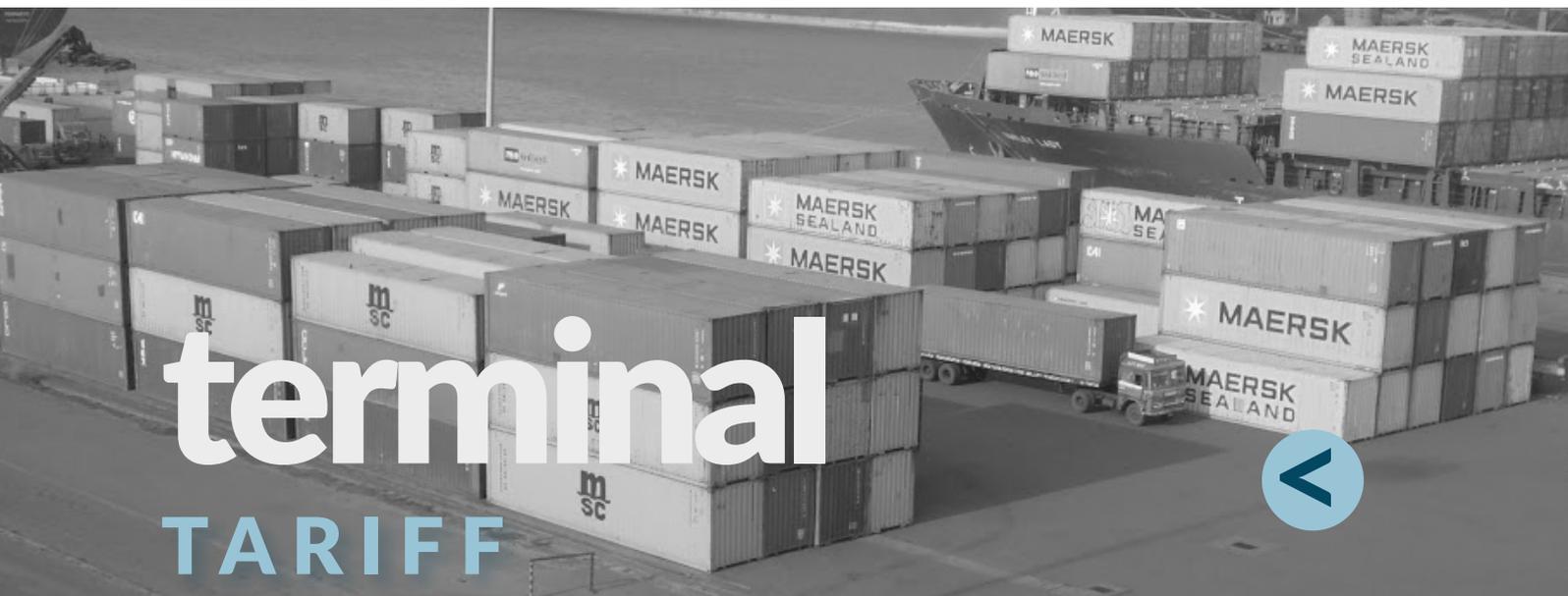
- Note:**
- i) In case of wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road at KDS, except the Consolidated charges specified at 11(c), no other charges shall be levied for the rail related services provided by KoPT.
 - ii) In case of stabling of wagons of CFS operators on port railway track, no stabling charge shall be levied for the first three days of continuous stabling.
 - iii) The rate specified under sr. no-13 shall be levied on the total quantity landed/ shipped by a vessel.

S.16.2	For haulage of wagon to any Railway weighbridge for weightment/ re-weightment, locomotive hire charge, as specified under SI.No.8 of S.16.1, shall be levied. This is in addition to re- weightment charge as fixed by the Railway Board from time to time.
S.16.3	In case a wagon after arriving at Kolkata dock Railway system is re-booked without unloading, Consolidated charge, as specified under SI No. 11 of S.16.1, shall be levied only once.
S.16.4	On wagon carrying export cargo unloaded at places other than berth/ shed inside the Dock /Jetty and if shipped subsequently through KDS, Consolidated charges as specified at 11(a) shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to KoPT.
S.16.5	Where Surveyor/Valuer is appointed by KOPT for valuation of any cargo for the purpose of sale, the cost of such valuation shall be recovered from the Importer or his Clearing Agent if the cargo is taken delivery by them and from the Container Agent/MLO, in case the cargo within the container is removed from docks prior to sale.

S.17	Permit & Licenses:
S.17.1	Charges shall be levied at the following rates for issue /renewal of permits/license for entering into or operating at Docks, Jetties, Wharves and Ghats, where applicable:



Sl. No.	Description	Rate in ₹
1.	Dock Permit per person	8.50 per daily permit (maximum 12 hrs. validity). 229.50 per monthly permit 690.25 per quarterly permit 2295.00 per annual permit 3672.00 per biennial permit
2.	Dock Permit per vehicle and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	42.53 per daily permit 1148.31 per monthly permit 2296.62 per quarterly permit 4593.24 per annual permit
3.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter (inclusive of overnight stayal)/ Dumper / Payloader	170.10 per daily permit 4592.70 per monthly permit 9184.40 per quarterly permit 18370.80 per annual permit
4.	Dock Permit for Fork-lift / Trailer or any other handling equipment (inclusive of overnight stayal)	102.06 per daily permit 2755.62 per monthly permit 5511.24 per quarterly permit 11022.48 per annual permit
5.	Dock Permit for cart (inclusive of overnight stayal).	17.00 per daily permit 459.99 per monthly permit 1239.30 per quarterly permit 4461.68 per annual permit
6.	Permit for Hawkers / Vendors.	1275.75 per annual permit
7.	Ship personnel permit book (consisting of 50 permits).	972.00 per book
8.	Clearing & Forwarding Agency License	389.00 per licence for 1 month 4200.00 per licence for 1 year 10498.00 per licence for 3 years 13997.00 per licence for 5 Years
9.	Jetty Sircar's / Cooper License (inclusive of Dock entry).	234.00 per licence for 1 month 2100.00 per licence for 1 year 5055.00 per licence for 3 years 6999.00 per licence for 5 years

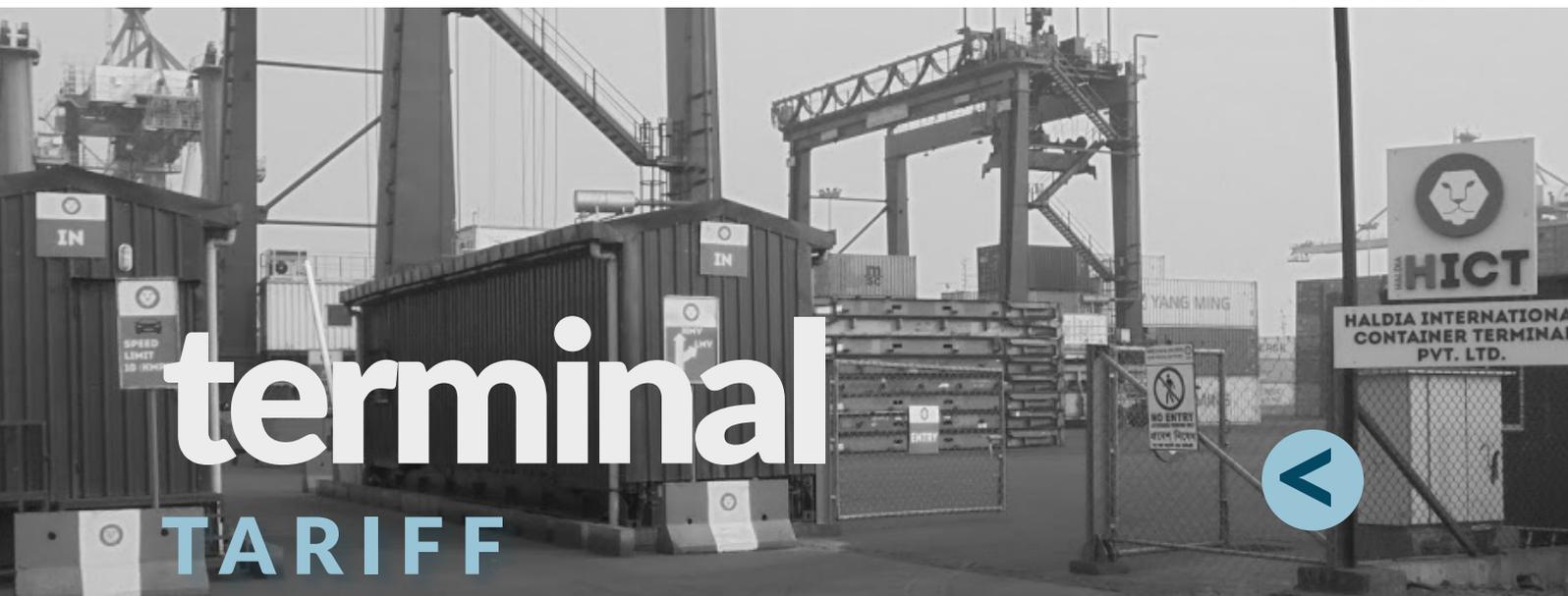


10.	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking License.	4277.00 per licence per year.
11.	Stevedoring License / Handling Agents Licence.	50,000.00 per license per year
Sl. No.	Description	Rate in ₹
12.	Licence for occupation of Panda seats at KDS.	59.00 per monthly licence.
13.	Licence for occupation of 1Sq.mtr. of space or for temporary construction at any place in the Inland Vessel Wharves at KDS.	12.00 per day. 525.00 per quarter.
14.	Licence for occupation of 1Sq.mtrs. of space or for temporary construction at any place in the Inland Vessel Wharves at HDC.	10.00 per day. 292.00 per quarter.
15.	Permit for using Truck Terminal at HDC/ KDS per truck/ lorry/trailer.	100.00 per day
S.17.2	In case of damage/loss, charge for issue of duplicate /triplicate permit/ licence shall be levied at 50% of the rate applicable for the original. For permit issued free of cost such charge shall be 25% of the rate provided for similar permit/licence at section 17.1	
S.17.3	For any amendment in permit/licence, amendment charge as mentioned at Section 16.1, Sl. No. 1 shall be levied.	
S.17.4	The daily permits issued under Sl no-1, 2, 3, 4 and 5 can be used for multiple entry in the Docks during its validity.	
S.17.5	In case of licenses issued under Sl. No. 9, 10 & 11 of Section 17.1, the application for renewal shall be submitted at least one month before the date of expiry of the licence. Application received after the period specified above, shall be liable to an additional fee of 25% of the original.	
S.17.6	The rate specified under Sr No-11 would be valid till notification of Kolkata Port Trust (Stevedoring & Shore Handling License) Regulation 2015 with approval of Govt of India in terms of the Stevedoring & Shore Handling Policy 2015.	

