

The Chennai Port Trust **Scale of Rates [30-03-2006]**

CHAPTER - I

1.1. Definitions - General

In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply:

- (i). **“Coastal vessel”** shall mean vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.
- (ii). **“Consignment”** shall mean the goods covered by one import or export application’.
- (iii). **“Enclosed Harbour”** shall mean the area within the breakwater upto buoy No.9.
- (iv). **“Foreign-going vessel”** shall mean any vessel other than coastal vessel.
- (v). **“Shift”** shall mean the shift of such hours as may be prescribed by the CHPT from time to time. The shift hours so prescribed by the CHPT are as under:-
- | | | |
|-----------|---|---------------------|
| I Shift | : | 0600 to 1100 hours |
| | : | 1200 to 1400 hours. |
| II Shift | : | 1400 to 1900 hours |
| | : | 1930 to 2200 hours. |
| III Shift | : | 2200 to 0200 hours |
| | : | 0230 to 0600 hours |

Unless otherwise specified ‘Day’ shall be reckoned with from 06.00 a.m. of a day to 06.00 a.m. on the following day.

For purpose of recovering service charges as provided in the various chapters in the Scale of Rates, half-a-shift shall be 4 hours or less in a shift and any period in excess of 4 hours in a shift shall be treated as a full shift. Unless otherwise specified ‘half-a-shift’ shall be reckoned with as detailed below:

I Shift	First Half	:	0600 to 1000 hours
	Second Half	:	1000 to 1400 hours
II Shift	First Half	:	1400 to 1800 hours
	Second Half	:	1800 to 2200 hours
III Shift	First Half	:	2200 to 0200 hours
	Second Half	:	0200 to 0600 hours

- (vi). ‘Wharfage’ shall mean the basic dues recoverable on all cargo imported or exported or transhipped or passing through the port, whether porteraged by the CHPT or not.
- (vii). “Port Limit” shall mean Port Limit of CHPT notified by the Central Government in terms of Section 4(2) of the Indian Ports Act, 1908.

1.2. General Terms & Conditions

- (i). a). 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.

- (b). A foreign going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.
 - (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
 - (d). In cases of such conversion coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign-going rates shall be chargeable by the discharge ports.
 - (e). 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.
- (ii). The status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.
- (iii). (a). Vessel related charges shall be levied on shipowners / steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or its subsidiary or any other Public Sector Banks as may be specified from time to time. The date of entry of the vessel into the port limit shall be reckoned with as the day for such conversion.
- (b). Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the market buying 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 the port in case of export containers.
 - (c). The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
 - (d). The cargo / container related charges for all Coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pallets, should not exceed 60% of the normal cargo / container related charges.
 - (e). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.
 - (f). 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.
 - (g). For the purpose of this concession, cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.

- (h). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.
- (iv). A regular review of exchange rate shall be made once in thirty days from date of arrival of the vessels in cases of vessels staying in the port for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (v). (a). For the purpose of calculating the dues the unit by weight shall be 1 tonne or 1,000 kilograms, the unit by volume measurement shall be 1 cubic metre and the unit by capacity measurement for liquids in bulk shall be 1,000 litres.

(b). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions upto 0.5 shall be taken as 0.5 unit and fractions of 0.5 and above shall be treated as one unit, except where otherwise specified.
- (vi). Interest on delayed payments / refunds:
 - (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the CHPT shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 12.25% p.a. The penal interest will apply to both the CHPT and the port users equally.
 - (c). The delay in refunds will be counted only 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 only 10 days after the date of raising the bills by the CHPT. 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.
- (vii). The aggregate of all charges (including demurrage) payable on any one consignment shall be subject to a minimum of Rs.100. Further, the charges payable shall also be rounded off to the next higher rupee on the grand total of each application / bill etc.
- (viii). No refund shall be made if the amount refundable is less than Rs.100. This limit of Rs.100 shall also be applied for supplementary claims for under charges. This however shall not apply for the provisional Deposits collected for the services in advance.
- (ix). In the case of coal, coke, ores (other than Iron ore by Mechanical handling), Edible oils and other goods in bulk, charges (Wharfage, crantage, demurrage and special services, if any) shall be recovered as per manifested quantity of the vessel.

For purpose of recovery of the charges, except in cases otherwise specified hereinafter the gross and not the net units of each package as specified in the relative invoice or other shipping document shall be taken, subject to a test-check by the CHPT. In the absence of these documents or in the absence of the specification of gross units therein, the units arrived at by actual test-check shall be taken as the gross units.

- (x). Vessel related charges shall be collected based on GRT of the vessel. Deck cargo includes container on deck. Deck cargo shall be exempted from assessment of all vessel related charges.
- (xi) a) Wharfage on Import cargo shall be paid at the rate applicable on the date of commencement of landing of the cargo.
b) Wharfage on Export cargo shall be paid on admittance of the cargo in to the custom bounded area at the rate prevailing on the date of admittance
c) The vessels shall pay the port dues on entering in to the port-limits at the rate applicable on the date of entering in to port limit.
- (xii) (i). Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the CHPT can submit a suitable proposal to the TAMP.
(ii). Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
(iii). The ad hoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/ cargo; and, it must be mutually agreed upon by the Port/ Terminal and the concerned user(s).
(iv). The final rate fixed by the TAMP 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.
- (xiii) (i). "The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The CHPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
(ii) The CHPT may also, if it so desires, rationalize the prescribed conditionalities 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.
(iii) Provided that the CHPT should notify the public such lower rates and / or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP."
- (xiv) Service Tax, Educational Cess and any taxes and duties to be levied by the state/ central government shall be collected at the prescribed rate.
- (xv). The users shall not be required to pay charges for delays beyond a reasonable level attributable to the CHPT.

CHAPTER- II

VESSEL RELATED CHARGES

PORT DUES

1.0 Rate of Port Dues for vessels calling at the Port:-

Particulars	Rate Per GRT		Frequency of payment in respect of the same vessel	
	Foreign Going Vessel (in US\$)	Coastal Vessel (in Rs.)	Coastal Vessels	Foreign vessel
Vessels chargeable (All types of sea going vessels including Lash Barges)	0.2300	6.075	The due is payable once in 30 days	The due is payable on each entry into the Port

Notes:

- (1). 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 levying Port Dues.
- (2). Port dues shall not be levied on the following:
 - (i). Any pleasure yacht;
 - (ii). Any vessel, which, having left the port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage.
 - (iii). The following categories of naval vessels are exempted from payment of Port Dues.
 - (a). Vessels of war flying the white ensign belonging to or in the service of the Republic of India.
 - (b). Vessels flying the blue ensign.
 - (c). Men of war belonging to any foreign Prince or State entering the Port.
 - (iv). Vessels belonging to other Indian Ports except private port.
- (3). A vessel entering the Port but not discharging or taking in any cargo or passengers therein (with the exception of such unshipment/reshipment as may be necessary for purposes of repair) shall be charged with only 50% of the Port Dues with which she would otherwise be chargeable.
- (4). A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the Port Dues with which she would otherwise be chargeable.
- (5). A LASH vessel making a 'second call' to the Port within 30 days to pick up empty and / or laden fleeting LASH barges, but not discharging or taking any cargo or passengers therein shall not be charged any Port Dues. In the event of discharging or taking of any cargo or passenger during the second call, shall be treated as a Vessel entry to the Port and shall pay the Port Dues as applicable.

- (6). All vessels owned by State/Central Governments other than those specified under note 2 (iii) above are liable for payment of port dues.
- (7). A coastal vessel, which after paying 50% of the Port Dues as per provisions prescribed at 3 above, re-enters the port within the period of exemption of 30 days with cargo or passengers or in ballast shall be charged the difference viz., 50% of the Port Dues previously conceded.
- (8). A coastal vessel, which, after paying 75% of Port Dues as per provisions prescribed at 4 above, re-enters the port within the period of exemption of 30 days with cargo or passengers or in ballast, shall be charged the difference, viz., 25% of the Port Dues previously conceded.
- (9). A vessel landing a passenger at the port without anchoring and proceeding on her voyage is liable to Port Dues in full.

2.0 BERTH HIRE CHARGES

A. Rate of Berth hire charges for Vessels called at the Port excluding Boat Basin & Timber Pond

GRT	Rate per hour or part thereof	
	Foreign-going Vessel (in US\$)	Coastal vessel (in Rs.)
Any volume of GRT	0.00289 per GRT	0.0763 per GRT

- (1). All vessels of war flying the white ensign in the service of the Republic of India but including in times of war, mine sweepers and patrol vessels shall be exempted from the payment of berth hire charges when they occupy berth for a period not exceeding one month in any case and for a period exceeding one month if there are other moorings available for ordinary steamers, but becomes liable for payment of Berth Hire Charges when they occupy alongside berths. All other vessels belonging to the Central Government or State Government shall pay Berth Hire Charges as per the rates specified in the schedule above.
- (2). A vessel after completion of discharge or loading or ballasting shall call for the Pilot for sailing within 4 Hours (or within such extension granted by the Chennai Port Trust in writing for stated reasons). If the vessel do not call for the Pilot for sailing within the period of 4 Hours after completion of discharge or loading or ballasting or within such extension granted by the Chennai Port Trust or officials authorized by it, the vessel shall pay Additional Berth Hire Charges at the rate of Rs.9983.73 per hour or part thereof for Coastal vessel and US\$ 378 per hour or part thereof for Foreign going vessels for the period from the time of expiry of four hours or such extended time granted by Chennai Port Trust or officials authorized by it till the time of calling the Pilot.
- (3). The Additional Berth Hire Charges specified in Note 2 shall not be charged for the following cases:
 - a. Vessel waiting for tide, draft etc. to sail for the safety of the vessel.
 - b. Strike by the Port employees.
 - c. Loading arm disconnection problem.
 - d. Usage of idle berth with concurrence of Chennai Port Trust or officials authorized by it.

- (4). (i). The Berth Hire Charge shall not be levied after the expiry of 4 Hours from the time of calling for the Pilot for sailing.
- (ii). A penal berth hire equal to one day's berth hire charge shall be levied for a False call for Pilot.

'False call for Pilot' means when vessel is not ready in all respects but has called for pilot and after boarding the vessel, the Pilot could not sail the vessel, as it was not ready resulting in disembarkation of the pilot from the vessel without sailing/shifting.

- (5). Priority / Ousting Priority Charges in addition to Normal Berth Hire Charges as stated below or as and when changed by the Govt. or appropriate authority will be applicable:
- (a) For providing the "priority berthing" to any vessel, a fee equivalent to berth hire charges for a single day or 75 percent of the berth hire charges calculated for the total period of actual stay at the berth, whichever is higher shall be levied.
- (b) For providing the "ousting priority" to any vessel, a fee equivalent to berth hire charges for a single day or 100 per cent of the berth hire charges calculated for the total period of actual stay at the Berth whichever is higher shall be levied. In addition, for providing "Ousting priority" to any vessel, the charges for 'shifting in' and 'shifting out' of the vessels shall be collected.
- (c) The fee for according priority / ousting priority as indicated above shall be charged for all the vessels except the following categories:
- (i). Vessels carrying cargo on account of Ministry of Defence.
- (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 special exemption has been granted by the Ministry of Shipping.
- (6) In respect of Vessels coming under Berth Reservation Scheme the berth reservation charges shall be paid as per the scheme and direction issued by the government from time to time.
- (7) No berth hire will be charged when the vessels idle at the CHPT's berths when operations cannot take place due to breakdown of the port equipment or power failure or any other reasons attributable to CHPT.