PART - IV
CHARGES RELATED TO SHIP BREAKING

S.18	Ship Breaking Charges
S.18.1	For Ship breaking activities in KOPT, Ship breaking charges @ ₹ 217.35 per LDT shall be levied.

Notes:	
1.	LDT for the purpose of levy of charges under any clause of this Part of the Scale of Rates shall mean the LDT of the vessel declared at the time of obtaining ship-breaking permission from KOPT.
2.	The rates includes charges for occupation of ship breaking berth along with adjacent land area (including beaching area) of 3250 Sq.m. for the specified period as mentioned below:
i)	For Vessel upto 2000 LDT 35 days



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ii)	For Vessel of 2001 LDT to 3000 LDT	40 days
iii)	For Vessel of 3001 LDT to 5000 LDT	50 days
iv)	For Vessel of 5001 LDT to 8000 LDT	60 days
v)	For Vessel of 8001 LDT and above	70 days
3.	The number of days mentioned at Note-2 shall commence from the day following the day on which KOPT grants specific permission for ship breaking of the vessel for which application has been made or the day, on which the vessel is placed at the nominated ship breaking berth, whichever is later.	
S.18.2	If any ship-breaking berth is under the occupation of a ship breaker and he brings in any ship before completion of ship breaking of the earlier vessel, then that ship breaker shall have the priority over the others in respect of allocation of that particular berth for the vessel he so brings in. The number days in such cases shall be calculated in the same manner as has been stated in the S.18.1, Note-3.	
S.18.3	The charges for additional land area, other than the quantum of area specified at S.18.1, Note-2 shall be levied extra as per relevant land schedule.	
S.18.4	In cases, no additional land area at Off 29 KPD berth is available; the period specified at S.18.1, Note-2 shall be increased by 10 days.	
S.18.5	Separate charges shall be levied for supply of port equipment, supply of electricity by port, deployment of port fire service and port fire personnel.	
S.18.6	If breaking of a vessel is extended beyond the period specified at S.18.1 or S.18.4, as the case may be, charges at the following rates shall be levied extra for the period of extension.	
		Rate in ₹ per LDT per day
i)	For vessel upto 2000 LDT	14.44
ii)	For vessel of 2001 LDT to 3000 LDT	13.13
iii)	For vessel of 3001 LDT to 5000 LDT	10.50
iv)	For vessel of 5001 LDT to 8000 LDT	9.19
v)	For vessel of 8001 LDT and above	7.88
S.18.7	For completion of ship-breaking before the period specified in S.18.1 and S.18.4 above, a rebate @ 0.5% of the rate specified at S.18.1 above shall be allowed for each day of saving subject to maximum of 10% of the rates.	
S.18.8	For the period vessel is awaiting breaking, the Berth Hire and Mooring Hire, as the case may be, shall be levied at the following rates:-	
i)	For the first 5 days -	15% of the rates specified at S.21.1 or S.22.1
ii)	For the next 10 days -	10% of the rates specified at S.21.1 or S.22.1
iii)	Thereafter -	5% of the rates specified at S.21.1 or S.22.1



Note:	Vessel awaiting breaking shall mean and include the period a vessel is awaiting breaking after discharge of cargo/dis-embarkation of passenger and in case of a vessel which arrives in ballast for breaking, the period of waiting in the river mooring, dock mooring or in any berth including ship breaking berth till the day on which KOPT grant specific permission for ship breaking of the vessel or the day on which the vessel is placed at the nominated ship breaking berth, whichever is later.	
S.18.9	The Ship Breaking charges calculated on the LDT declared at the time of obtaining permission shall be paid in advance before commencement of the ship breaking. Additional charges, if any shall be paid immediately on raising of the bills.	
S.18.10	Ship Breakers shall be granted a rebate at the following rates on the rate specified at S.18.1 for undertaking ship breaking at KOPT-	
	Upto 10000 LDT per annum	Nil
	10001 to 25000 LDT per annum	5%
	25001 to 40000 LDT per annum	10%
	Above 40000 LDT per annum	15%

**PART - V
CHARGES FOR DRY DOCKS**

S.19	Dry Dock Charges					
S.19.1	Charges for Docking & Undocking					
Size of vessel	1 & 2 N.S. Dry Dock		1 & 2 K. P. Dry Dock		3 K.P. Dry Dock	
	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel
	US \$	₹	US \$	₹	US \$	₹
Upto 1000 GRT	7560	202398.00	7560	202398.00	7560	202398.00
Above 1000 GRT	7560+1764for every additional 1000 GRT or part thereof	202398.00+ 37800 for every additional 1000 GRT or part thereof	7560+1764for every additional 1000 GRT or part thereof	202398.00+ 37800 for every additional 1000 GRT or part thereof	7560+1764for every additional 1000 GRT or part thereof	202398.00+ 37800 for every additional 1000 GRT or part thereof
Note : i) If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be chargeable. This, shall, however, not be applicable for Saturdays/ Sundays / Holidays.						

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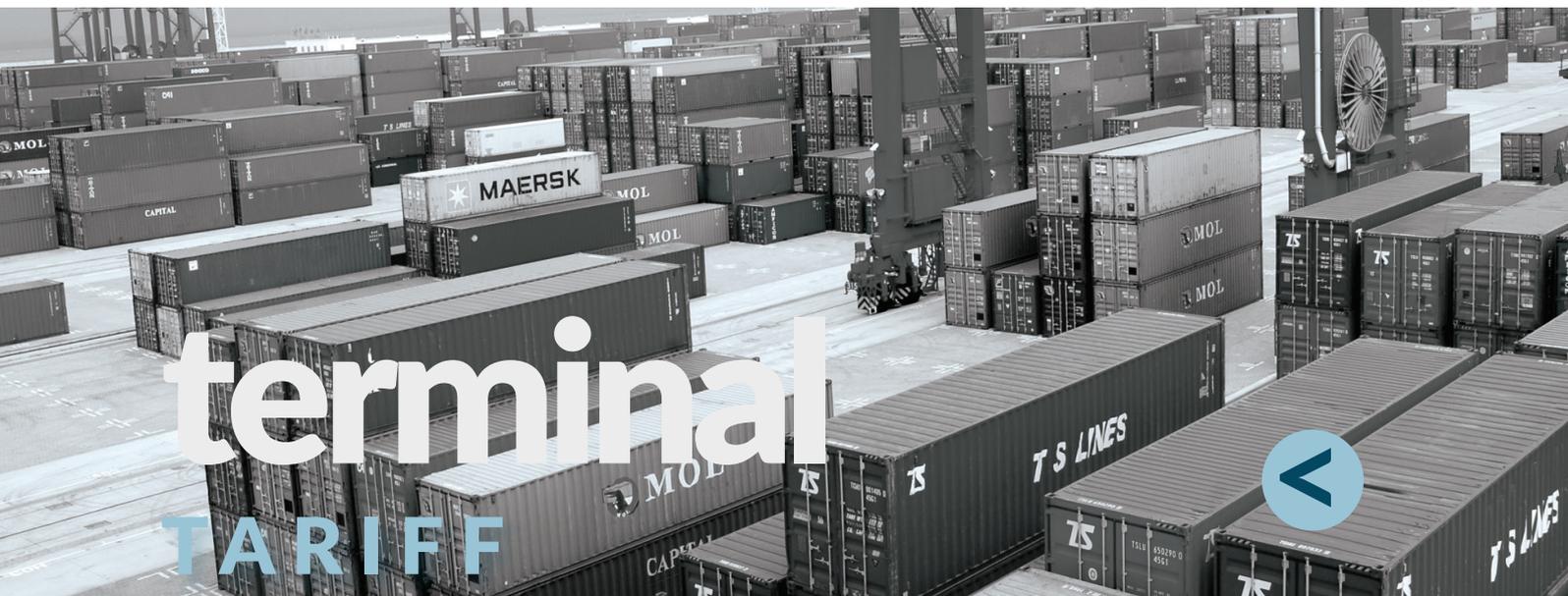
PART - V CHARGES FOR DRY DOCKS

S.19.2	Dry Dock Charges					
	i) During first 10 days of occupancy of vessel (per day or part thereof): -					
Size of vessel	1 & 2 N.S. Dry Dock		1 & 2 K. P. Dry Dock		3 K.P. Dry Dock	
	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel
	US \$	₹	US \$	₹	US \$	₹
Upto 1000 GRT	2520	55440	2268	52920	2268	50400
1001 to 2000 GRT	2772	60480	2520	57960	2268	54180
2001 to 3000 GRT	3024	65520	2772	63000	2268	55440
3001 to 4000 GRT	3276	75600	3024	70560	2268	56700
4001 to 5000 GRT	3528	85680	3276	78120	2268	57960
5001 to 10000 GRT	4032	95760	3528	88200	2268	60480
10001 & above	4536	105840	3780	98280	2268	63000
ii)	From 11th to 30th day of occupation: 200% of rates as stated in S.19.2 (i) for per day or part thereof.					
iii)	Beyond 30th day of occupation: 300% of rates as stated in S.19.2 (i) for per day or part thereof.					
iv)	If the undocking on the day as per the undocking list is deferred on account of KoPT, the corresponding dry dock hire charges for the days of delay will not be charged. This shall, however, be not applicable for Saturdays/ Sundays / Holidays					
v)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted due to reasons attributable to the KoPT, the dry dock hire charge for the period of such extension will not be chargeable. This shall, however, not be applicable for Saturdays / Sundays / Holidays.					



vi)	In case the vessel occupies the dry dock beyond the period for which the dry dock has been initially allotted for reasons other than (iv) and (v) above, hire charges shall be levied at double the rate prescribed at (i) to (iii) above for the period of such overstay OR proportional incremental charges for the entire period of occupancy as per the following slabs, whichever is higher :												
	<table border="1"> <thead> <tr> <th>Total stay period</th> <th>Rate</th> </tr> </thead> <tbody> <tr> <td>Up to 15 days</td> <td>Rate as prescribed at (i) to (iii) above</td> </tr> <tr> <td>More than 15 days but less than/equal to 30 days</td> <td>1.25 times the rate as prescribed (i) to (iii) above</td> </tr> <tr> <td>More than 30 days but less than/equal to 45 days</td> <td>1.5 times the rate as prescribed at (i) to (iii) above</td> </tr> <tr> <td>More than 45 days but less than/equal to 60 days</td> <td>2 times the rate as prescribed at (i) to (iii) above</td> </tr> <tr> <td>More than 60 days</td> <td>5 times the rate as prescribed at (i) to (iii) above</td> </tr> </tbody> </table>	Total stay period	Rate	Up to 15 days	Rate as prescribed at (i) to (iii) above	More than 15 days but less than/equal to 30 days	1.25 times the rate as prescribed (i) to (iii) above	More than 30 days but less than/equal to 45 days	1.5 times the rate as prescribed at (i) to (iii) above	More than 45 days but less than/equal to 60 days	2 times the rate as prescribed at (i) to (iii) above	More than 60 days	5 times the rate as prescribed at (i) to (iii) above
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vii)	If the vessel has requisitioned for a dry dock but it is not ready to dock at the time specified according to the docking programme, no charges shall be leviable provided an intimation of cancellation/ postponement of dry docking is given (excluding the day of docking) 2 days in advance of the specified time of docking. In such cases, a cancellation fee of US dollar 52.5 / ₹ 2100/- will be recovered in case of Foreign /Coastal respectively. However, if no such intimation is given 5% additional charge shall be recovered calculated on the rates applicable during the first 10 days of occupation for the period the vessel did not actually occupy the dry dock.												
S.19.3	In case of vessel requiring laying of Special Keel Block due to their configuration, extra rental charges at the rates prescribed under S.19.2 (i) above will be recovered for the period required for laying and removal of such special keel blocks. The rental charges for occupation of dry docks as above will be recoverable as per the period groups applicable.												
Note:	For laying of Special Keel Blocks by outside agency, the prescribed rate as specified at S.19.3 will not be applicable since the service is not provided by the Port. However, dry dock hire charges as specified at S.19.2 will be applicable during the work of laying Special Keel Blocks by outside agency.												