B. Berth Hire Charges for vessels berthed at Timber Pond and Boat Basin:-

- (1) Vessels belonging to Coast Guard Service and any other vessels which are not registered under the Harbour Craft Rules for the Port of Chennai, other than the Merchant Vessels and the non-commercial powered harbour crafts belonging to the Central Government or a State Government such as the launches of the Defence Service, the Customs, the Police and the Port Health Department that are plying and stationed at the said port for their Departmental use concerning the Port Operations, shall pay:-

Berth hire charges at the rate of Rs.65.62 per hour or part thereof per vessel or craft, or barge etc as the case may be, for occupying Boat basin and Timber Pond.

C. Charges for the Harbour Craft registered under Harbour Craft Rules for berthing at anywhere in the Port:-

- (1) Any powered harbour craft registered under the Harbour Craft Rules for the Port of Chennai other than non-commercial powered harbour craft belonging to the Central Government or a State Government, plying in the Port shall pay berth hire charges either at the rate of Rs.2100/- per calendar month or part thereof or Rs.3.93 per hour or part thereof per craft at the option of the owner of the craft and the said option once exercised by the owner shall be final.

D. ANCHORAGE FEE

Sl. No.	Particulars	Rate applicable	
		Foreign going (US\$)	Coastal (Rs.)
1.	For anchoring at mooring point within the Enclosed Harbour	0.0011	0.0291
2.	For anchoring at any point other than mooring point outside the Enclosed Harbour	0.0006	0.0158

Note: The above charges at Sl.No.2 will be collected, for the vessel shifted out of the Enclosed Harbour for any reasons and re-berthed. No vessel shall be allowed to anchor in the outer anchorage without a designated Steamer Agent.

3.0 PILOTAGE FEES

3.1. a) RATE OF PILOTAGE FEES FOR OTHER THAN IRON ORE VESSELS CALLED AT THE PORT

Item No.	Size of vessel	Rate per GRT	
		Foreign-going vessel (in US\$)	Revised Coastal vessel (in Rs.)
I.	Upto 3,000 GRT	0.389	10.27
II.	3,001 to 10,000 GRT	0.269	7.10
III.	10,001 to 15,000 GRT	0.310	8.19
IV.	15,001 to 30,000 GRT	0.357	9.43
V.	30,001 to 60,000 GRT	0.507	13.39
VI.	Over 60, 000 GRT	0.587	15.50

b) RATE OF PILOTAGE FEES FOR IRON ORE VESSELS BERTHED AT THE IRON ORE BERTH AT BHARATHI DOCK

	Size of vessels	Rate per GRT	
		Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
I.	Upto 3,000 GRT	0.267	7.05
II.	3,001 to 10,000 GRT	0.185	4.89
III.	10,001 to 15,000 GRT	0.213	5.63
IV.	15,001 to 30,000 GRT	0.247	6.52
V.	30,001 to 60,000 GRT	0.349	9.22
VI.	Over 60,000 GRT	0.402	10.62

3.2. Rate of Pilotage Charges for Hot move/ Cold move operations

Sl. No.	Particulars	Operations	
		Hot Move	Cold Move
1.	Inward Pilotage	50%	100%
2.	Outward Pilotage	50%	100%

Note: The above percentage of charges shall be applied on the rates of Pilotage Fee prescribed at 3.1 (a) and 3.1 (b).

General Notes:

- (1). Pilotage fee shall include services of ports' pilot(s); and, provision of required number of tug/tugs, launches with the crew for inward and outward pilot(s) movement.
- (2). In case of any shifting made on the request of the Steamer Agent shifting charges shall be levied as per the rates prescribed.
- (3). Shifting of a vessel to outer anchorage other than port convenience shall be considered as a pilotage action. Hence, reentry of the vessel under the same port entry, pilotage fees afresh shall be payable.
- (4). If a vessel is shifted to the outer anchorage at the request of the user, the user shall pay an Additional Pilotage Fee.
- (5). For vessels upto 3000 GRT i.e., in Item No.I of Clause 3.1.(a) the Minimum charges under this Schedule shall be US\$ 714.42 for foreign-going vessels and Rs.18,869.26 for Coastal Vessels.
- (6). For vessels of 3,001 GRT and upto 10,000 GRT in Item No.II of Clause 3.1. (a) the Minimum charges under this Schedule shall be US\$ 865.25 for foreign-going vessels and Rs.22,852.98 for Coastal vessels.
- (7). A fee at half the rates payable for pilotage shall be levied in respect of the following vessels:
 - (i). For mooring a vessel outside the limits of port when it does not enter or leave it for example VLCC vessels and giant tankers. This provision is not applicable for vessels that are shifted to outer anchorage from berth and again from outer anchorage to berth.

- (ii). If in case of any vessel in her voyage at this port, only one way Pilotage is involved.
- (iii). In cases of vessels, where the services of either the Pilot or the Tug alone are involved.
- (8). In the case of pilots whose services have been requisitioned but not utilised within 30 minutes from the time of boarding the vessel, the following charges shall be levied:

Services	Rate	
	Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
Pilots whose services have been requisitioned but not utilised after the Pilot has boarded a vessel.	89.30	2358.59

The rates specified above shall be levied not only in cases of cancellations of requisition for outward pilotage of vessels but also for the cancellations of requisitions for shifting of berths of vessels and re-mooring or for turning a vessel around in her berth or for re-mooring a vessel in the same berth due to position of heavy lifts.

- (9). Special Charges:
- (i). A fee of US\$ 45.379 in respect of a foreign-going vessel and Rs.1198.55 in case of coastal vessel shall be levied for each hour or part of an hour that a pilot is kept waiting on board any vessel at the Port of Chennai beyond thirty minutes after boarding such vessel.
- (ii). The charge for towage of a sailing vessel within the limits of the Port of Chennai shall be US\$ 22.75 for foreign going vessel and Rs.600.87 for coastal vessel per hour subject to a minimum of US\$ 11.38 for foreign going vessel and Rs.300.57 for coastal vessel for a duration of 30 minutes and less. Charges for the period in excess of this duration shall be levied at the rate fixed for one hour or part thereof.

4.0 OTHER CHARGES

4.1 Rate of Shifting Charges

Item No.	Size of vessels	Rate per GRT	
		Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
I.	Upto 30,000 GRT	0.0515	1.360
II.	30,001 to 60,000 GRT	0.0515*30000 + 0.0411*GRT exceeding 30000	1.360 * 30000 + 1.086*GRT exceeding 30000
III.	Over 60,000 GRT	0.0515*30000 +0.0411*GRT exceeding 30000 0.0360*GRT exceeding 60000	1.360 * 30000 + 1.086*GRT exceeding 30000+0.951*GRT exceeding 60000

Notes:

- (1). For shifting a vessel from stream to berth or from berth to stream or change of berths or anchorages, shifting charges shall be levied. The shifting charges shall be levied on all acts of shiftings, which exclude the inward and outward movements connected with the pilotage.
- (2). In case of first shifting on the User's request, 100% Shifting Charge shall be levied, if the shifting is in Cold Move. Any subsequent shifting on User's request on Cold Move, 200% Shifting Charge shall be levied.
- (3). Turning round of a vessel within berth on the request of the Agent shall also be considered as a shifting.
- (4). No separate charges shall be levied for shifting of any vessel for port convenience.
 - (a). Port convenience is defined to mean of the following:
 - (i). If a working cargo vessel at berth or any vessel including transhippers at anchorage / mooring buoys is shifted / in berthed for undertaking work / hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting is necessitated, such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE". The shifting made to reposition such shifted vessel shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (ii). If a working cargo vessel is shifted from berth to accommodate, on ousting priority vessels which are exempted from bearing shifting charges, such shifting shall be treated as PORT CONVENIENCE.
 - (iii). In case of transhippers, however, all acts of shifting are chargeable.
 - (iv). Whenever a vessel is shifted form berth to accommodate another vessel on ousting priority, the vessel shifted is exempted from the payment of shifting charges since the same is paid by the vessel enjoying the ousting priority or the shifting is treated as for PORT CONVENIENCE when the priority vessel is exempted from payment of such charges. However, this benefit will not be applicable in the following cases:
 - (a). Non-cargo vessels which in any case have to vacate the berth when cargo vessels arrive.
 - (b). Vessels using the berth exclusively for overside loading / discharge.
 - (c). Vessels which are idling at berth without doing any cargo handling operations.
 - (v). Whenever a vessel is shifted to accommodate another vessel which cannot be berthed at other berths, due to LOA / Draft restrictions.
 - (vi). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel is shifted, the vessel enjoying priority cannot be berthed at the adjacent berth due to length restrictions

- (vii) In the event of occupying of 'any other cargo vessel' in a designated berth for a specific cargo due to non-availability of vessel for the specific cargo, the other cargo vessel working at the designated berth may be shifted to any other berth fallen vacant after the berthing of the other cargo vessel in the designated berth to accommodate the specific cargo vessel in the designated berth, provided no other cargo vessel waiting for the vacant berth shall be berthed in the said vacant berth in the normal turn. In the event of normal turn of berthing of the specific cargo vessel, if the designated berth is not vacant, the shifting of other cargo vessel from the designated berth shall be made as Port convenience to accommodate the specific cargo vessel.

4.2 Rate for supply of water to shipping

Item No.	Description	Unit	Rate	
			Foreign-going vessel (in US\$)	Coastal vessel (in Rs.)
1.	Water supplied to shipping by the CHPT alongside quays except at Bharathi Dock	Per 1,000 litres or part thereof	3.00	79.23
2.	Water supplied to shipping at moorings including tanker moorings and Bharathi Dock	-do-	4.00	105.64

4.3 Fees for salvage of goods:

Item No.	Value of Goods Salvaged	Rate of Salvage Charges	Minimum Charges payable
1.	Less than Rs.1,000	58.08 Per Cent ad valorem	Subject to a minimum of Rs.475.20
2.	Rs.1,000 and more but less than Rs.5,000	47.52 Per Cent ad valorem	Rs.1056.00
3.	Rs.5,000 and more but less than Rs.10,000	39.6 Per Cent ad valorem	Rs.4224.00
4.	Rs.10,000 and more but less than Rs.20,000	31.68 Per Cent ad valorem	Rs.7128.00
5.	Rs.20,000 and more but less than Rs.50,000	18.48 Per Cent ad valorem	Rs.10692.00
6.	Rs.50,000 and over	13.20 Per Cent ad valorem	Rs.14916.00

Note: These charges include the cost of ordinary diver's charges but are exclusive of any special charge which may be necessary in certain case, such as the use of tugs, barges or other crafts which will be charged at actual cost or at the rates set forth in the Port's Scale of Rates, as the case may be. In case of goods liable to damage by water, the above percentage shall be recovered on the sale value or Customs valuation, as the case may be.

4.4 DIVER'S CHARGES:

Item No.	Period	Rate per hour or part of an hour (in Rs.)	Week days between 6 a.m. to 6 p.m.	Sundays and Board's Holidays between 6 a.m. to 6 p.m.	Minimum Charges (in Rs.)
			Minimum Charges (in Rs.)	Rate per hour or part of an hour(in Rs.)	
1.	Upto a maximum of four Indress hours	792.00	1584.00	1188.00	2296.80
2.	In excess of the above	1188.00	-	1742.40	-

Note: (1). The Diver's charges specified above shall be levied in all cases of diving work carried out on special requisitions for the services of the Port Submarine Diver irrespective of the results of search or examinations by the Divers. Where a search is undertaken for recovery of goods lost over board and such goods are recovered, charges as for salvage shall be levied.

(2). When the diving boat is towed by a launch, the towage charges shall be levied extra

CHAPTER – III

CARGO RELATED CHARGES

SCALE 1 - Schedule of wharfage charges

Item no.	Nomenclature	Unit	Rate (in Rs.)	Revised Rate for Coastal Vessel (in Rs.)
1.	Acids of all kinds :	1 Tonne	63.80	38.28
2.	Animals, birds and reptiles alive (per animal)	Each	28.60	17.16
3.	Asbestos, Cement, Clinker lime and limestone and Product.	1 Tonne	28.60	17.16
4.	Baggage and personal effects not accompanying bonafied passengers and seamen	Per Package	71.39	42.83
5.	Bricks and tiles - ordinary	100 or part thereof	5.72	3.43
6.	Cereals and pulses of all kinds	1 Tonne	28.60	17.16
7	Chemicals of all sorts including Carbon black and gas of all kinds except medicines, chemical manures - Not in Bulk	Ad valorem	0.65%	0.39%
7-A	Chemicals of all sorts including Carbon black and gas of all kinds except medicines, chemical manures - in Bulk	1 Tonne	96.80	58.08
8.	Thermal Coal	1 Tonne	23.00	23.00
8-A	Coal other than thermal coal, coke of all kinds and charcoal of all kinds	1 Tonne	23.00	13.80
9.	Common Salt	1 Tonne	17.16	10.29
10.	Conveyance - Various types, parts and accessories:-			
	a) Powered two wheeled vehicles	Each	285.56	171.33
	b) Jute, Hemp and their manufactures Auto Rickshaws and other three wheeled vehicles including their chassis on wheels	Each	713.90	428.34
	c) (i). Motor cars, Jeeps, Van and Tourist Caravans loaded or unloaded by the RORO system	Ad valorem	0.33%	0.20%
	(ii). Motor cars, Jeeps, Vans and Tourist Caravans loaded or unloaded other than by RORO system	Each	2855.60	1713.36
	d) (i). Motor vehicles like buses, dumpers, lorries, tractors, trucks, chassis & trawlers - without load - By RORO system	Ad valorem	0.33%	0.20%
	(ii). Motor vehicles like buses, dumpers, lorries, tractors, trucks, chassis & trawlers - load - By RORO system	Ad valorem	0.43%	0.26%
	e) Motor vehicles like buses, dumpers, lorries, tractors, trucks, & trawlers - Other than RORO system	Each	5711.20	3426.72
	f) Chassis of vehicles in item No.(e) above on wheels	Each	2855.60	1713.36

	g) Railway coaches and wagons	Each	14278.00	8566.80
	h) Locomotives	Each	21417.00	12850.20
	i) Vehicles not specified above and parts and accessories of conveyances, tubes and all earth moving equipments like Excavators, Pay loaders Bulldozers, Dozers, Poclainers, FLTs, TLTs, Reach Stackers etc. excluding rubbers tyres and tubes	Ad valorem	0.43%	0.26%
11	Cotton - Raw, Jute, Hemp and their manufactures	1 Tonne	85.69	51.41
12.	Drugs, medicines and medical stores and appliances	Ad valorem	0.14%	0.08%
13.	Fish,fresh-dried-salted-others, Fish maws, Shrimps and prawn-fresh-dried-salted - others, Frog legs and other similar items Fresh and processed	1 Tonne	27.17	16.30
14.	Hides and Skins-Clippings and Cuttings-Tanned and Untanned	1 Tonne	28.60	17.16
15	Iron and steel materials including Galvanized Steel, Pig iron and ingots, Tin plates, Lead material of all types	1 Tonne	42.90	25.74
15-A	Alloy steel, Stainless Steel and Metals not otherwise specified - Ingots and products	1 Tonne	71.39	42.83
16.	Leather, Leather goods including footwear of all kinds	Ad valorem	0.14%	0.08%
17.	Machinery of all kinds including Electrical, Electronic goods, wires, cable and parts & accessories thereof	Ad valorem	0.22%	0.13%
18.	Manure of all kinds-Fertilisers-Fertiliser Raw Materials, Rock phosphate, MOP, SOP and sulphur etc.	1 Tonne	28.60	17.16
19.	Metal scrap of all kinds	1Tonne	28.60	17.16
20.	Metals-Precious-Silver, Gold and Platinum	Ad valorem	3.22%	1.93%
21.	Molasses in bulk	1,000 Litres	34.32	20.59
22.	Oil-Animal or Vegetables - Not in Bulk	Ad valorem	0.65%	0.39%
22-A	Oil-Animal or Vegetables - In Bulk	1 Tonne	55.00	33.00
23.	Oil-Dangerous-Mineral-Crude-in bulk	1 Tonne	36.30	36.30
24.	Oil-POL Products in liquid including Kerosene, Lubricating oil and Lube base stock in bulk other than Crude Note: Wharfage @ Rs.10/- for 1000 litres shall be leviable on the cargo of CPCL	1,000 Litres	36.30	36.30
25	Oil-Heavy petroleum, i.e. petroleum products having flash point above 65 °C (149 °F)- in bulk	1,000 Litres	32.67	32.67
25-A	Oil-Heavy Petroleum, i.e.petroleum products having flash point above 65 °C (149 °F) - Not in bulk	1 Cubic Metre	53.24	53.24
25-B	Oil-Lubricating including Lube-base-stock-Not in bulk	1 Cubic Metre	55.66	55.66
26	Ores and minerals of all kinds including sized kerb stones / cobble stones for Export	1 Tonne	16.50	16.50
26-A	Ores and minerals of all kinds in bulk for imports	1 Tonne	28.60	28.60

27.	Paper of all kinds	1 Tonne	42.90	25.74
28.	Provisions, groceries, oilman stores including sugar, condiments, food and flour of all kinds, fruits & vegetables including coconuts, onions, spices and garlic other than cereals & pulses of all kinds	1 Tonne	35.75	21.45
29.	Rubber, Raw	Ad valorem	0.43%	0.26%
29-A	Rubber - Manufactured	Ad valorem	0.14%	0.08%
30.	Stones-Sculptural, engraved slabs, dressed	1 Tonne	49.94	29.96
31.	Stores - Naval and Military including arms, ammunitions and explosives of all kinds, Tank and Tank parts	1 Tonne	85.69	51.41
32.	Textiles and yarn of all kinds and all manufactures thereof	Ad valorem	0.14%	0.08%
33.	Timber (in logs)	1 Cubic Metre	25.30	15.18
34.	Timber of all kinds other than in logs including plywood, wood pulp and Boards.	1 Tonne	42.90	25.74
35.	Tobacco - raw, leaf and manufactured	Ad valorem	0.14%	0.08%
36	Items not otherwise specified - in Bulk	1 Tonne	47.08	28.24
36-A	Items not otherwise specified - Other than Bulk	Ad valorem	0.57%	0.34%

N.A. - NOT APPLICABLE

Notes:

- (1). Import cargo covered by Oversight Delivery Order (ODO) and all Bulk cargoes (Import/Export) are not taken charge by the CHPT.
- (2). In respect of palletised cargo on the export side the unit of pallets used for palletisation shall be excluded for reckoning the unit for purposes of recovery of (a) Wharfage, and (b) Demurrage and crantage, if any.
- (3). (i). Ad valorem Levy:- The percentage rate of 'Ad valorem' unit shall be as follows :
 - (a). Goods imported:- The percentage levy shall be on C.I.F. value as assessed by Customs for import goods.
 - (b). Goods exported:- The percentage levy shall be on F.O.B. value as assessed by Customs for export goods.
 - (c). Coastal goods:- The value to be taken for Ad valorem levy shall be as given in the Coastal Bill of Lading / Invoice.
- (ii). In case of the goods not otherwise specified, where the value of the cargo could not be assessed, the wharfage shall be collected on weight under Item 36 & 36-A.
- (4). In cases, where unit of wharfage has to be assessed on ad valorem basis, the value of the cargo to be reckoned with shall be rounded off to the next higher rupees.
- (5). Before classifying any cargo under 'goods not otherwise specified, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the schedule given above.
- (6). Wharfage at 66.67% of the rates prescribed in the schedule shall be levied for oil fuel shipped for bunkers.

- (7). In respect of Iron Ore including Pellets, other ores, all types of Coal and Coke, shredded scrap, fertilizer of all forms and if any other new Dry Bulk cargo creating pollution, handled in Bulk in the inner harbour, a Pollution Levy @ Rs5/- per MT shall be collected in addition to normal wharfage charges as specified under Scale-1. In case of new Dry Bulk cargoes, as regards creation of pollution, the decision of Board of Chennai Port Trust shall be final.
- (8). In case of cargo for other ports landed from vessel in distress and reshipped without having left the CHPT's premises, wharfage shall be levied only once on landing.
- (9). In case cargo loaded into a vessel and subsequently unloaded due to various reasons, no wharfage shall be levied if the cargo is reshipped in the same vessel without leaving the port's premises. Wharfage shall, however, be levied again if the cargo is reshipped in another vessel.

SCALE - 2 - Wharfage on Transshipment goods

Item No.	Category	Rate
1.	Cargo of other ports landed and reshipped / transhipped.	Rs.65.67 per tonne
2.	Cargo, other than mineral oil in bulk, of other ports transhipped direct from ship to ship.	Rs.34.32 per tonne
3.	Cargo manifested for 'local' and subsequently amended at Chennai for 'transshipment'.	Wharfage rate as prescribed in Scale 1 both on landing and on shipment.
4. (a).	Oil, mineral in bulk, transhipped direct from ship to ship.	50% of Wharfage rate as prescribed in Scale 1 on the transhipped units.
(b).	Oil pumped from the vessel to the terminal tanks of oil companies and then pumped to vessels for shipment to another Port in India.	100% of Wharfage as per Scale 1 only on the Oil discharged and 'NIL' at the time of export.
(c).	Indigenous products / oil pumped into the Terminal Tank of oil companies from the hinter land, when shipped later / for shipment to other countries	100% of Wharfage as per Scale 1 at the time of export from this Port on the quantity shipped.
Note:- It is the responsibility of the Steamer Agents to shift transshipment cargo for shipment when the on carrier vessel is berthed at a berth different from the one where the transshipment cargo is landed and lying.		

SCALE - 3 - GOODS FREE OF WHARFAGE

Item No.	Classification for purposes of this Scale
1.	Goods imported by rail and sent out by rail or road, which have been stored in any space, open or covered licensed on monthly or annual basis.
2.	Goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust account.
3.	Fodder accompanying livestock and not manifested as cargo.
4.	Sweeping collected from the Board's premises.
5.	Survey rejections.
6.	Goods belonging to the oil installations passing through the CHPT's premises in railway wagons without being unloaded.

7.	Rail-borne goods missent to the harbour or rejected by the consignee.
8.	Cargo/Containers (Empty or Loaded) not manifested for transshipment but merely transferred from one hatch to another of the same vessel without being landed on the quay or on the barge/lighter.
9.	Bonafide ships' fittings, ships' stores, unmanifested dunnage and provisions for the use of ships other than bunkers.
10.	Bonafide passengers' and seamen's baggage and personal effects accompanying them.
11.	Mail in bags or packets, manifested or unmanifested.
12.	Personal baggage, horses and carriages accompanying the Defence Personnel, other than Civil Staff moving on duty embarking or disembarking and animals meant for providing food.

SCALE 4 – CHARGES FOR HANDLING IRON ORE THROUGH MECHANISED ORE HANDLING PLANT

Item No.	Description	Unit	Rates (in Rs.)
1	Iron Ore shipped through mechanical ore handling system at Bharathi Dock	per tonne or part thereof	85.00
2.	Charges for cleaning the ore handling system for receiving and shipment of iron ore fines/calibrated iron ore.	per tonne or part thereof	2.00
3.	Pollution Levy	per tonne or part thereof	5.00
4.	Special Port Charges including Haulage	per tonne or part thereof	15.00

Notes :

- (1). The rate specified at item (1) is inclusive of all operations from the time of tipping the iron ore from the wagon by the wagon tippler to putting it into the holds of the vessel, cleaning the system, cleaning the spillages, dust and trimming operations of the Ship if any required and Wagon damages, but exclusive of all the Railway Operations connected with the movement of iron ore for which charges are leviable as per the Scale of Rates.
- (2). A rebate of 40% in item (1) and (2) at Rs.34.80 per tonne shall be given for the quantity of Iron Ore manually unloaded from Wagons at the Royapuram Railway Yard or any place and intercarted to the mechanical ore handling plant through trucks for shipment at the cost of exporters.
- (3). This rebate will be allowed only when the wagon tippler and stacker can not be spared by the Port for reasons like maintenance, overhaul and repairs or non-availability of these equipment because of being hired by another party.