S.19.4	Charges for each operation of re-docking or part of such activity are to be paid as per Docking & Undocking rates prescribed in S.19.1.
S.19.5	Charges for removal or repositioning of each block:
For Foreign going Vessel	253,575 US Dollar
For Coastal Vessel	₹ 6762/-



S.19.6	The period of vessel's occupation of a dry dock counts from the time the Caisson is placed in position after she enters the dry dock, upto the time she vacates the dry dock.		
S.19.7	In case a vessel is detained in No.2 N.S.Dry Dock owing to No.1 N.S.Dry Dock being occupied by another vessel, appropriate mooring hire charges as per S.22.1, Sl.No.1 shall be levied instead of usual dry dock hire charges for the period the vessel is so detained.		
S.19.8	When more than one vessel are using the same dry dock as a common operation facility a rebate of 25% of the rate specified under S.19.2 above shall be allowed for each vessel. This rebate shall also be applicable when a dry dock is shared with a KOPT vessel.		
S.19.9	Services of dry dock crane may be made available for repair and other work at the following rates:		
Sl. No.	Equipment Type	Foreign going vessel Rate in US \$ per 8 hours shift or part thereof	Rate per GRT per hr. Or part thereof for vessel engaged in coastal trade (in ₹)
1.	More than 7 Tonne Crane	507.15	10143
2.	7 Tonne Crane	202.86	5430
3.	Upto 6 Tonne Crane	101.43	2715
Note:			
i)	Crane facility is strictly as per availability and shall have no bearing on dry dock occupancy or hire charges.		
ii)	In case of non-availability of crane for more than an hour during any shift, for reasons attributable to KoPT, there will be pro-rata reduction in hire charges. Fraction of an hour of availability will be treated as an hour of availability.		
S.19.10	Vessel shall pay for the electricity supplied to it by the KOPT at actual.		

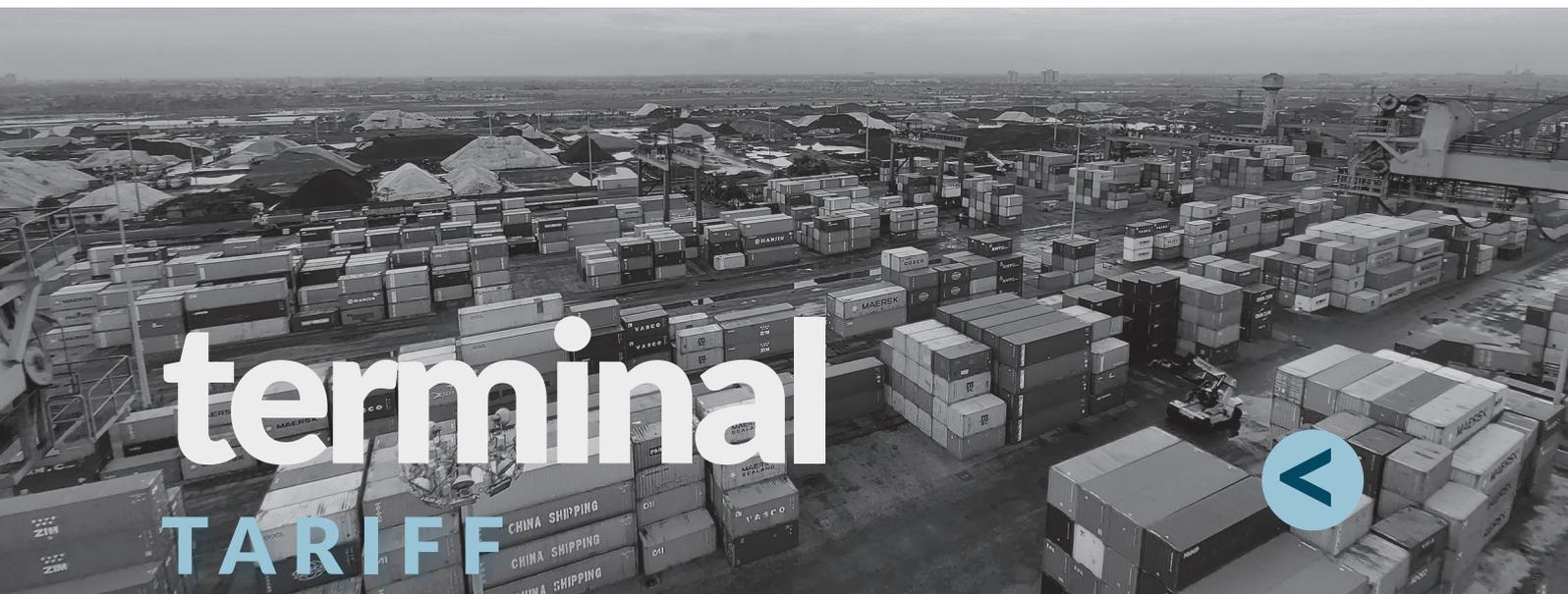
S.20	Concession in Vessel related charges under Part VI of Scale of Rates		
S.20.1	Vessel arriving only for Dry Docking shall pay Port Dues, Towage & Pilotage and Berth Hire / Mooring Hire at 25 % of the applicable rates as specified at Part VI of the Scale of Rates. However, for such vessel upto 1000 GRT, no Berth Hire/ Mooring Hire shall be levied for the first 20 days from the date of arrival at the berth, dock buoys, river mooring and river anchorages. Similarly no Pilotage shall be levied if the vessel upto 1000 GRT enters or leaves the port without requiring the services of river pilots in terms of the exemption granted under the provision of Section 31 of the Indian Ports Act, 1908.		
S.20.2	Vessel availing of Dry Dock facilities after cargo discharge/passenger disembarkation shall pay Berth Hire/ Mooring Hire at 25% of the applicable rates as specified at Part VI of the Scale of Rates from the shift following the shift when the vessel is ready for Dry Docking.		
S.20.3	Shifting charge, if applicable for shifting of vessel shall be levied at 25% of the applicable rates as specified at Part VI of the Scale of Rates.		