SCALE 5 – Wharfage on containers and containerised cargo.
Charges against masters, owners or agents of vessels or importers or shippers for services rendered to containers and containerised cargo passing through the port.

Item No.	Classification	Rate per Container (in Rs.)		
		Upto 20 feet in length	Above 20 feet and Upto 40 feet in length	Above 40 feet in length
1.(i).	Wharfage on cargo containerised in ONE FCL CONTAINER (Import or Export)	500	750	1,000
(ii). (a)	Wharfage on cargo containerised in ONE LCL CONTAINER (Import or Export) in cases when no destuffing / stuffing is done inside the port premises	500	750	1,000
(ii). (b)	Wharfage on cargo containerised in ONE LCL CONTAINER in cases when the cargo is destuffed / stuffed for delivery / shipment inside the port premises.	Wharfage as per classification under Scale 1 in Chapter-III.		
(iii).	Wharfage on container BOX ONLY (Import or Export)	40	60	80

SCALE 6 - CHARGES FOR CONTAINER STORAGE

Sl. No.	Particulars	Rate per container per day or part thereof (in US\$)		
		Upto 20' in Length	Above 20' and upto 40' in length	Above 40' in Length
1.	Import – FCL, LCL & Empty			
	First 3 days	Free	Free	Free
	4 – 15 days	2.50	5.00	7.50
	16 – 30 days	5.00	10.00	15.00
	Beyond 30 days	10.00	20.00	30.00
2.	Export – FCL, LCL & Empty			
	First 7 days	Free	Free	Free
	8 – 15 days	2.50	5.00	7.50
	16 – 30 days	5.00	10.00	15.00
	Beyond 30 days	10.00	20.00	30.00
3.	ICD – Import & Export – Loaded & Empty			
	First 15 days	Free	Free	Free
	16 – 30 days	2.50	5.00	7.50
	31 – 45 days	5.00	10.00	15.00
	Thereafter	10.00	20.00	30.00
4.	Transshipment – Loaded & Empty			
	First 30 days	Free	Free	Free
	31 – 45 days	2.50	5.00	7.50
	46 – 60 days	5.00	10.00	15.00
	Thereafter	10.00	20.00	30.00
5.	Shut out – Loaded & Empty			
	First 15 days	2.50	5.00	7.50
	16 – 30 days	5.00	10.00	15.00

	Thereafter	10.00	20.00	30.00
6.	Change of status to local delivery			
	First 3 days	Free	Free	Free
	4 - 15 days	2.50	5.00	7.50
	16 - 30 days	5.00	10.00	15.00
	Beyond 30 days	10.00	20.00	30.00

Notes:

- (1). Storage period for a container shall be reckoned with from the day following the day of landing upto the day of loading / delivery / removal of container.
- (2). For purposes of calculation of free time; Customs notified holidays and port's non working days shall be excluded.
- (3). Transshipment containers whose status is subsequently changed to local FCL/LCL/ICD shall lose the concessional storage charges. The storage charges for such containers shall be recovered at par with the relevant import containers storage tariff.
- (4). Normal import containers subsequently changing the mode to either LCL or ICD containers will enjoy the free period applicable to local FCL Containers.
- (5). Total storage period for a shut out container shall be calculated from the day following the day when the container has become shut out till the day of shipment / delivery.
- (6). The storage charges on abandoned FCL containers/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 container, whichever is earlier subject to the following conditions:
 - (i). The consignee can issue a letter of abandonment at any time.
 - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that:
 - (a). the Line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and,
 - (b). the Line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
 - (iii). The container Agent / MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. 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 for destuffing the cargo.
 - (iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Customs Order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Lines/consignee from the port premises to the Customs bonded area and in that case the storage charges shall cease to apply from the date of such removal.

SCALE - 7

Special Port Service Charges on Rail borne goods passing through the Port other than Iron Ore handled at MOHP

Classification for purpose of this Scale	Unit	Charge payable
Railborne goods passing through the Port other than Iron Ore handled at MOHP, both inwards and outwards	Per tonne or part thereof	Rs.7.50

Notes:

The above charge does not include the charges payable on the railborne goods towards Haulage, demurrage, etc.

The above charges are not applicable to rail borne containerised goods.

SCALE - 8

Charges for hire of Mobile cranes and fork lift trucks for landing, shipment and delivery

Item No.	Classification for purposes of this Scale	Unit	Rate per hoist (in Rs.)	Coastal Rates (in Rs.)
(i)	Upto 1 tonne per package	per tonne or part thereof	46.32	27.79
	Over 1 Tonne and upto 5 Tonnes per package	-do-	79.92	47.95
	Over 5 Tonnes and upto 10 Tonnes per package	-do-	142.80	85.68
	Over 10 Tonnes and upto 15 Tonnes per package	-do-	210.00	126.00
	Over 15 Tonnes and upto 30 Tonnes per Package	-do-	279.00	167.40
(ii)	Items on which wharfage is quoted 'per each' in Scale-1 of Chapter III	25% of the wharfage		

Notes:

- (1). The charges specified under the sliding scale above shall be subject to a minimum of Rs.64.80/- per consignment.
- (2). No charge shall be levied for the goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust Account.
- (3).
 - (a) In case of direct delivery / shipment from the ship's own derricks or Port's wharf crane, no crange charges shall be levied for stacking and delivery / off loading and feeding to the hatch.
 - (b) In case of delivery / shipment directly from hook point without stacking / routing through the Transit Area, one crange charge for delivery / shipment shall be recovered in the event of supply of Port's equipment.
 - (c) In case of normal delivery / shipment routed through Transit Area, two crange charge for stacking and delivery / off loading and feeding to the hatch shall be levied when Port's crane is used.
- (4). The Private cranes shall be allowed on the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates.

SCALE - 9

Charges for hire of wharf cranes for landing and shipment

Cranes over and above one wharf crane that is included in Berth Hire shall be provided on requisition on payment of following charges.

Item No.	Category	Charge payable per Crane requisitioned by each applicant and supplied	
		Foreign-going Vessel	Coastal Vessel
1	Upto 10 tonne capacity	Rs.3822.00 per shift subject to a minimum of Rs.1974.00 per half of a shift or part thereof.	Rs.2293.20 per shift subject to a minimum of Rs.1184.00 per half of a shift or part thereof.
2	Over 10 tonnes but not exceeding 15 tonnes capacity	Rs.8400 per shift subject to a minimum of Rs.4200.00 per half of a shift or part thereof.	Rs.5040.00 per shift subject to a minimum of Rs.2520.00 per half of a shift or part thereof.

Note:

1. Any plant or equipment lifted on or lifted off aiding the process of landing from or landing of cargo into the vessels shall not be charged separately provided the charge has been recovered as part of the Berth Hire Charges in the case of first crane or separately hired in the case of additional wharf cranes.
2. However, for work unrelated to cargo handling operations carried out using wharf cranes, necessary charges shall continue to be recovered on per shift / half shift basis as per the Scale of Rates.

SCALE - 10

Charges for hire of Mobile cranes and fork lift trucks for purposes other than landing, shipment and delivery

Item Number and Description	Unit	Charges payable
1. Upto 5 tonnes capacity	Per crane or Fork Lift Truck per shift	Rs.3,276 subject to a minimum of Rs.1638.00 per half shift.
2. Over 5 tonnes but not exceeding 10 Tonnes capacity	Per crane or Fork Lift Truck per shift	Rs.4,368 subject to a minimum of Rs.2184.00 per half shift.
3. Over 10 tonnes but not exceeding 15 tonne	Per crane or Fork Lift Truck per shift	Rs.9,954.00 subject to a minimum of Rs.4998.00 per half shift.
4. Over 15 tonnes and upto 30 tonnes	Per crane or Fork Lift Truck per shift	Rs.14490.00 subject to a minimum of Rs.7,266.00 per half shift.

General notes for Scale 9 and 10 above:

- (1). Grab Hire Charges according to the grab capacity as prescribed else where in the Scale of Rates shall be collected in addition to charges recovered under Scale 1, Chapter III of Scale of Rates.
- (2). If cancellation order is not received before the commencement of the shift charges for one shift shall be levied where requisition is for one and more shift and charges for half a shift shall be levied where requisition is for half a shift.
- (3). Supply of cranes/fork lift trucks normally hired out by the CHPT is not guaranteed. They will be supplied only if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the cranes/fork lift trucks or breakdown of any sort or any demurrage which may occur or result from non-supply or delay in supply or by the use or due to failure of the cranes/fork lift trucks at any stage during the period of its supply

on hire. The hirer is liable for any damage caused to the Cranes/Fork Lift Trucks during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life arising directly or indirectly from the use of the cranes/fork lift trucks during the period of hire to any property belonging to the CHPT including the cranes/fork lift trucks under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repair and damage cost to the port equipment shall be recovered by the Port trust. When the repair is made through a contractor, the actual amount paid to the contractor plus 20% overhead charge shall be collected from the party who caused the damage. While the repair is made departmentally, the direct cost, indirect charges and 20% overhead thereon (direct cost and indirect cost) shall be collected from the party. When the party has fully damaged the equipment, the value as ascertained by an Independent Loss assessor / Valuer appointed by the Trust shall be recovered from the party including the cost of such survey or valuation.

- (4). Whenever the CHPT's Cranes are used in carrying out the repairs by the CHPT of the plants, machinery, floating crafts, etc., of outside parties, charges leviable shall be reckoned on hourly basis for the actual number of hours involved (per hour or part thereof) i.e., the charges for the above services shall be reckoned with at one - eighth of the shift rates prescribed in the scale above for each hour or part thereof of the actual services involved.

SCALE - 11

Charges against masters, owners or agents of vessels or importers or shippers for the use of 50 tonne crane at SQ 1 and floating crane

I. 50 Tonne Crane at SQ 1 :

Weight of each package	Rate per tonne or part thereof (in Rs.)	Coastal rate per tonne or part thereof (in Rs.)
Upto 10 tonnes	374.40	224.64
Over 10 tonnes and but not exceeding 15 tonnes	421.20	252.72
Over 15 tonnes but not exceeding 30 tonnes	558.00	334.80
Over 30 tonnes but not exceeding 50 tonnes	882.00	529.20

Notes:

- (1). Except when hired for delivery, a minimum charge of Rs.3715.20 per requisition will be levied for the use of crane.
- (2). When the crane is requisitioned but not utilised, a charge of Rs.3715.20 will be levied, unless 4 hours clear notice is given during the CHPT's ordinary working hours cancelling the requisition.
- (3). Only one lift at a time shall be slung for discharge or loading; but when two or more lifts made up into one sling are discharged or loaded by the crane, then the crantage charges are recoverable at the rate applicable to the total weight of such lift.
- (4). Whenever packages weighing above 30 tonnes are landed or shipped or directly delivered or directly loaded by Ship's own derricks at SQ 1 only without the use of the CHPT's 50 Tonne crane, charges shall be recovered at 50% of the rates as specified above excepting for export of granites stones".