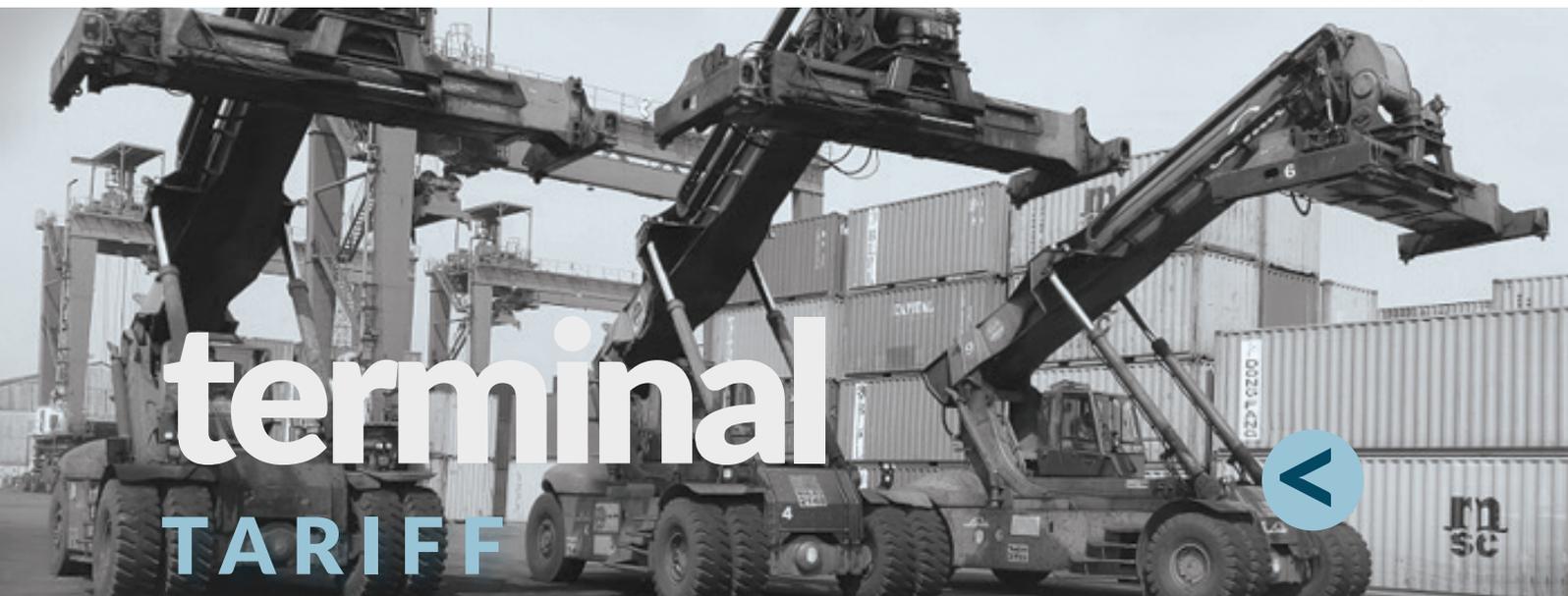
PART - VI

VESSEL RELATED CHARGES FOR VESSEL ENGAGED IN FOREIGN TRADE & VESSEL ENGAGED IN COASTAL TRADE

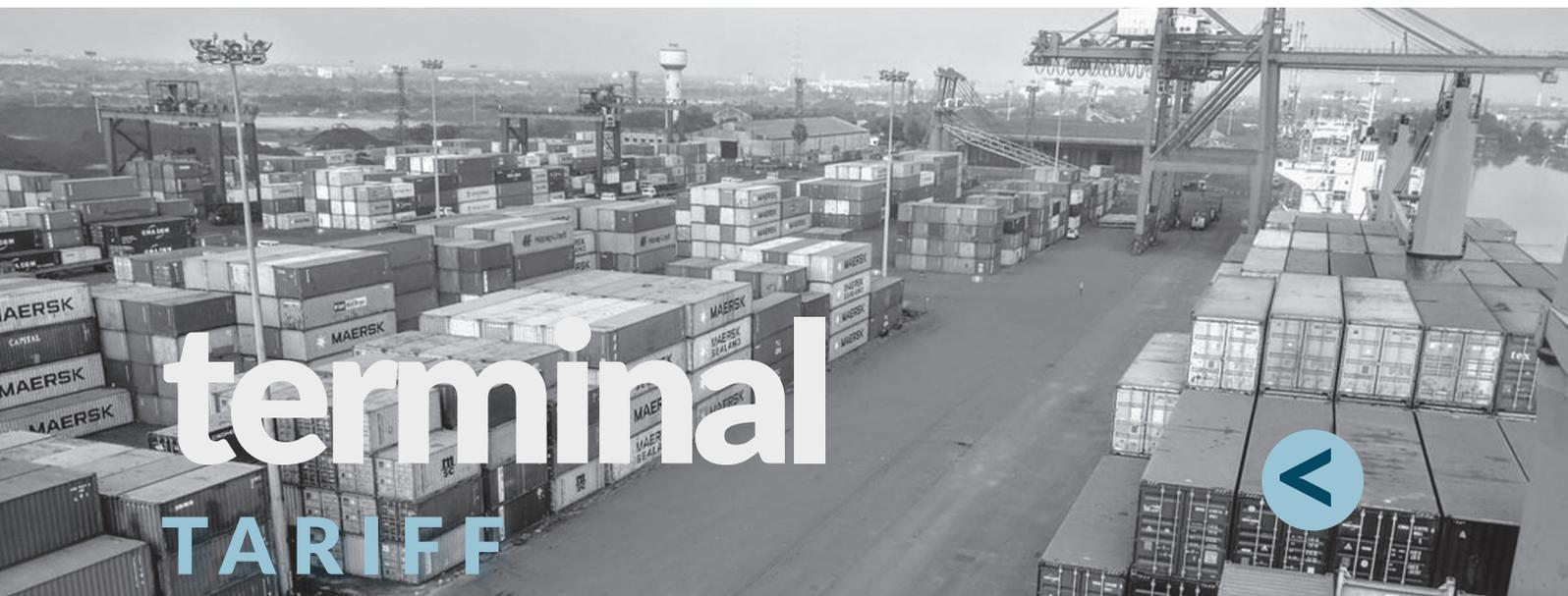
S.21	Berth Hire	
S.21.1	Berth hire on foreign going vessel shall be levied at the following rates:	
Sl.No.	Description of vessel	Rate per hour per GRT
1.	Vessel engaged in Foreign trade and except as specified at Sl. No. 4 (in US Currency)	0.398 Cents subject to a minimum of \$ 9.552 per hour
2.	Vessel engaged in Coastal trade other than those plying between Andaman and KoPT and except as specified at Sl. No. 4 (in Indian Currency)	₹0.0605 subject to a minimum of ₹143.45/- per hour
3.	Vessel engaged in Coastal trade between Andaman and KoPT(in Indian Currency)	0.0429 subject to a minimum of 43.04/- per hour
4.	For Exhibition Vessel	50% of the rates specified at Sl. No. 1& 2 above as the case may be , shall be levied
Note:		
i)	If any vessel does not work against its booking for work on Holiday due to reasons not attributable to port, the Berth Hire for the shifts in which it does not work against such booking shall be levied at twice the rates specified at S.21.1.	
ii)	Whenever, a vessel is double/ triple banked with another Sea-going vessel occupying a berth, the vessel so double / triple banked will be charged at the rate of 50% of the Berth Hire charges specified above, provided the vessel is in non-working condition.	
iii)	For fishing trawler occupying barge jetty/anchorage jetty at HDC or any other riverside jetty or landing stage or moorings ` 20.00 per hour shall be levied.	
iv)	In case a vessel idles due to non-availability or breakdown of the port equipment or power failure at KOPT, rebate equivalent to berth hire charges accrued during the period of idling of vessel shall be allowed.	
v)	After completion of cargo work and signalling of readiness if the vessel is shifted to another berth for waiting for sailing, Berth Hire charge at the rate of 50% of the rate specified under S.21.1, shall be levied, provided such waiting has arisen due to non-availability of sailing tide. The concessional berth hire will be levied only for the period of waiting till the immediate next tide.	
S.21.4	Priority / Ousting priority charges.	
	Charges for according 'Priority/Ousting Priority' berthing for vessels shall be levied at the following rates in addition to berth hire charges as per S.21.1of the Scale of Rates.	
Priority Berthing:	A charge equivalent to 75% of berth hire charges calculated for the total period of actual stoyal at the berth subject to a minimum of one day's berth hire charge.	



Ousting priority berthing:	A charge equivalent to 100% of berth hire charges calculated for the total period of actual stay at the working berth and shifting charges at the rates under S.24.11 for 'Shifting In' and 'Shifting Out' of the vessels ousted.
Note	The above charges (Priority/ Ousting Priority) shall not be leviable for the following categories: -
i)	Vessels carrying defence cargo, hired directly by Defence Authority (Defence Authority certifies to that extent).
ii)	Defence vessels coming on goodwill visits.
iii)	Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
iv)	Any other vessel for which the Ministry of Shipping has granted special exemption.
v)	<p>The fee for according 'Priority/Ousting Priority' is not leviable on the vessels, which carry a specified cargo and are berthed at the berth reserved for handling that type of cargo as per general policy. However, whenever 'Priority/'Ousting Priority' is accorded to any vessel within the category of specified cargo or otherwise, the port shall collect the fee for according 'Priority/'Ousting Priority' as the case may be.</p> <p>The fee for according 'Priority/Ousting Priority' is leviable if an exclusive facility has been given on any berth to particular user. The fee shall also be leviable if any other vessel is berthed by according 'Priority/Ousting Priority' at a berth where exclusive facility has been given to a particular user.</p>
vi)	The fee for according 'priority/'ousting priority' is not leviable on the vessels where though the necessary directions have been issued for according 'Priority/Ousting Priority', but on arrival such vessels are berthed in normal course on their turn.
vii)	The fee for according 'Priority/'Ousting Priority' is not leviable on the vessels which are berthed at the berth leased on long term basis with the approval of the Government and are on account of lessee. However, the fee shall be leviable if any vessel on account of any other user is berthed at the leased berth by according 'Priority/Ousting Priority'.
viii)	Priority Berthing of Coastal Vessel at Major Ports issued by the Govt of India as notified by TAMP vide Gazette No-G-351 dated 04.12.2014 shall apply as specified below:
	a) KoPT shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.
	b) KoPT shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
	c) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in various ports may continue.
	d) Coastal vessels which are to be accorded priority berthing shall not be liable to pay priority berthing charges
	e) There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed on priority as above, if the same is eligible under normal berthing policy of the port.
	f) A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.



S.21.5	PENAL CHARGE FOR NON ACHIEVEMENT OF BENCHMARK PUMPING RATE/ DELAYED SAILING DUE TO REASONS ATTRIBUTABLE TO VESSEL:																																											
S.21.5.1	In case any liquid bulk cargo vessels working at Haldia Oil jetties fails to achieve the benchmark Pumping Rate indicated below, Penal Berth Hire Charge equivalent to the Berth Hire charge payable by the vessel as per S.21 shall be levied extra. Benchmark Pumping Rate:																																											
	<table border="1"> <thead> <tr> <th data-bbox="226 976 363 1048">SI No</th> <th data-bbox="370 976 1209 1048">Cargo</th> <th data-bbox="1216 976 1489 1048">Benchmark Pumping Rate [KL/Hr]</th> </tr> </thead> <tbody> <tr><td>1</td><td>AMMONIA ANHYDROUS</td><td>500</td></tr> <tr><td>2</td><td>AVIATION TURBINE FUEL</td><td>450</td></tr> <tr><td>3</td><td>BUTANE</td><td>800</td></tr> <tr><td>4</td><td>FURNACE OIL</td><td>750</td></tr> <tr><td>5</td><td>HIGH SPEED DIESEL</td><td>750</td></tr> <tr><td>6</td><td>NAPHTHA</td><td>900</td></tr> <tr><td>7</td><td>PROPANE</td><td>650</td></tr> <tr><td>8</td><td>PARAXYLENE</td><td>500</td></tr> <tr><td>9</td><td>PY GAS</td><td>500</td></tr> <tr><td>10</td><td>SUPERIOR KEROSENE OIL</td><td>550</td></tr> <tr><td>11</td><td>MOTOR SPIRIT</td><td>550</td></tr> <tr><td>12</td><td>CRUDE OIL (PETROLEUM)</td><td>2700</td></tr> <tr><td>13</td><td>BITUMEN</td><td>300</td></tr> </tbody> </table>	SI No	Cargo	Benchmark Pumping Rate [KL/Hr]	1	AMMONIA ANHYDROUS	500	2	AVIATION TURBINE FUEL	450	3	BUTANE	800	4	FURNACE OIL	750	5	HIGH SPEED DIESEL	750	6	NAPHTHA	900	7	PROPANE	650	8	PARAXYLENE	500	9	PY GAS	500	10	SUPERIOR KEROSENE OIL	550	11	MOTOR SPIRIT	550	12	CRUDE OIL (PETROLEUM)	2700	13	BITUMEN	300	
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S.21.5.2	Due to non-achieving of benchmark Pumping Rate or any other reason attributable to the vessel, if the sailing of the Vessel is delayed and consequently a vessel called from Sandhead /anchorage point for berthing in place of the vessel so delayed is required to be sent back to Sandhead /anchorage; the pilotage/shifting charge for the said movement of the incoming vessels shall be recovered from the vessel which overstayed at Berth.																																											



SI.No.	Description of vessel and place of occupancy.	Rate per GRT per hr. or part thereof for vessel engaged in foreign trade (in U.S currency)	Rate per GRT per hr. or part thereof for vessel engaged in coastal trade
S.22 MOORING/ANCHORAGE CHARGE			
S.22.1 When foreign going vessel is moored/anchored at dock buoy/ river mooring or any other mooring/anchorage in KDS/HDC, charges at the following rates shall be levied: -			
1	Vessel moored at any dock buoy.	0.192 cents	₹0.0323
2	Vessel moored at any river mooring/any other mooring	0.096 cents	₹0.0159
3	Vessel anchored at any river anchorage or any other anchorage	0.056 cents	₹0.0080

S.23 Miscellaneous:	
S.23.1	Charges shall be levied at the following rates for miscellaneous services to foreign going vessels.

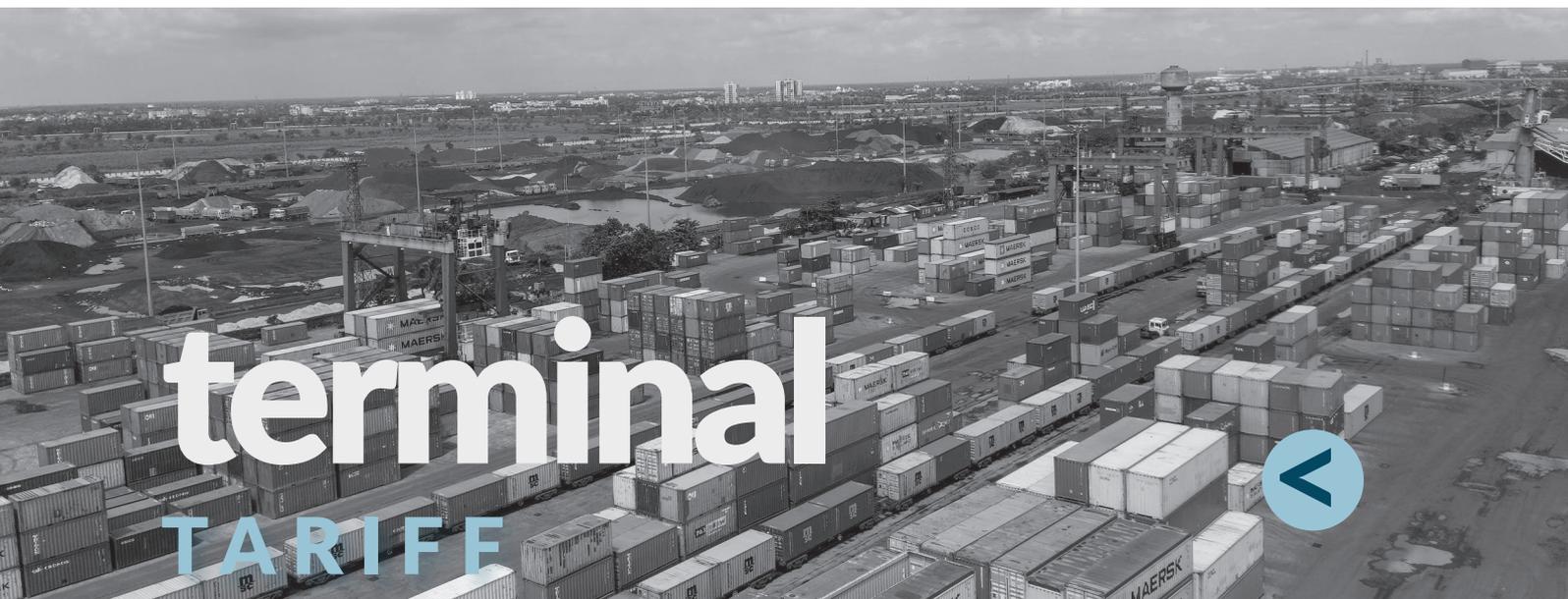
Sl.No	Services	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹)
1.	Hire of launch for special job on requisition.	159.39 per hour	5259.87 per hour
2.	Hire of Fire Float	1593.90 per day	52598.70 per day
3.	Hire of Skin Diver/Gas Mask Diver	15.94 per hour	525.99 per hour
4.	Hire of Dress Diver	318.78 per hour	10612.14 per hour
5.	Additional labour deployed for diving related work	4.78 per man hour	157.80 per man hour
6.	Supply of Fresh water:-		
	a) Through pipeline	8.93 per 1000 litres	294.63 per 1000 liters
	b) Through water barge	11.16 per 1000 litres.	368.19 per 1000 liters
7.	Supply of electricity	0.414 per unit plus installation charge of \$ 49.80	13.69 per unit plus installation charge of ` 577.50
8.	Additional charges on vessel carrying passengers.	231.00 per complete voyage or 115.50 for each leg	7969.50 per complete voyage or 3984.75 for each leg

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Sl.No	Services	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹)
9.	<p>Service for providing pneumatic fenders (including to and fro transportation of fenders at Dock / Oil Jetties/ Barge Jetties/ IWAI Jetty/ Any other Jetty or Anchorage point upto Haldia Anchorage)</p> <p>Note: In case the fenders are required to be deployed in any place other than areas specified above, to and fro transportation of the fenders to the place of use and back shall be levied extra. Further, in such case, appropriate guarantee for security of the fenders may be required to be furnished to KoPT.</p>	115.50 per fender per day	3811.50 per fender per day
S.23.2	Charges for cancellation of any requisition for services under Sl. no. 1 to 5 of S.23.1 shall be levied at the rate of 10% of the charge applicable for the particular service.		
S.23.3	Charges for treatment of ballast-water on foreign going P.O.L. tanker / other vessels handled at KOPT shall be levied at the following rates:		
Vessel size	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹)	
Vessel upto 5000 GRT	765.07 per vessel	25247.38 per vessel	
Vessel above 5000 GRT- upto 20000 GRT.	1434.51 per vessel	47338.83 per vessel	
Vessel above 20000 GRT	7172.55 per vessel	236694.15 per vessel	
S.23.4	Charges for cancellation of any requisition under S.23.3 shall be levied at 20% of the charge applicable for the particular service.		



S.24	Towage & Pilotage of Vessels			
S.24.1	Charges for piloting a foreign going vessel from Sand heads to any point in Kolkata Dock System or Haldia Dock Complex either directly or via any other point during inward journey and back to Sandheads either direct or via any other point during outward journey shall be levied at the following rates: -			
	SI No.	Particulars	For GRT upto 30000	For GRT above 30000 and upto GRT 60000
	1	Vessel engaged in Foreign Trade	85.473 cents per GRT subject to a minimum of 1859.55 US \$	25641.90 US \$ +68.378 cents per GRT on 30001 to 60000 GRT
	2	Vessel engaged in Coastal Trade	₹ 15.779 per GRT subject to minimum of ₹34535.00	₹ 473370.00 + ₹ 12.6237 per GRT on 30001 to 60000 GRT
	3	Coastal vessel plying between Andaman and KoPTonly	₹ 15.0485 per GRT subject to a minimum of ₹ 15195.00	₹ 451455.00 + ₹ 12.034 per GRT on 30001 to 60000 GRT
S.24.2	Vessel availing of pilotage from Sandheads to Virtual Jetty or Saugor/ Diamond Harbour Anchorage or any other river anchorage below Diamond Harbour and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 25% in rate specified in S.24.1 above.			
S.24.3	Vessel availing of pilotage from Sandheads to Haldia Anchorage and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 20% in pilotage rate specified in Section 24.1 above.			
S.24.4	50% of the rates at S.24.1 shall apply to inward or outward journey.			
S.24.5	Vessels which enters or leaves the port without requiring the services of River pilots in terms of dispensation granted by Director, Marine Dept. under the provision of Section 31 of the Indian Ports Act, 1908 shall be allowed a rebate of 30% of the above rates, including the minimum charge, for the inward or outward journey, as the case may be.			
S.24.6	For piloting a fishing trawler/ foreign barge/ coastal barge including their towing tug/launch, if any, charges shall be levied @ 50% of the rates specified under under S.24.1 and S.24.4, as the case may be.			
S.24.7	When a vessel calls both at Kolkata Dock System and Haldia Dock Complex in the same voyage, charge for inward journey shall be levied by the dock system where the vessel calls first and charge for outward journey shall be levied by the other dock system.			
S.24.8	For movement of vessels between HDC and Budge Budge/ Saugor/ Diamond Harbour / Roychowk or any point of KDS, which is not forming a part of inward or outward journey as stated in S.24.1 , Towage & Pilotage at the rate of 40% of the rates specified under S. 24.1 shall be levied for each movement by the dock system from where journey commences.			
S.24.9	Where any vessel, after visiting either KDS or HDC, is required to go back to Sandheads before proceeding to other dock system for cargo / container work; the towage & pilotage shall be levied at the rate of 1.5 times of the rate specified under S.24.1 for the entire voyage. The aforesaid additional 50% towage & pilotage shall be levied by the dock system where the vessel visits finally via Sandheads.			



S.24.10	Shifting Charge		
	For shifting of any foreign going vessel, other than for port convenience, charges shall be levied at the following rates: -		
Sl. No.	Nature of Shifting	Rate per GRT for each shifting	
		Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹)
a)	Within KDS or within HDC only	15.94 cents subject to a minimum of 159.39	3.985 subject to a minimum of ₹ 3985/-
b)	Between KDS and HDC	19.13 cents subject to a minimum of 191.27	4.782 subject to a minimum of ₹ 4782/-
Note:			
i)	In case of shifting of vessel from KDS to HDC or vice-versa, charges shall be levied as specified above and each dock system shall levy 50% of the charge.		
ii)	No charges shall be levied for shifting of vessel due to port convenience.		
Port Convenience for the above purpose shall mean the following-			
i)	Shifting(s) of a double-banked ship to facilitate sailing and/or shifting of the ship alongside the berth.		
ii)	Shifting(s) of ship from one working berth to another location to accommodate ship having ousting priority as the shifting charges are borne by the other ship. The same would also be considered for 'Port Convenience' if the incoming ship is exempted from paying priority charge unless the ship in question was not idling at berth without doing any cargo handling operation.		
iii)	Shifting of ship from one working berth to other location to accommodate ship having MOU priority, unless the shifted ship also qualifies for priority under the same MOU under which the other ship was accorded priority.		
iv)	Shifting of a ship coming with MOU priority and allotted a different berth other than the berth covered by MOU, due to occupation of the MOU berth by other vessel (excepting vessel getting priority under the same MOU), from the allotted berth to the MOU berth.		
v)	Shifting of ship from one working berth to other location to accommodate ship having cargo priority. Cargo Priority means priority for berthing vessels carrying the specified cargo to be handled at the specific berth.		
vi)	Shifting(s) of a ship to accommodate another vessel having priority at the adjacent berth and unless the vessel shifts, another vessel cannot be berthed at the adjacent berth due to length or other similar technical restriction.		
vii)	Shifting(s) of a ship from one berth/location to another for undertaking dredging, repair & maintenance of berth or any other similar works of the port.		
viii)	Shifting(s) of ship from one berth/location to another for rearranging working ships' position to accommodate other ship in between.		
ix)	Shifting(s) of ship that cannot work due to inclement weather condition for placement of another workable ship in her place at Port's option.		
x)	Shifting(s) of a ship from berth to waiting location after completion of cargo work if the sailing cannot be done due to non-availability of suitable tide or due to Port's inability to provide Pilot or problem relating to Lock, provided that the agent as per stipulation does the booking of Pilot.		