This charge shall not however be levied in the following cases:-

- (a). In cases where the heavy lift is discharged by derricks into or loaded by derricks from barges, subject to the barge being released or loaded by the use of the CHPT's heavy lift cranes on payment of the normal heavy lift crane charges as per Scale above.
 - (b). In cases where the heavy lift cranes though requisitioned for landing or shipment of package weighing above 30 tonnes, but could not be spared by the CHPT for reasons like maintenance, overhaul repairs, non-availability of the cranes because of being hired by another party etc., as certified by the CHPT or the official authorized by it, and when the heavy lifts have to be landed or shipped necessarily by the use of the ship's own derricks.
 - (c). In case of containers either empty or loaded with cargo landed or shipped by the use of the Ship's own derricks / private cranes.
- (5). (a). In cases of 'normal delivery', charges shall be recovered for the actual services rendered.
- (b). In case of 'direct delivery' by Port's 50 Tonne crane, crantage charges shall be recovered from Steamer Agents for landing.
- (6). The Private cranes shall be allowed on the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates.

II. 150 tonne Floating Crane

Weight of each package	Rate per tonne or part thereof (in Rs.)	Coastal rate per tonne or part thereof (in Rs.)
Upto 30 tonnes	1002.00	601.20
Over 30 tonnes, but not exceeding 60 tonnes	1670.00	1002.00
Over 60 tonnes, but not exceeding 100 tonnes	2338.00	1402.80
Over 100 tonnes	3257.00	1954.20

Notes:

- (1). Except when hired for delivery, a minimum charge of Rs.2322/- per requisition will be levied for the use of crane.
- (2). When the crane is requisitioned but not utilised, a charge of Rs.2322/- will be levied, unless 4 hours clear notice is given during the CHPT's ordinary working hours cancelling the requisition.
- (3). Only one lift at a time shall be slung for discharge or loading; but when two or more lifts made up into one sling are discharged or loaded by the crane, then the crantage charges are recoverable at the rate applicable to the total weight of such lift.
- (4). Whenever packages weighing above 30 tonnes are landed or shipped or directly delivered or directly loaded by Ship's own derricks without the use of the 150 Tonne F.C., charges shall be recovered at 50% of the rates as specified above excepting granites stones for Export".

This charge shall not however be levied in the following cases:-

- (a). In cases where the heavy lift is discharged by derricks into or loaded by derricks from barges, subject to the barge being released or loaded by the use of the CHPT's heavy lift cranes on payment of the normal heavy lift crane charges as per Scale above.
 - (b). In cases where the heavy lift cranes though requisitioned for landing or shipment of package weighing above 30 tonnes, but could not be spared by the CHPT for reasons like maintenance, overhaul repairs, non-availability of the cranes because of being hired by another party etc., as certified by the CHPT's Chief Mechanical Engineer, CHPT and when the heavy lifts have to be landed or shipped necessarily by the use of the ship's own derricks.
 - (c). In case of Containers either empty or stuffed with cargo landed or shipped by the use of the ship's own derricks / private cranes.
- (5). (a). In cases of 'normal delivery', charges shall be recovered for the actual `services rendered.
- (b). In case of 'direct delivery' by Port's floating crane, cramage charges shall be recovered from Steamer Agents for landing.
- (6). The Private cranes shall be allowed at the request of the party for port operations on payment of 10% of the charges specified in the Scale of Rates. The parties shall be allowed to bring their own equipment if those equipments are not available with the port trusts. If the equipments are available with the Port Trust and not made available to the party due to its break down planned maintenance or having been hired to other party, the 10% charge specified above shall not be collected.
- (7) For working of 150 Ton FC during the 2nd and 3rd shifts on any working day and during any shift on a Sunday or a CHPT Holiday, a fee of Rs10000/-- per shift or part thereof shall be levied. This fee will be in addition to the cramage charges as per Scale-11 above or as per Scale-6 (Category-I) of Chapter-VI.

General note applicable for 50 tonne crane and 150 tonne floating crane.

- (1). Loads heavier than the Safe Working Load shall not be put on the equipment hired out or on the auxiliary hooks provided to the equipment.
- (2). The hirer shall be liable for the damages, if any, as specified under note (6) below, which will include as well the compensation, if any, payable by the Port under its rules, regulations, practices, or any settlement or otherwise for injury or loss of life sustained by any employee or any other person as also medical expenses, if any, incurred due to the accident.
- (3). (a). The cramage charge on packages discharged from or loaded into a ship by the Floating Crane shall cover the use of the crane for moving the package from the ship to shore or shore to ship, as the case may be.
- (b). When barges are supplied for conveyance or heavy lift packages lifted by the floating Crane between the ship and the shore, no charges will be levied towards hire of the barges.

- (4). If the crane hired by the Steamer Agents for discharge or shipment of packages, lands or lifts any such package directly into or from the road or rail vehicles for purpose of delivery or taking over for the shipment, then the importers or shippers will not be charged separately for the use of the crane in respect of any such package.
- (5). The discharge or loading of lifts from or into vessels will be performed under the directions of the Stevedores employed on the vessels. All other handlings of lifts will be performed under the supervision of CHPT or any such official to whom power may be delegated by it who may refuse to work the crane, if in his opinion, the safe and proper precautions are not being taken.
- (6). Supply of cranes normally hired out by the CHPT is not guaranteed. They will be supplied only, if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the crane or breakdown of any sort or any demurrage which may occur or result from non-supply or delay in supply or by the use or due to failure of the cranes at any stage, during the period of its supply on hire. The hirer is liable for any damage caused to the cranes during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life, arising directly or indirectly from the use of the crane during the period of hire to any property belonging to the CHPT including the crane under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the CHPT. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repair and damage cost to the port equipment shall be recovered by the Port. When the repair is made through a contractor, the actual amount paid to the contractor plus 20% overhead charge shall be collected from the party who caused the damage. While the repair is made departmentally, the direct cost, indirect charges and 20% overhead thereon (direct cost and indirect cost) shall be collected from the party. When the party has fully damaged the equipment, the value as ascertained by an Independent Loss assessor / Valuer appointed by the Trust shall be recovered from the party including the cost of such survey or valuation.

- (7). The cranes hired shall not be used by the hirer for purposes other than that for which application was made, except in cases of direct loading or unloading as specified in condition (4) above.

CHAPTER IV

Demurrage Charges

Demurrage is chargeable on all goods left in the CHPT's transit sheds or Yards beyond the expiry of the free days. After demurrage begins to accrue no allowance is made for Customs notified holidays or port's non working days 'Day' for purposes of this Chapter shall be reckoned with as from 6 a.m to 6 a.m.

SCALE 1 Free Days (Imports)

- (1). Dangerous / Explosive goods:- The demurrage will accrue from the day following the complete discharge of the dangerous / explosive cargo.
- (2). Sweepings collected from the CHPT's premises:- Ten days excluding Customs notified holidays and port's non working days are allowed free for sweepings of a particular commodity of a particular vessel, collected from the port's premises after the last date of clearance of the original commodity of that vessel which has caused the sweepings.
- (3). Goods landed in excess, or under 'Nil' mark, etc.: -
 - (a). Goods landed in excess of the manifested quantity are free for six days calculated from the date following the issue of vessel's out turn, by the CHPT excluding customs notified holidays and port non-working days.
 - (b). Goods under 'Nil' mark or with marks differing from the manifest which are adjusted against the manifested quantity on amended delivery orders issued by the Steamer Agents are free upto six working days in the case of coastal cargo and seven working days in the case of foreign cargo excluding customs notified holidays and port non-working days after the date of complete discharge of a vessel's cargo.
- (4). Abandoned goods:

Abandoned and uncleared/unclaimed goods sold by the CHPT in public auction:- In respect of abandoned and uncleared/unclaimed goods listed for public auction by the CHPT, the demurrage leviable shall be limited to six months from the date of its accrual, or to the date of receipt of intimation of abandonment in the Harbour Office, in writing, whichever is earlier.

The limiting of demurrage to six months, as per the above provision, is not admissible in cases of abandoned uncleared / unclaimed goods listed for public auction by the CHPT, where there is a request from the Steamer Agent concerned for withdrawing the goods from the sale at any stage in the process of arranging the auction sale of goods, by the CHPT. In such cases demurrage shall be reckoned with upto the date of receipt of intimation of abandonment, if any, in the Harbour Office, in writing, tendered to the CHPT by the Steamer Agents concerned after the request for withdrawing the goods from the sales, or upto the date of sale by the CHPT, whichever is earlier.
- (5). Salvaged goods:- The free period of two working days in the case of coastal and three working days in the case of foreign cargo will count from the day following the notification of salvage by the Receiver of Wrecks in the Tamil Nadu Government Gazette, or from the day following the date on which the advice of the salvage of goods is sent, by the Receiver of Wrecks to the Steamer Agent concerned, or the consignee of the goods or their Clearing Agent, whichever is earlier.

(6). Direct Delivery of cargo:

Whenever packages are directly delivered on to the parties vehicle and not moved out of port premises within 24 hours from the time of directly loading on to the parties vehicle, demurrage charges shall be collected for such packages after expiry of 24 hours from the time of directly loading on to the parties vehicle at the rates specified in Scale 6 below in this Chapter.

(7). Goods sold in Auction:

Goods sold in auction shall be allowed three free days excluding Customs notified holidays and port's non working days from the date of confirmation of sale and thereafter the successful bidder shall be charged at daily rates as per Scale 4 of this Chapter upto and including the date of clearance by the successful bidder.

(8). Cargo other than mentioned above:

(a). Seven working days in the case of coastal cargo and seven working days in the case of foreign cargo excluding customs notified holidays and port non-working days are free after complete discharge of a vessel's cargo, or the date when the last package was put over side.

(b). Different Free days shall also be declared in respect of coastal cargo or foreign cargo as the case may be ex. one vessel in the same voyage at different berthings.

(c). Whenever discharge of Import cargo is suspended or stopped for more than 48 hours for any reason not attributable to CHPT, free days shall also be declared for the cargo already handled. Free days for the balance cargo shall be declared after discharge.

(d). Sweepings collected on Board the vessel:- The number of free days excluding Customs notified holidays and port's non working days as applicable to (a) above.

(e). Survey goods:

(i). The same number of days is free as is allowed under (a) above.

(ii). In respect of goods surveyed on the last free day, no demurrage will be levied if such goods are removed on the working day next succeeding that on which they were surveyed.

(iii). In the case of salvaged goods detained for survey, seven days excluding Customs notified holidays and port's non working days will be allowed from the day following the notification of salvage by the Receiver of Wrecks in the Tamil Nadu Government Gazette, or from the day following the date on which the advice of the salvage of goods is sent by the Receiver of Wrecks to the Steamer Agent concerned, or the consignee of the goods or their Clearing Agent, whichever is earlier.

(9). The following free periods are allowed in addition to the free periods applicable as per description of goods:

- (a). For periods of detention during which goods are detained by the Commissioner of Customs for the purpose of special examination involving analytical or technical tests other than the ordinary process of appraisal and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importers and
- (b). Where goods are detained by the Commissioner of Customs on account of Import Control formalities and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Importer, for such period of detention under 9 (a) and (b), the demurrage charges shall be recovered as under:
- | | |
|--------------------|------------------------------------|
| First 45 days | : Free |
| 46 days to 60 days | : 25% of actual demurrage charges |
| 61 days to 90 days | : 50% of actual demurrage charges |
| Beyond 90 days | : 100% of actual demurrage charges |

Actual demurrage charges at full rate shall be worked out as per Scale of Rates at the appropriate slab as applicable after 45 days and the concessional rate mentioned above shall be applied thereon on the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows:

- (i). first 45 days after expiry of free days if cargo detained by the Customs before expiry of free days and
- (ii). first 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

The detention certificate for availing the above concession shall be submitted within a period of six months from the date of clearance of goods.

- Note :**
1. The above time limits will be inclusive of all holidays.
 2. The time limits can be relaxed in case of Acts of God or of extraordinary circumstances beyond human control.

- (c). In case the cargo is condemned as unfit for human consumption by the PHO and destroyed ultimately by the Chennai Port Trust, levy of demurrage is limited to six months from the date of its accrual or the date prior to the date of condemnation by the PHO, whichever is earlier.
- (d). Three working days shall be given free for tracing the packages from the date of receipt of enquiry in Harbour office in writing, for the packages unable to be traced owing to congestion of accommodation, wrong sorting or incorrect tallying.
- (10). Unserviceable empty drums and empty bottles and similar unmanifested articles, sold by Captains of vessels frequenting the Port, are free for a period of six working days excluding Sundays and CHPT non-operational days Holidays after the date of their landing.

SCALE 2 – Free Days (Exports)

- (1). (a). Export cargo for a vessel other than containerised Export Cargo shall be allowed.
- (i). A free period of thirty days (excluding customs notified holidays and port non-working days) from the actual day of receipt of the goods in transit area restricted to the day prior to the date the vessel commences Loading of Export Cargo
- (ii). From the day the vessel commences loading of Export cargo; to the day the vessel completes loading shall also be free period.
- (b). The free days admissible on containers and export cargo, awaiting stuffing into the containers shall be as provided under Clause 1 (a) supra read with the provision for Dwell Time charges on containers prescribed elsewhere.

(2). Goods not shipped and removed outside:-

- (a). Goods shutout by the ship or prevented from shipment by Act of God, such as cyclone, grounding of vessels, etc., and removed outside, shall be allowed in addition to the free days referred to under Clause 1 above, two days (excluding customs notified holidays and port non-working days) next to the day of completion of taking in of exports by the vessel.
- (b). Goods not shipped for any other reasons than above excluding sweepings, shall be allowed the same free days as under item 1.
- (c). Three days excluding customs notified holidays and port non-working days-are allowed free for sweepings of a particular commodity of a particular vessel collected from the CHPT's premises after the last date of shipment of the original commodity of that vessel which has caused the sweepings.

(3). Salvaged Goods:-

Three days excluding customs notified holidays and port non-working days will count as free, from the day following the notification of salvage by the Receiver of Wrecks in the Tamil Nadu Government Gazette or from the day following the day on which the advice of the salvage of the goods is sent by the Receiver of Wrecks to the Steamer Agent concerned or the Shipper of the goods or the Shipping Agent, whichever is earlier.

Note: - Export cargo may be admitted without reference to the vessel by which the cargo is to be exported.

(4). Goods detained by Customs:-

For periods of detention - during which the goods are detained by the Commissioner of Customs for the purpose of analytical test or technical tests, other than the ordinary process of appraisalment and certified by the Commissioner of Customs to be not attributable to any fault or negligence on the part of the Exporter, for such periods of detention, the demurrage charges shall be recovered as under:

First 45 days	: Free
46 days to 60 days	: 25% of actual demurrage charges
61 days to 90 days	: 50% of actual demurrage charges
Beyond 90 days	: 100% of actual demurrage charges

Actual demurrage charges at full rates shall be worked out as per Scale of Rates at the appropriate slab as applicable after 45 days and the concessional rate mentioned above shall be applied thereon the full demurrage charges leviable.

The first 45 days shall be reckoned with as follows;

- (i) first 45 days after expiry of free days if cargo detained by the Customs before expiry of free days; and,
- (ii) first 45 days from the date of detention if cargo is detained by the Customs after accrual of demurrage charges.

The detention certificate for availing the above concession shall be submitted within a period of six months from the date of clearance of goods.

- Note :**
- (i). The above time limits will be inclusive of all holidays.
 - (ii). The time limits can be relaxed in cases of Acts of God.

SCALE 3 - Confiscated goods

- (1). For the goods confiscated by Customs, the normal dues accrued on the goods from the date of expiry of the free days upto the date of confiscation (or) for the first four months from the date of expiry of free days whichever is earlier shall be recovered from the Customs as pre-confiscation charges on the goods.
- (2). Post-confiscation charges shall also be recovered on the confiscated goods from the Customs as Storage charges from the date of confiscation upto the date of removal of goods to Custom Warehouse on daily rate basis as per rates given in Scale 4 below. In addition to the Storage charges, removal charges @ Rs.20/- per package weighing upto half-a-tonne and Rs.230/- per tonne or part thereof for packages weighing more than half-a-tonne shall also be recovered.
- (3). The CHPT dues accrued on the confiscated goods upto the date of confiscation shall also be limited to the extent of amount available from the Customs from the proceeds of sale of confiscated goods and the balance dues may be treated as remitted.

SCALE 4 - Due on goods confiscated by customs / goods sold in auction

Item No.	Description of packages	Charge payable per day or part thereof
1.	Bags, Bales, Cases, Crates, Casks, kegs, drums, jars, Machinery unpacked and articles not enumerated	Rs.30 per tonne or part thereof
2.	Carriages and motor cars	Rs.150.00 each

SCALE 5 - Free days (Transshipment goods)

Transshipment goods shall be allowed a free period of fifteen days (excluding Customs notified holidays and port's non working days) from the date following the date of expiry of free days admissible as import cargo as per classification under Scale '1' of this Chapter.

SCALE 6 – Demurrage charges

When recoverable	Charge payable per wharfage unit per day or part thereof
(1) Import goods left lying in the CHPT Transit area beyond the expiry of the free days	---
(i) For the first 7 days after the expiry of the free days	Rs.11.80
(ii) For the next 10 days	Rs.23.60
(iii) For the next 30 days	Rs.35.40
(iv) Thereafter	Rs.59.00
(2) Export goods and transship goods left lying in the Transit Area beyond the expiry of the free days	Rs. 3.60
(3). Exports awaiting stuffing in the containers in the transit area.	Rs. 3.60
In cases where the wharfage is based on per each unit and on Ad valorem demurrage shall be reckoned with on gross weight (per tonne or part thereof.)	

Notes:

- (1). If at any time CHPT should apprehend serious congestion in its transit areas to the detriment of the rapid transit of goods through the Port, it may direct the owners or consignees of any specified goods to remove such goods from the CHPT's premises within a given time; and should the goods not be so removed the CHPT may charge them demurrage thereon upto Rs.72 per unit per day until the goods shall have been removed from the CHPT's premises. Also, if the aforesaid charge should prove inadequate to ensure the removal of the goods, the CHPT may itself remove them from the transit areas at the expense of the owners and shall stack them in any space within its premises at the risk of the owners.
- (2). Goods sold in auction and lying in the Returned Stores Yard shall be allowed three free days excluding Sundays and CHPT's non-operational days from the date of confirmation of sale and thereafter shall be charged storage charges at Rs.16 per 100 Sq. Metres or part thereof, per day or part thereof including the date of clearance by the successful bidder.
- (3). No demurrage shall be charged on goods consigned to or by the CHPT and goods consigned in the name of Government of India on Chennai Port Trust account.
- (4). The demurrage shall not accrue for the period during which the CHPT is not in a position to deliver cargo/ containers for reasons attributable to it when requested by the user.

CHAPTER V

CHARGES FOR SPECIAL SERVICES

SCALE - 1 LABOUR CHARGES FOR THE SUPPLY OF MAZDOORS FOR PURPOSES OTHER THAN LANDING AND SHIPMENT

Particulars	Charges payable
(1). Charges to be recovered per mazdoor per shift or part thereof	Existing daily wages of mazdoors

SCALE - 2 CHARGES IN RESPECT OF CHPT LABOUR REQUISITIONED FOR WORKS INCLUDING CONTAINERS AND SUPPLIED BUT NOT FULLY OR PROPERLY UTILISED.

Item No.	Classification for purposes of this scale	Charges Payable	
		Foreign-going vessel	Coastal vessel
1.	Port CHPT mazdoor sent away or not required, after shore work shall have commenced at the start of each shift.	Existing daily wages of Mazdoors	Existing daily wages of Mazdoors
2.	Allowances for working of two hooks simultaneously at a vessel's hatch.	Rs.21.20 per each CHPT Shore Mazdoor employed at the hooks.	Rs.14.20 per each CHPT Shore Mazdoor employed at the hooks.
3.	Allowances for working of more than two hooks simultaneously at a vessel's hatch.	Rs.39 per each CHPT Shore Mazdoor employed at the hooks.	Rs.26.60 per each CHPT Shore Mazdoor employed at the hooks.

Note: If the labour requisitioned for work at hooks / container for a shift is to be cancelled, one and a half hours' prior notice must be given in writing to the CHPT, before the commencement of the shift. If cancellation orders are not received in time, charge will be levied for the full period requisitioned.

SCALE - 3 CHARGES FOR REMOVAL OF GOODS

Particulars	Unit	Charges Payable
Goods removed by the CHPT from the Transit Area in the case of import and exports after the expiry of the free days in the case of import and export.	Per Unit or part thereof for each removal	Rs.100/-

Notes:

1. The above charge is inclusive of the charges for the Cranes/Fork Lift Trucks involved in the removal operation in the Transit Area and in the Overflow Area.
2. The above fees are not chargeable in the case of imports lying in the Transit area, which are removed within free days to overflow area.

CHAPTER VI

MISCELLANEOUS CHARGES

SCALE 1 – Scale of licence fee for space allotted under monthly licence and under annual licence

Item No.	Description of space	Unit	Licence Fee
1(a)	Open space	100 Sq.mtrs.or part thereof	Rs.2,000/- per calendar month or part thereof
(b)	Open space hardened with water bound Macadam Surface.	"	Rs.3,800/- per calendar month or part thereof.
2.	Open space in the Transit Area for Export Cargo (Barytes, Lumps, Quartz, etc.)	100 Sq.mtrs. or part thereof	Rs.1,300/- for every ten days or part thereof of a calendar month
3.	Track length at any of the CHPTs Railway Sidings	1 running metre or part thereof	Rs. 600/- per calendar month or part thereof.
4..	Covered Space	10 Sq.mtrs. or part thereof	Rs. 600/- per calendar month or part thereof
5.	Open sided shed	10 Sq. mtrs. or part thereof	Rs. 400/- per calendar month or part thereof
6.	Buildings allotted for use as office accommodation		
(a).	Buildings on Rajaji Salai or adjacent to Port's limits.	Per Sq.mtrs. or part thereof	Rs.200/- per calendar month or part thereof.
(b).	Buildings with RCC Roof and terrace within the port used for office use.	"	Rs.160/- per calendar month or part thereof.
(c).	Buildings with ACC sheet and any other similar roofing like G I sheet within the Port.	"	Rs.120/- per calendar month or part thereof.
7.	Covered space declared as private bonded area (by arrangements between the custom and private Agencies)	Rs.3500/- per calendar month or part thereof	Per 50 sq.mtr. or part thereof.
8.	Open space declared as private bonded area (by arrangements between the custom and private Agencies)	Rs.2400/- per calendar month or part thereof	Per 100 sq.mtr. or part thereof.

Note: 1. The rate of Rs.1300/- under item number 2 above shall be applicable for a period of every ten days, i.e. 3slabs of 1st to 10th, 11th to 20th and 21st to the last day of the month or part thereof of every such slab period.

General Note:

All the conditions/ notes stated hereinunder to govern the rates prescribed in Scale 1 and Scale 2 (Miscellaneous Charges) of Chapter VI shall apply to the extent they are not inconsistent with the conditions prescribed in the Land Policy guidelines announced by the Government in February/ March 2004. Incase of disagreement, the conditions prescribed by the government in the Land Policy guidelines shall prevail.

CONDITIONS FOR LICENSING OF SPACE

1. Applications for the allotment of space should be made in writing by the owners before the deposit of goods, stating their acceptance of all risks and responsibility for goods so stored. Transit area within 100 metres from the berth shall not be licensed for storage of import/ export cargo.
2. It shall be in the CHPT's discretion to consent or to refuse to allot space on terms of Licence.