terminal

TARIFF



xi)	Shifting(s) of a waiting ship (including shiftings of ships called on neaping priority, but excluding vessels on distress as per request of the agent) to a working berth.		
xii)	Shifting of a container ship at KDS from a MHC berth to a non-MHC/ another MHC berth due to breakdown of MHC.		
xiii)	Shifting of a container ship from any of the allotted container berths (MHC or non-MHC – spanning from 1 NSD to 8 NSD) to any other non-container berth at NSD/KPD for handling empty containers in either leg (Import/Export)		
xiv)	Shifting of a ship from one MHC berth to another MHC /Non MHC berth/ waiting location, due to breakdown of MHC, as well as shifting of a geared ship from berth/waiting location to the MHC berth where MHC has suffered breakdown for working, at HDC.		
S.24.11	If the booking of a pilot is cancelled by the Agent / Ship owner / Charterer less than 24 hours before the appointed time of hauling out from berth/buoy/river mooring/anchorage, a charge of 278.93 US dollars or ₹ 7279/- per cancellation shall be levied on vessel engaged in Foreign Trade and Coastal Trade respectively. No cancellation charge for pilot booking shall be levied if sailing is cancelled due to non-availability of pilots/ tugs or for lock gate being out of commission or for any reasons attributable to Port.		
S.24.12	For piloting a vessel undergoing trials, a charge of ₹ 13283/- shall be levied for trials above and upto Garden Reach and ` 33206/- per trial below Garden Reach.		
S.24.13	For mother vessel doing lighterage operation at Sandheads an all-inclusive charge (including anchorage charge but except Port Dues as per Section 25) of 6.641 Cents per GRT in case of Foreign going vessel ₹ 1.78 per GRT in case of Coastal vessel shall be levied. For daughter vessel proceeding to other port with cargo discharged at Sandhead from mother vessel, the aforesaid rate shall also apply.		
S.24.14	The rates under S.24.1, S.24.4, S.24.8 & S.24.12 are inclusive of services of tugs/launches and mooring/unmooring of vessels and turning if necessary except when services of additional tugs or launches is provided against specific requisition of the Shipowner/ Agent/ Charterer.		
S.24.15	For use of the Kolkata Port Trust Tugs/ Despatch vessel/ Survey vessel/ Anti pollution vessel etc., by foreign going vessel on requisition by the Ship- owner/Agent/ Charterer , charges shall be levied at the following rates:-		
Sl. No.	Description	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹)
i)	Vessel not exceeding 1,000 IHP.	318.78 dollars per hour subject to a minimum of 956.34 dollars per operation.	8288.28 per hour subject to a minimum of 24865.00 per operation

terminal

TARIFF



Sl. No.	Description	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹)
ii)	Vessel exceeding 1,000 IHP.	398.48 dollars per hour subject to a minimum of 1195.43dollars per operation.	10360.35 per hour subject to a minimum of 31081.00
Note:	The period shall be counted from the time the vessel leaves for the operation till it comes back or deployed for another work, whichever is earlier.		
S.24.16	An additional charge of 25% shall be levied when Kolkata Port Trust tug/vessel is deployed for salvage operation.		
S.24.17	Ship owners/Agent of vessels shall be required to pay the actual Insurance premium plus 20% whenever Kolkata Port Trust tug/vessel is deployed on requisition for towage assistance/salvage operation. In such cases claims for damages shall not be made against the hirer in case of accident.		
S.25	Port Dues		
S.25.1	Port dues shall be levied on foreign sea going vessels entering the Port of Kolkata at the following rates. The dues are payable on each entry of the same vessel into the port: -		

Sl. No	Description of vessel	Rate per GRT
i)	Vessel engaged in Foreign trade	47.817 Cents
ii)	Vessels engaged in Coastal trade other than those plying between Andaman and KoPT	₹ 12.80
iii)	Vessel engaged in Coastal trade between Andaman and KoPT	₹ 7.395
iv)	Vessel entering in ballast and not carrying Passengers.	75% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.
v)	Vessel entering for but not discharging or taking any cargo or Passenger therein (with the exception of such unshipment and /or re-shipment as may be necessary for purposes of repair)	50% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.
vi)	Vessels attending at Sandheads for lighterage operation.	25% of the respective rates specified at Sl. No. (i), (ii) & (iii) above
Note:-		
i)	For 'Oil tankers' with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of its international Tonnage Certificate will be taken to be its gross tonnage for the purpose of levy of Port dues.	
ii)	In case of vessel visiting both KDS and HDC 50% of the applicable port dues shall be payable both at KDS and HDC.	
iii)	In case of vessels attending Sandheads for lighterage operation where the cargo discharged by such mother vessels is subsequently not discharged at any approved landing stage within KoPT limits, the provision of S.25.1 (vi) shall not apply and Port Dues shall be levied as per provision of S.25.1 (i) and S.25.1 (ii) as the case may be.	



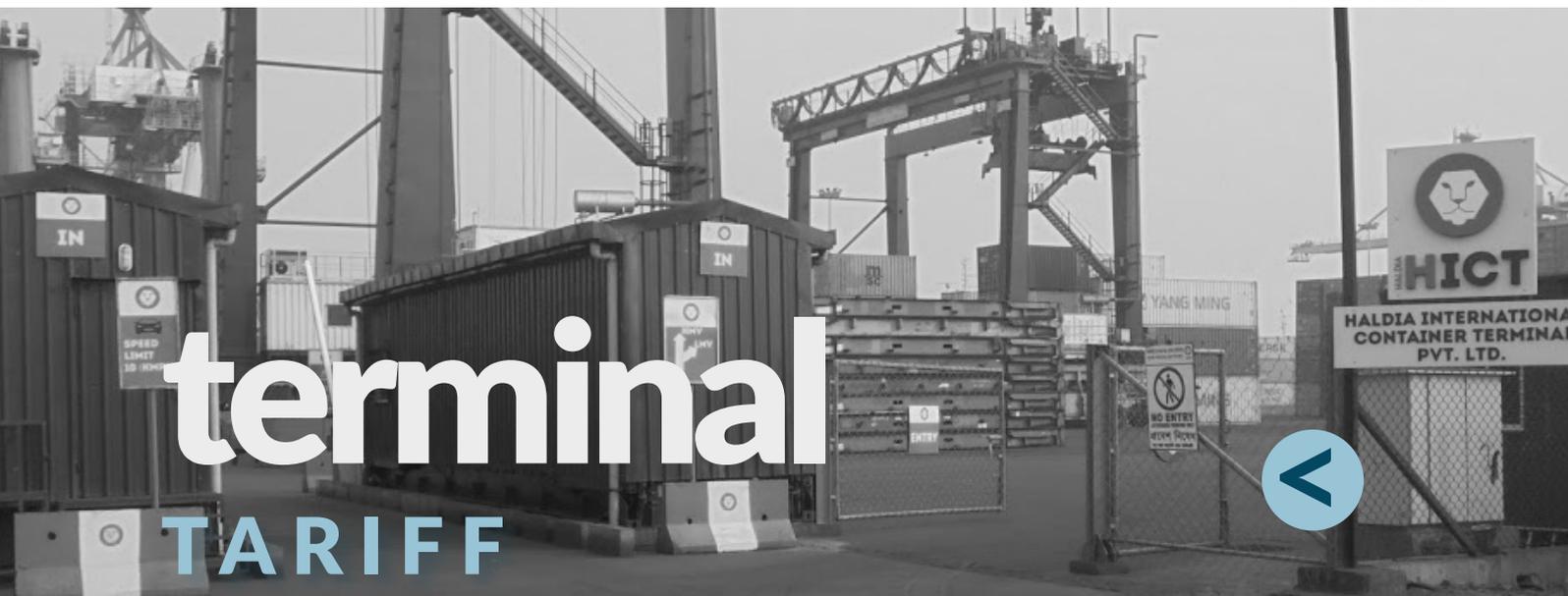
PART - VII
VESSEL RELATED CHARGES FOR INLAND VESSEL AND NON- PROPELLED VESSEL

S.26	The rates under this chapter shall apply to -	
	i)	All Inland self propelled Vessels and Non- propelled vessels (excluding vessel classified as 'foreign' or 'coastal' or Inland or any other vessels which are allowed to ply into sea under any dispensation/ permission granted by appropriate authority).
	ii)	All barges / boats / flats / motor launches working at Virtual Jetty / Saugor/any other river anchorages and moving either to KDS or HDC for subsequent discharge or vice- versa (excluding vessel classified as 'foreign' or 'coastal').
S.27	Stayal Charge on vessels	
S.27.1	Stayal charge shall be levied on vessels at the following rates for occupying berth/ jetty/dock buoy/or any other point at Kidderpore Dock-I, Kidderpore Dock-II, Netaji Subhas Dock, Budge Budge Oil jetty, Haldia Oil Jetty, Haldia Docks, Floating Cargo Handling facility at HDC:-	
Sl. No.	Period	Rate in ₹
1.	On vessel of less than 200 tonnes -	
	i) Upto 5 days from the date of entry	42.00 per vessel per day or part thereof
	ii) 6th to 10th day	83.00 per vessel per day or part thereof
	iii) 11th to 20th day	248.00 per vessel per day or part thereof
	iv) 21st day onwards	827.00 per vessel per day or part thereof
2.	On vessel of 200 tonne and above (other than those handled at Floating Cargo handling Facility at upstream of 3rd Oil Jetty at HDC)	1.00 per tonne per day or part thereof
3.	Inland Vessels of 200 tonne and above handled at Floating Cargo handling Facility at upstream of 3rd Oil Jetty at HDC	Berth Hire Charge as per S.21.2 of the Scale of Rates (i.e Berth Hire Charge applicable to Coastal vessel)

S.27.2	Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of KOPT-	
Sl. No.	Description	Rate in ₹
1.	On Non-propelled vessel	
	i) Upto 4 tonne capacity	26.00 per vessel per day or part thereof
	ii) Above 4 tonne capacity	67.00 per vessel per day or part thereof
2.	On propelled vessel	115.00 per vessel per day or part thereof



S.27.3	Stayal charge shall be levied on vessels other than Tourist/Ferry launch @ ₹ 42.00/- per day for occupying any other riverside jetty/river mooring/riverside landing stage belonging to KOPT.	
S.27.4	Tourist/Ferry launch using riverside jetty belonging to KOPT shall be charged ₹ 249.00/- per visit per day.	
S.28	Dock Toll	
S.28.1	Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded docks	
Sl. No	Capacity	Rates in ₹
1.	Upto 15 tonnes	331.00 per vessel per entry
2.	15 tonnes and above	15.00 per tonne, subject to a minimum of 331.00 per vessel. Following rebates on Dock Toll charges shall be allowed : For vessel above 1000 tons and upto 1500 tons - 10% For vessel above 1500 tons and upto 2000 tons - 15% For vessel above 2000 tons and upto 3000 tons - 20% For vessel above 3000 tons - NIL
S.29	Miscellaneous Charges on Non-propelled Vessel	
S.29.1	Registration fees shall be levied @ ₹ 158.00 per tonne, subject to a minimum of ₹ 926.00/- and maximum of ₹ 18515/- per craft.	
S.29.2	Annual licence fee shall be levied @ ₹ 28.00 per tonne, subject to a minimum of ₹ 556.00/- and maximum of ₹ 18515/- per craft.	
S.29.3	Charges for extension of annual license shall be levied @ 25% of the annual licence fees per month.	
S.29.4	Other charges on non-propelled vessel shall be levied at the following rates: -	
Sl. No.	Services	Rate in ₹
1.	Majhi licence/ licence plate for passenger craft/duplicate licence.	186.00 per issue
2.	Endorsement of change of ownership on certificate of Registry & Licence.	926.00 per issue
3.	Issue of dead weight certificate/ duplicate certificate of Registry	556.00 per issue
4.	Fees for Surveying at owner's workshop: -	
	a) Within port limit	₹ 28.00 per tonne subject to a minimum of ₹ 926/- & maximum of ₹ 1852/- per visit.
	b) Outside port limit	₹ 56.00 per tonne subject to a minimum of ₹ 3703/- and maximum of ₹ 9258/- per visit.
5.	Fees for Special inspection and issuance of certificate	



	i)	Inspection if carried out within Port limit	
		a) For plying upto Haldia	1852.00
		b) For carrying explosives	1852.00
	ii)	Inspection if carried out outside Port limit	
		a) For plying upto Haldia	9258.00
		b) For carrying explosives	9258.00
6.		Fees for scrutiny and approval of drawing and plans for new construction.	3703.00 per craft
7.		Fee for Inspection during construction/ reconstruction by the process of cannibalisation or for providing technical advice.	
	i)	Within Port limit	
		a) Wooden/non-metallic boat	926.00
		b) Steel / metallic boat	1852.00
	ii)	Outside Port limit	
		a) Wooden/non-metallic boat	3703.00
		b) Steel / metallic boat	9258.00
8.		Supply of Manjhi Book	47.00 per copy
9.		Supply of instruction book for guidance and rules of construction/re-construction and survey.	371.00 per copy
10.		Charges for Re-registration	
		a) Wooden/non-metallic boat	556.00 per craft
		b) Steel / metallic boat	1852.00 per craft

Sl. No.	Services	Rate in ₹
Note:	If the Special Inspection Survey and the Annual licensing survey are carried out on the same date, Survey fees for annual licensing survey will not be applicable.	
S.29.5	Penalty for non-renewal of licence as per Rule 83 (2) of Kolkata Port Rules, 1994 shall be levied at double the rate of annual licence fee (for the expired period) from the date of expiry of the licence, subject to minimum of 1 month charge.	



S.30	Towage & Pilotage for inland vessels and non-propelled crafts
S.30.1	If a vessel requires services of port for towage & pilotage, the rates specified at S.24.1 for coastal vessel shall be levied. In such case, dock toll shall not be levied separately. Similarly for shifting also, where port provides services, the rates specified at S.24.10 for coastal vessel shall be levied.
S.30.2	If a vessel does not require the services of port as mentioned at S.30.1, Dock Toll charge as specified at section S.28.1 shall be levied.
S.30.3	If any vessel covered under this Part of the Scale of Rates avails any of the services for which no rate has been specified in this Part, the rate applicable for coastal vessel shall apply.
S.31	For handling of Fly Ash vessel at TT Shed of KDS/ Fly Ash Jetties operated by HDC, a Consolidated handling charge, inclusive of all cargo and barge related services, shall be levied at the rate of ₹ 46.00 per MT.

Note for Part-VII of this of Scale of Rates

Tonne in respect of vessel under this Part of Scale of Rates shall mean Registered Tonne or Gross Registered Tonne of the vessel unless otherwise specified. In cases, where Registered Tonne or Gross Registered Tonne is not available and only measurement in Cubic Metre is available, for the purpose of realization of charges conversion factor shall be 1 Cu. Mt. = 0.36 Register Tonne.

terminal

TARIFF



PART - VIII SLIPWAY HIRE CHARGES

S.32	Slipway hire charges		
S.32.1	Charges for hire of slipways without back up adjacent land at North Workshop Complex shall be levied at the following rates: -		
Period	Rate in ₹ per day		
	Slipway No. 1	Slipway No. 2	Slipway No. 3
1st to 10th day	3700.00	1820.00	1950.00
11th day onwards	3500.00	1750.00	1820.00

PART-IX CHARGES FOR AUTHORISED SERVICE PROVIDERS

Section-1: Tariff for the floating pipeline handling facilities for unloading edible oil from vessels berthed at berth No.5/off 5/6/ off 6.

- (i). The definition of 'Edible oil' : "Edible Oil' means PLMOC, SBO, SOYA OIL etc. (both crude and refined)."
- (ii). **Charges for Handling of Edible Oils by Floating Pipeline Handling Facilities from the Vessels berthed At Berth No. 5/ Off 5/ 6/ Off 6:**

Commodity	Unit Rate in ₹ per Metric Tonne	
	Foreign	Coastal
Edible Oil (Crude /Refined)	3.52	2.11

Notes:

The Cargo handling charges prescribed here is a composite charge for:

- bringing the Floating Pipeline in position from the parked position and connecting the Floating Pipeline with the ship manifold and manifold of the importer on shore
- Opening of associated valves



- c. Sustenance of the pipeline during pumping of the cargo
- d. De-latching of the pipe manifold both at ship side and shore side after completion of cargo discharge
- e. Cleaning of pipeline with pigging operation together with injection of compressed air by running compressor after completion of discharge of each type of liquid cargo through the Floating Pipeline so as to receive multi grade liquid cargo in the same pipeline of same / different importer.
- f. All consequential operations pertaining to cleaning of spilled/ contamination of liquid cargo, if any.

This composite charge also includes supply of labour and/ or equipment wherever necessary and all other charges not specifically prescribed in the Scale of Rates.”

Section-2.: Tariff for the transloading facility to be set up for handling of dry bulk cargo at Haldia Dock Complex (HDC) of KOPT.

(i). The definition of ‘Transloading Point’:

“‘Transloading Point’ shall mean the area notified under the limits of Paradip Port Trust, presently comprising radius of 2 nautical miles around a position earmarked by Lat 20 08 12” N Long 087 14 00” E, to be used exclusively for transloading operations.”

(ii) Marine Charges on Mother Vessels:

Charges to be levied by the Service Provider on the Mother Vessels calling at the Transloading Facility against provision of required marine related services like tug assistance, fenders as well as for providing conservancy services at the Transloading points.

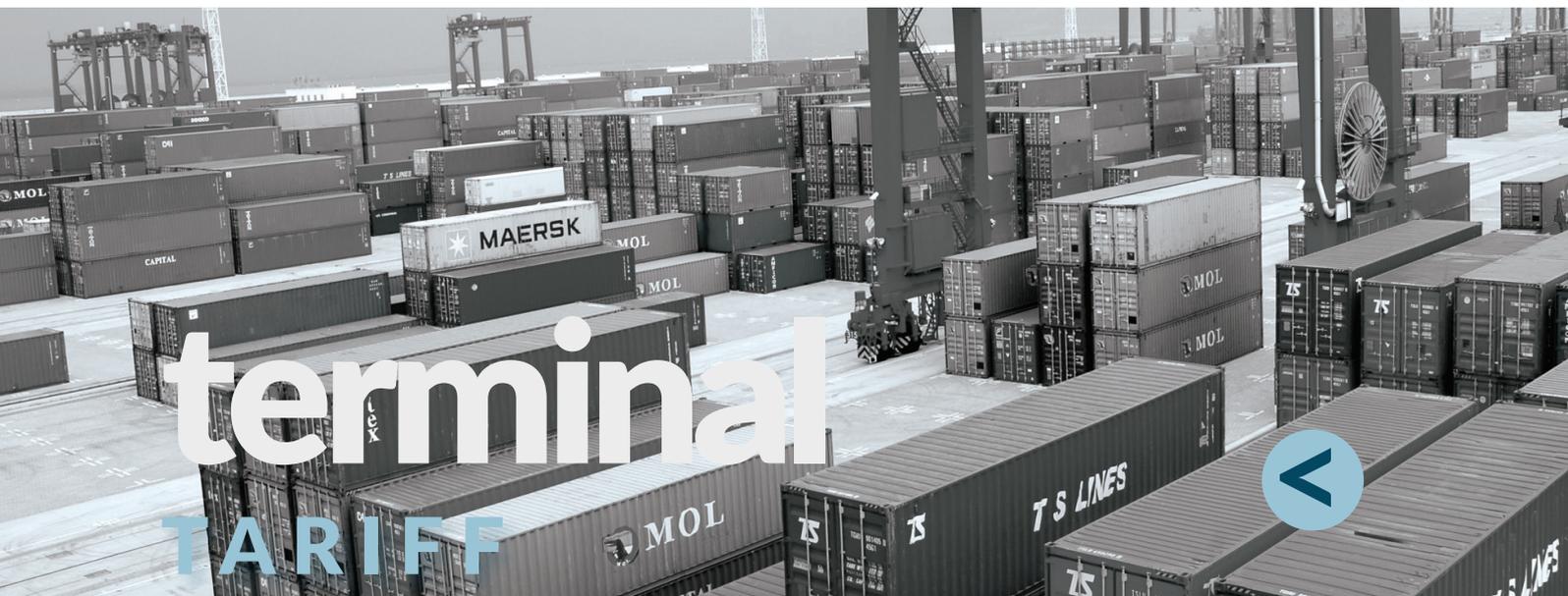
Sl.No.	Description of vessel	Rate in ₹ per GRT
1.	Vessel engaged in Foreign trade	30.39
2.	Vessel engaged in Coastal trade	18.23

(iii). Transloading Charge:

SI No	Commodity	Rate in ₹ per Metric Tonne	
		Foreign	Coastal
(1)	Thermal Coal /Iron Ore	214.57	214.57
(2)	All Other Dry Bulk Cargo	214.57	128.74

Notes:

- a. The charges prescribed is a composite charge for unloading of the cargo from the mother vessel and transfer of the same to a daughter vessel directly or unloading the cargo from the mother vessel to Transloader first and subsequently loading of the same from transloader to a daughter vessel, or vice versa in case of export, including stevedoring and all other allied services.