CONDITIONS FOR LICENSING OF SPACE BY THE CHPT UNDER MONTHLY LICENCE UPTO ELEVEN MONTHS:

- (i). Licensed space shall not be sub-let.
- (ii) Encroachment or unauthorised occupation of the Trust's land and stacking of cargo on the Trust's land and stacking of cargo on the Trust's Railway tracks, plants, equipment, etc., causing obstruction to the movement of traffic by the licensee will involve a liability to pay a penalty at the rate not exceeding ten times the licence fee laid down in the Trust's Scale of Rates, in addition to the cost of rectifying damages caused to the Trust's properties. If the licensee fails to remove the cargo, from the encroached area in spite of notice to do so, the cargo will be removed elsewhere by the Trust at the risk and cost of the licensee and penal licence fee at the rate not exceeding ten times the normal rate will be levied on the space occupied by the cargo so removed.
- (iii) Goods stored under the monthly licence shall be at the entire risk and responsibility of the licensees. The licensees shall post their own watch to safeguard the goods stored at their allotted space and to prevent any unauthorised occupation of such space by others.
- (iv). The licensees shall not construct or put up any building, erection or convenience on space occupied under monthly licence except on the written permission of the CHPT. The licensees shall agree to remove such building, erection or convenience on the space, restore the space to its original condition at the time of termination of the licence and if the licensees fail, the Trust will arrange for removal of such erection at the cost, risk and responsibility of the licensees.
- (v). Fees or charges shall be paid from the date of allotment of space in accordance with the rate laid down in the CHPT's Scale of Rates and shall be remitted for each calendar month in advance to the CHPT.
- (vi). The Licensees shall vacate the space occupied by them if the monthly licence is not renewed and in case the licensees fail to hand over the space in vacant possession on the date of expiry of the monthly licence granted after removing such of the structures or constructions put up, the CHPT shall have the right to remove such structures and the goods stored in such space to any other alternative open or covered space in any part of the CHPT's premises at the cost, risk and responsibility of the licensees and in addition, the CHPT shall charge a penalty at rates not exceeding ten times the normal fees leviable under the CHPT's Scale of Rates for the period the goods may have remained within the CHPT's premises beyond the period for which the monthly licence was granted.
- (vii). The monthly licence shall lapse automatically at the expiry of the calendar month for which it has been issued. If the licensee requires a renewal of the licence, an application for renewal duly accompanied by the receipt for payment of the advance fee must be made seven days before the expiry of the period of the monthly licence. Failure to apply for renewal of the monthly licence within the stipulated time, forwarding the required

receipt for the remittance of the fees and charges, will involve a liability to pay a penalty at rates not exceeding ten times the rate of the normal fees leviable under the CHPT's Scale of Rates.

- (viii). No licensee shall convert the space allotted to him/them into private bonded area except with the written permission of the CHPT. The CHPT, shall, in addition to the fees leviable for such space, levy such penalty not exceeding ten times the normal fees leviable under the CHPT's Scale of Rates on their failure to obtain the prior written permission from the CHPT.
- (ix). "Subject to the provisions of section 59 of the Major Port Trusts Act, 1963, in this regard, all licensees shall deposit with the CHPT an amount equivalent to 3 months fee on space allotted to them under the monthly licence as a guarantee for the due and faithful performance of the conditions set forth in the monthly licence and the deposit will be returned when the space is vacated finally, less any amount that may be due to the CHPT.
- (x). The CHPT shall have the right at any time to resume possession of space wholly or partly which is not occupied by the licensees, in which event a proportionate reduction in fee will be allowed.
- (xi). The licensees shall agree to comply with all rules or directions issued by the CHPT from time to time. Should the licensees neglect to comply with such rules or directions, the CHPT may terminate the licence.
- (xii). The licensees shall comply with all rules or regulations that may from time to time be issued by the Corporation of Chennai or the Inspector of Explosives, Department of Explosives, Government of India, or whomsoever concerned in relation to the storage of the goods under the monthly licence.
- (xiii). " Under monthly licence, the licence period shall not exceed 11 months at a time. Subsequently, the licence could be renewed for a maximum period of 22 months at two terms of 11 months each. Security deposit equal to 3 months licence fee shall be collected in advance. The Port may at any time with a notice of 2 months resume the property for good and sufficient reasons to be recorded. The licence fee is subject to revision of rates by TAMP from time to time."

General conditions in respect of Licensing of Space for period of one year and above but below 3 years, Covered Space (Warehouse) and Covered Space other than warehouse.

1. The licensee shall be liable for the following:

- (a) To pay the licence fees for three months in advance as security deposit which shall be repaid on the termination of the licence, provided that should the licensee be in arrears of licence fee, the arrears are liable to be deducted from the advance made under this Clause.
- (b) In the event of the licence being terminated by the licensee by giving the required notice within the period of the first year of the licence to make good the difference in the licence fee between the rate of licence fee per 100 /10 square metres allotted or part thereof per calendar month or part thereof leviable for occupation for a period less than one year and licence fee per 100 /10 square metres allotted or part thereof per calendar month or part thereof mentioned in the licence, from the date of commencement of the licence to the date of vacation of the space allotted.

- (c) In the event of a new or increased tax, rate assessment or outgoing of any description payable either by licensor or licensee being imposed in future upon the said premises by any other authority than the licensor to pay the new imposition, or the amount by which the present imposition, is increased, as the case may be.
- (d) To give the Port Trust Fire Service the right of unrestricted access to the said premises.
- (e) Not to use the said premises or any part thereof or suffer the same to be used otherwise than for the purpose for which the premises has been licensed without the consent in writing of the licensor first had and obtained.
- (f) To apply and pay for all licenses and permits that may from time to time be required under the provisions of the law for the time being in force for the purpose of using the said premises as aforesaid.
- (g) Not to sublet or underlet, transfer or Mortgage, assign to or induct into create a charge on or part with the use possession of the said premises or any part thereof to any person or persons whomsoever.
- (h) Not to carry on any business, occupation or operation within the said premises or any part thereof outside the working hours from time to time laid down by the licensor except and until they shall have received permission so to do from the CHPT or any such official to whom powers may be delegated by it.
- (i) Not to keep or permit to be kept in the said premises any materials of a dangerous nature or the keeping of which may contravene any Act or local regulations.
- (j) **Not to carry on or permit upon the said premises or any part thereof any offensive, noisy or dangerous trade, business or occupation or use the same for any other purpose than that for which the premises has been licensed.
- (k) To comply with any rules or regulations which may be framed by the licensor in connection with the checking of goods entering or leaving the said premises.
- (l) To hold the licensor free from all risk and responsibility in respect of the goods stored in the said premises whether the same shall be lost or damaged by any cause whatsoever.
- (m) To vacate the space occupied by the licensee if the licence is not renewed and in case the licensee fails to hand over the space in vacant possession on the date of expiry of the licence granted after removing such of the structures or constructions put up, the CHPT shall have the right to remove such structures and the goods stored in such space to any other alternative open or covered space in any part of the CHPT's premises at the cost, risk and responsibility of the licensee, and in addition, the CHPT may charge a penalty at rates not exceeding ten times the normal fees leviable under the CHPT's Scale of Rates for the period the goods may have remained within the CHPT's premises beyond the period for which the licence was granted.

** Applicable only to plots adjoining the petroleum installation on the south side of the Licensor's premises.

2. PROVIDED ALWAYS and it is hereby mutually agreed as follows:-

- (a) If the licensee shall make default in payment of the whole or any part of the said monthly licence fee in advance on the days herein before mentioned whether formally

demande or not or shall become insolvent or shall go into liquidation whether voluntarily or compulsorily other than for purposes of re-construction or shall make any arrangement with their creditors or shall assign, underlet, transfer or part with the possession of the said premises or any part thereof or shall allow any offensive or dangerous goods to be stored or stacked in the said premises or shall allow any offensive or dangerous business to be carried on therein or shall neglect to perform or observe any other stipulation on their part herein contained then and in any of such events it shall be lawful for the licensor at any time thereafter to re-enter upon the said premises or any part thereof in the name of the whole and re-possess and enjoy the same and thereupon this licence shall absolutely cease and determine but without prejudice to any right of action of the licensor in respect of any breach of the licensee's covenants herein contained.

- (b) If there shall be any licence fee due and owing to the licensor at the time of such re-entry and the licensee shall fail to pay the same on demand it shall be lawful for the licensor to distrain upon any monies which may have been deposited with the licensor by the licensee or upon any goods of the licensee remaining in the said premises.
- (c) In case of encroachment on the CHPT's property and/or stacking of cargo by the licensee on the CHPT's Railway tracks, plants, equipment, etc., causing obstruction to the movement of traffic the licensor is entitled to charge a penal licence fee at the rate not exceeding ten times the licence fee laid down in the CHPT's Scale of Rates for the encroached area from the date of encroachment, in addition to the cost of damages caused to the CHPT's properties. If the licensee fails to remove the cargo from the encroached area in spite of advice to do so the cargo will be removed elsewhere by the licensor at the risk and cost of the licensee and penal licence fee at the rate not exceeding ten times the normal rate will be levied on the space occupied by the cargo so removed.

- 3. **AND IT IS FURTHER AGREED** that the licensor shall not be considered to have parted with the possession of the said premises by this agreement so as to deprive it of any lien notwithstanding anything contained in the licence on all goods stored therein for charges leviable under the Major Port Trust Act, 1963 as subsequently amended or otherwise incidental thereto and incurred within the licensor's premises and for such purpose it shall be lawful for them at all times during the continuance of this licence to have free access to the said premises and should the licensor deem it advisable so to do to remove any such goods from the said premises to the premises of the licensor for the purpose of enforcing such lien.
- 4. Any change in the constitution at the licensee firm or business shall in no way affect the terms of the licence.
- 5. The rules and regulations framed by the licensor from time to time shall be deemed to be part of the provisions of the licence.

Additional General conditions in respect of Covered Space (Warehouse) and Covered Space other than warehouse.

1. The licensees shall be liable for the following:

- (a). To the said licence fee being revised in accordance with the amendments to the CHPT's Scale of Rates from time to time, affecting the rates of licence fee laid down in the said Scale.
- (b). To pay the said licence fee herein before reserved or the revised licence fee under Clause (a) above, as the case may be, from the date of allotment of space and shall be remitted for each calendar month in advance.

- (c). To pay in addition to the licence fee stipulated above, the cost of water and electricity consumed every month at the rates fixed by the CHPT from time to time, together with the installation and maintenance charges on electrical installations every month as may be fixed by the licensor from time to time.
 - (d). To keep the doors of the said premises locked and secured outside the working hours laid down by the CHPT.
 - (e). To permit the CHPT or its Agents with or without workmen or others at all reasonable hours to enter the said premises and to view the condition thereof and to effect all necessary repairs and to carry into effect if necessary the provisions of clause (2) & (3) in the general conditions.
 - (f). To yield up the said premises at the determination of the licence in goods and tenantable repair.
 - (g). Not to use the premises as Private Bonded area without prior permission from the CHPT and in the event of premises being used as Private Bonded area higher rate of licence fee as may be fixed from time to time shall be payable by the licensee.
2. The CHPT agrees that the licensee paying the licence fee hereby reserved and observing and performing the covenants and stipulations herein on their part contained shall peaceably enjoy the premises during the said term without interruption by the CHPT;
- Provided that during the period of licence the CHPT or any such official to whom powers may be delegated by it may take over on a written demand the premises or any portion thereof temporarily for its use or for urgent repairs, in which case the licensee shall be entitled to proportionate abatement of licence fee for the period of such occupation by the licensor.
3. The licensees shall be liable to stock goods in the said warehouse so as not to exert any side pressure on the walls of the said warehouse and in the event of a wall cracking or collapsing due to the non-observance of this condition to be solely responsible for any damage caused thereby to person or property.

CONDITIONS FOR LICENSING OF SPACE BY THE CHPT FOR PERIODS OF ONE YEAR AND ABOVE BUT BELOW 3 YEARS.