- b. The charge will be applicable for transloading operation in the 'Transloading Point' as well as any other area of KOPT and shall be applicable on the quantity transloaded, as determined through the Draft Survey Report.
- c. The prescribed rate is the base rate for achieving minimum level of productivity of 26000 tonnes per day to be computed as per the formula provided in the License Agreement.

The productivity wise slab rates shall be as follows:-

Average Rate of Transfer of Cargo between mother vessel and Transshipper/ daughter vessel	Ceiling Rate for Iron Ore, Thermal Coal and other Foreign Cargo	Ceiling Rate for Coastal Cargo (Other than Iron Ore and Thermal Coal)
20000-21999	208.13	124.88
22000-23999	210.27	126.17
24000-25999	212.42	127.45
26000	214.57	128.74
26001-28000	215.64	129.38
28001-30000	216.71	130.03
30001-32000	217.78	130.67

Note: The Average rate of transfer of cargo between mother and Transshipper / daughter vessel will be calculated by the formula.

$$\frac{\text{Total cargo transferred between OGV and the Transhipper and / OR between OGV and daughter vessel} \times 24}{\text{Cargo Transfer Time (In Hours)}}$$

	Cargo Transfer time (in hours) [CTT].
(a)	The CTT will be calculated on the basis of Statement of Facts to be signed by the Master of the mother vessel or its agent. The SoF will mention the time to be considered for computation of cargo transfer rate.
(b)	To calculate the ceiling rates for performance below 26000 tonnes as shown above, the base rate was reduced by 1% for first two thousand tonnes and or the 2nd two thousand tonnes the rate was reduced by 2 % of the base rate. The rate for third thousand tonnes was arrived by reducing the base rate by 3%. Likewise performance below 20000 tonnes per WWD shall be calculated by reducing the base rate accordingly.

terminal

TARIFF



(c).	The same methodology shall also be adopted to calculate the incremental ceiling rate beyond 26000 tonnes with the change that in such case the base rate is increased by 0.5% for first two thousand tonnes, 1% for 2nd two thousand tonnes and 1.5% for the third two thousand tonnes. The same methodology shall be adopted to calculate the rate beyond 32000 tonnes.
(d).	A fee, as would be notified by TAMP from time to time, will be levied on the cargo transloaded from to the mother vessel at the 'Transloading Point' under the limits of PPT, for remittance of the same to Paradip Port. The said fee will be levied on the cargo transloaded from/to the mother vessel only, as determined by the Draft Survey Reports. The present rate of the fee is ` 10.00 per MT as per notification of TAMP vide G. No. 226 dated 25 July 2014.
(e).	For facilities like Fresh Water Supply to the mother vessel, which the Service Provider may have to arrange by sourcing the same from KOPT; the Service Provider will be entitled to recover the actual cost of same paid by them to KOPT.
(f).	The Tariff will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 April 2014 and 1 January of every succeeding year. Such automatic adjustment of Tariff will be made every year and the adjusted tariff cap will come into force from 1 April of the relevant year to 31 March of the following year."

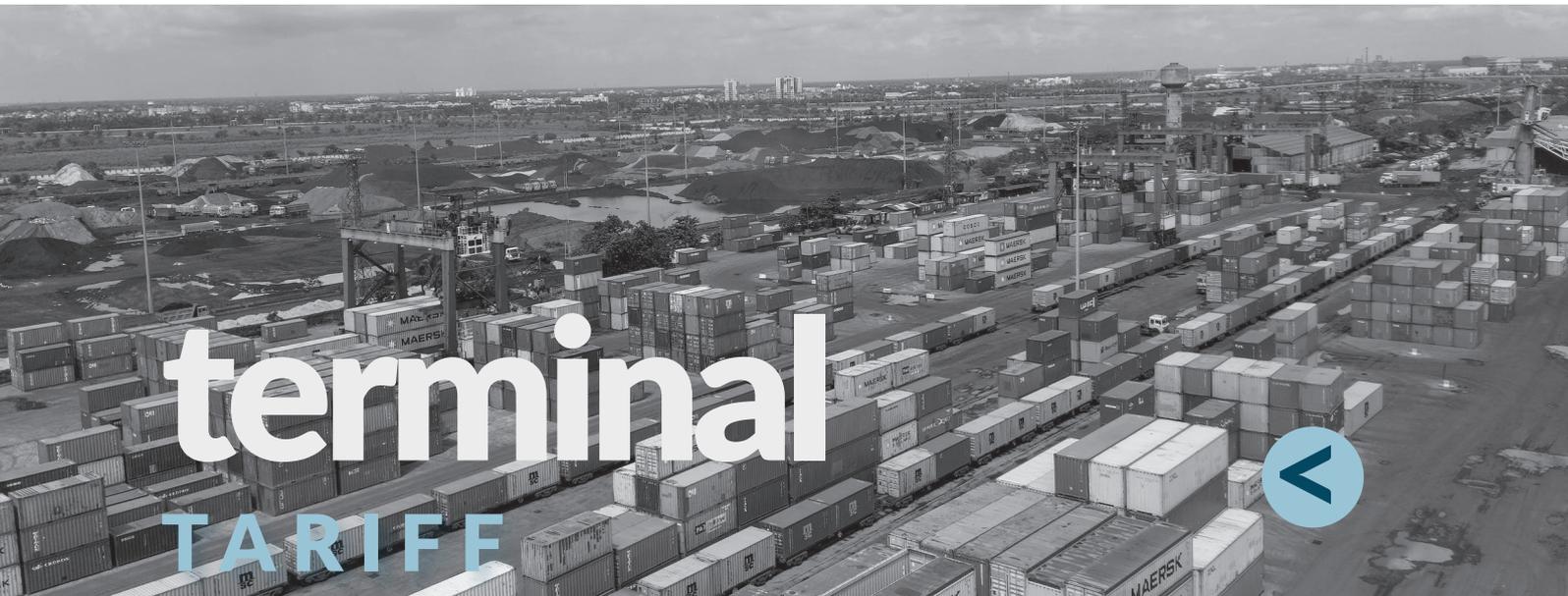
Section 3: Cargo Transfer Charge by Floating Crane:

SI No	Commodity	Unit	Rate in Rupees ₹	
			Foreign	Coastal
(1)	Dry Bulk Cargo	Per Metric Tonne	129.33	77.60
(2)	Other than Dry Bulk Cargo		227.84	136.70
Notes	(i) The charges prescribed above is a composite charge for unloading of the cargo from the mother vessel and transfer of the same to a vessel/ Barge directly in case of import or vice versa in case of export, including stevedoring & all other allied services. The charge will be applicable for the floating crane operation in the location of setting up of floating crane facility as well as any other deep drafted area within KoPT limit and shall be applicable on the quantity unloaded/ loaded by use of the Floating Crane, as determined through the Draft Survey Report.			
	(ii) The anchorage charge for vessels as well as wharfage and other levies applicable for handling cargo at the Anchorages shall be paid by the Vessel owner/ cargo interest separately to Kolkata Port Trust, as per Scale of Rates of KoPT time being in force.			
	Performance Linked Tariff:			
	The prescribed rate is the base rate for achieving minimum level of cargo transfer rate of 7920 tonnes per day to be computed as per the formula provided in the Licence Agreement. The productivity wise slab rates shall be as follows:			



For Dry Bulk Cargo:	(Rate in ₹ per MT)	
Performance Standard in tons	Foreign	Coastal
8501-9000	135.88	81.53
7921-8500	132.56	79.54
7920	129.33	77.60
7919-7500	126.10	75.66
7499-7000	122.94	73.77

For other Cargo:	(Rate in ₹ per MT)	
Performance Standard in tons	Foreign	Coastal
4726-5225	239.37	143.62
4225-4725	233.54	140.12
4224	227.84	136.70
4223-3725	222.14	133.29
3724-3225	216.59	129.95



Note:
To calculate the ceiling rates for performance below 7920 tonnes (for Dry Bulk cargo) and 4224 tonnes (for other Cargo) per WWD as shown above, the base rate was reduced by 2.5% for first five hundred tonnes and for the 2nd five hundred tonnes the rate was reduced by 5% of the base rate. Likewise performance below 7000 tonnes (for dry bulk cargo) and 3225 tonnes (for other cargo) per WWD shall be calculated by reducing the base rate accordingly.

The same methodology shall also be adopted to calculate the incremental ceiling rate beyond 7920 tonnes (for Dry Bulk cargo) and 4224 tonnes (for other Cargo) per WW D and in such case the base rate is increased by 2.5% for first five hundred tonnes, 5% for 2nd five hundred tones over the base rate. The same methodology shall be adopted to calculate the rate beyond 9000 tonnes (for dry bulk cargo) and 5225 tonnes (for other cargo) per WWD.

The Cargo Transfer Rate shall be computed on WWD basis as per the following formula:

$$\frac{\text{Total cargo transferred between mother vessel and the barges / daughter vessels} \times 24}{\text{Cargo Transfer Time (in hours)}}$$

Immediately after completion of cargo transfer operations, and before the sailing of the Mother Vessel (OGV) from the Transfer Point, Statement of Facts shall be made out duly signed by Master of the Mother Vessel (OGV) and the authorized representatives of the Licensee's Floating Crane and Barge / Daughter Vessel and shall be distributed at the transfer point amongst the following concerns:

- a) Master of the vessel / agents of the vessel.
- b) Representative of Licensee
- c) Representative of the barge / daughter vessel.
- d) The consignee / consigner, if so desires, may also depute their agents / representatives for signing of the SOF.

The Cargo Transfer Time for the purpose of assessment of performance standard of the Floating Crane arrangement to fulfil the provisions of the Scale of Rates of the Floating Crane Charges shall be strictly calculated on the basis of SOF duly signed by the above said parties.

The tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 January 2016 and 1 January of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31 March of the following year.

The rates approved will come into effect after expiry of 30 days from the date of notification of the Order passed in the Gazette of India and shall remain in force for a period of fifteen years, subject to indexation, as explained above.