1. The licensee shall be liable for the following:-

- (a) To pay the increased licence fee as approved by TAMP from time to time and such increased licence fee be effective from the date of notification by TAMP.
- (b) To allow such officer or servant of the licensor as may be deputed in that behalf at reasonable times during the said terms to enter upon the said premises or any part thereof and any buildings, works or conveniences thereon whether completed or in the course of erection for the purpose of viewing and examining the state repair and condition thereof and to keep readily available at the premises for the reference of such officer or servant the approved drawings and communications of approval from the licensor. And upon notice in writing being given by the licensor to the licensee by leaving the same upon the said premises to pull down rebuilt, repair or

replace any part or parts of the said premises, buildings, works or conveniences whether the same are completed or in the course of erection and that in case default be made for one calendar month after such notice shall have been given as aforesaid in complying with such notice it shall be lawful for licensor to enter upon the said premises, buildings, works or conveniences, whether the same are completed or in the course of erection or any part or parts thereof and to pull down, rebuilt, repair or replace such part or parts thereof as are specified in such notice and forthwith to recover the amount expended in such pulling down, rebuilding, repairing or replacement from the licensee as liquidated damages PROVIDED ALWAYS that the licensor shall not be liable for any damage caused to the property of the licensee in the course of such pulling down, rebuilding, repairing or replacement as afore-said.

- (c) Not to use the premises as private bonded area without prior permission from the CHPT and in the event of premises being used as private Bonded area higher rate of licence fee as may be fixed from time to time shall be payable by the licensee.
- (d) To keep at all times free from timber or other inflammable matter such space at the north of the neighbouring petroleum installation as may be specified by the CHPT or any such official to whom powers may be delegated by it.
- (e) To yield and deliver up unto the licensor at the expiration or sooner determination of the license the said premises in good order and condition and in the same or substantially the same state in which it was immediately before the allotment.
- (f) The license fee shall bear an escalation @ 2% per annum.
- (g) Licence less than one year but below 3 years licence cannot be renewed for more than two years and eleven months. If the licensee likes to renew beyond two years and eleven months the conditions applicable for long-term lease shall automatically apply such as the licensee shall pay a premium equivalent to one year's lease rentals and shall deposit an amount equivalent to one year's lease rentals as refundable Security Deposit etc.

2. The licensor shall be liable for the following:

- (a). To permit the licensee to erect or cause to be erected in the said premises or any part thereof any buildings, works or conveniences which the licensee may consider necessary for the purpose of storage of goods or otherwise on the premises licensee first having obtained the sanction in writing of such officer of the licensor as may be specified for the purpose to the plans and full specifications of the said buildings, works and conveniences PROVIDED ALWAYS that the licensee shall not deviate in the course of the erection of the said buildings, works or conveniences from the said plans and specifications sanctioned in writing by the said officer as aforesaid AND the licensees will during the term keep such buildings, works or conveniences tidy and in good repair and condition.
- (b). That the licensee paying the licence fee hereby reserved and observing and performing the covenants and agreements on their part herein contained may peaceably and quietly held and enjoy the said premises during the said term herein specified without any interruption by the licensor; Provided that during the period of licence, the CHPT or any such official to whom powers may be delegated by it may take over on a written demand the premises or any portion thereof temporarily for its use or for urgent repairs, in which case the licensee shall be entitled to proportionate abatement of licence fee for the period of such occupation by the licensor.

3. PROVIDED ALWAYS and it is hereby mutually agreed as follows:-

- (a) Either party shall be at liberty to terminate the licence at any time by giving to the other three calendar months notice in writing of its or their intention of terminating the same.
- (b) In the event of the licensor giving the licensee notice to terminate the licence under clause 3(c) thereof the licensor shall not be bound to pay any compensation whatsoever.
- (c) The licensee shall not at any time during the currency of the licence put up any construction over the land licensed to him except with the written permission in writing of the licensor.
- (d) If the licensee puts up a construction without the written permission of the licensor the construction so put up shall become the property of the licensor and the licensee is not entitled to any compensation therefor.
- (e) If the licensor does not require the construction so put by the licensee without the permission of the licensor, the licensee shall remove the construction at his cost and restore the property in as good a condition as it was at the time he was put in possession, within a reasonable time during the currency of the licence failing which the licensor shall have the right to remove the construction at the cost and expense of the licensee.
- (f) If the licensee puts up a construction with the written permission of the licensor, the licensor shall have the option to possess the construction so put up and in case the licensor requires the construction, the licensor shall pay compensation to the licensee in a sum mutually agreed upon at the expiry of the licence.
- (g) If the licensor does not require the construction put up with the permission of the licensor or if the licensor and licensee fail to settle the quantum of compensation to be paid, the licensor is entitled to call upon the licensee to remove the construction so put up at his cost and restore the property in as good a condition as it was at the time the licensee was put in possession, within a reasonable time, failing which the licensor shall have the right to remove the construction at the cost and expense of the licensee.

General conditions for Long Term Lease:

- a) The lease shall not be automatically renewable.
- b) The lease rent shall bear an escalation at a rate of 2% per annum.
- c) The Port Trust shall have an option to refix the base of lease every five years.
- d) The lessee shall pay a premium equivalent to one year's lease rentals to the Port.
- e) The lessee shall deposit an amount equivalent to one year's lease rentals as refundable Security Deposit with the Port which shall be maintained till the end of lease period or shall provide an irrevocable bank guarantee for an amount equivalent to three year's lease rentals which shall remain valid for the lease period.
- f) The lessee shall create the facilities for which land / waterfront is leased within the time as may be specified by the Board of Trustees. In case lessee fails to do so, the lease shall be liable for termination.

- g)** The lessee shall obtain all statutory clearances as may be required by law including environmental clearance.
- h)** The leased property can be resumed at any time before the expiry of the lease period if required by the Government in the national interest by the Port for its own use with six months notice on payment of compensation in accordance with the formulations as may be approved by the Government. If the lease is cancelled for not complying with the conditions of the lease, no compensation shall be payable by the Port.
- i)** No compensation shall be payable by the Port in the event of refusal to renew the lease.
- j)** Whenever the land/waterfront is being given for the Port related activity(ies) / industry(ies) in accordance with the land use plan, a minimum guaranteed performance indicating the minimum guaranteed traffic, berth hire quantum shall be provided in the agreement. The time frame for achieving the minimum guaranteed performance shall be three years from the date of commissioning of the facility. In case lessee fails to achieve the minimum guaranteed performance, he shall be liable to pay the wharfage / berth hire charges, etc., for the minimum guaranteed traffic/berth hire.

In case, the lessee improves upon the minimum guaranteed performance, he shall be liable to pay the charges as per actuals.

- k)** If there are some genuine reasons like change in the Government policy regarding import/export of a particular commodity as a result of which the required throughput could not be achieved in a year, suitable relaxation may be made with the approval of the Government.
- l)** The lease shall be liable for termination if the lessee fails to pay the wharfage / berth hire charges etc., for the minimum guaranteed traffic / berth hire or if he fails to achieve the minimum guaranteed performance for three consecutive years without any genuine reason.

m) Allotment of land within 500 Metres :

The allotment of land within 500 metres of waterfront shall be considered only for the activities as may be declared permissible by the Ministry of Environment and Forests, Government of India or any competent authority.

- n)** The leased premises may not be resumed in the normal course from the lessee except for the violation of the terms and conditions of the lease agreement.
- o)** The land to Government Departments / Organisations may be allotted on scheduled rate only and the land to local bodies / development authorities for public purposes like construction of roads, bus terminal-cum-deports, schools (not run on commercial basis) may be allotted by charging 25% of the scheduled rate only.
- p)** The land/waterfront may be leased to a Public Sector Undertaking for commercial purpose at the prevailing market rates after examination on case-to-case basis.
- q)** Wherever the lands have to be allotted for a commercial activity which is open to both in public and private sector, the Public Sector Undertakings may also be required to participate in the competitive bidding process. But wherever the activity

is restricted to the Government sector only like the Import of Crude oil and certain petroleum products, the Port Trust should consider the proposal either by calling competitive bidding between the Government oil companies only or should lease the land on the advice of the Ministry of Petroleum and Natural Gas/OCC.

- r) The lease property shall not be transferred by the lessee to any third party either by way of sub-lease, rent or any other means.

Conditions for Long - Term lease allotted on premium up-front

- a) The Port Trusts will charge land premium up-front based on tender. In the case of captive facilities, the premium shall not be below the commercial value of the land either obtained through tender in the vicinity or notified by the Port.
- b) The lease rental will be nominal value of Re.1 per square metre/year, with 30% escalation in the licence fee after every 5 years.
- c) The lease agreement will not incorporate any clause for renewal of the lease.
- d) Port will obtain statutory clearances before giving effect to the lease agreements.
- e) Port will not insist on minimum throughput guarantees.
- f) The common user facilities such as pipelines, etc, will be provided by the Port Trust

SCALE 2- Licence fees for the pipe lines passing through the CHPT's premises under way leave agreements.

Item No.	Classification for purpose of this Scale	Charge payable
1.	Pipelines upto 20.32 Cms.,(8 inches) diameter	Rs.40/- per running metre or part thereof per calendar year or part thereof
2.	Pipelines above 20.32 Cms.,(8 inches) diameter	Rs.80/- per running metre or part thereof per calendar year or part thereof
Note: For pipe lines used for non-commercial purpose such as domestic water supply, the rate shall be 50 percent of the above rates.		

Notes:

- (1). The pipelines shall be laid only in the alignment as approved by the CHPT.
- (2). The pipe shall be of such size and material and laid at such depths below the surface and such a manner as the CHPT shall determine from time to time.
- (3). No damage shall be caused to any of the Railway tracks, roads or other property of the CHPT. If any damage occurs, it shall be rectified by the licensee at his own cost to the satisfaction of the CHPT.
- (4). On completion of the laying of the pipelines, the surface shall be restored to its original condition.
- (5). The licensee shall with the prior permission of the CHPT have the liberty from time to time to enter upon the said land of the CHPT and open up the said pipe for the purpose of repairing the same as occasion may require doing no damage to any of the Railway

Tracks, road or other property of the CHPT and the surface shall be restored whenever opened up without any obstruction to traffic in that area.

- (6). Should any inspection or repairs of diversion to a pipeline lying below the Railway Tracks or other areas belonging to the CHPT arise, the work involved in excavating and filling shall be carried out by the CHPT at the cost and expenses of the licensee.
- (7). The licensee shall also take sufficient precautions in respect of excavation made by them by barricading and in addition the excavation made by them by properly lit and necessary danger lights (Red lights) provided at night to the satisfaction of the CHPT. The CHPT shall have no liability in any event in this regard.
- (8). The Way Leave Agreement shall be terminated by either party giving to the other three calendar month's notice in writing. The CHPT reserves the right of terminating the Agreement without assigning any reason or payment of compensation. The licence fee will be payable by the licensee as per the Scale of Rates as amended from time to time.
- (9). If any cable is passing through, the cable shall be laid with a minimum earth cushion of 76.2 cm (2'6") depth wherever it crosses Railway tracks or roads.

SCALE 3 - WEIGHMENT CHARGES

Item No.	Services	Charge payable
1.	Weighment of coal, coke, ores, scrap iron and minerals on the CHPT's weighbridges in all cases except on the automatic wagon weighbridges when passed out of the harbour by rail.	Rs.1.70 per tonne or part of a tonne.
2.	Weighment of bales, skins and hides (including handling charges)	Rs.10.90 per Bale.
3.	Weighment of all other cargo on the CHPT's weighbridges or scales	Rs.2.80 per tonne or part of a tonne.

Notes:

- (1). The weighment charges leviable as per the scale above, under items (1) and (2) shall be on the total weight of the cargo weighed by the CHPT on the CHPT's weighbridges or weighing scales under each application for weighment, duly rounded off to the next higher tonne.
- (2). A fee of Rs.11.80 per lorry shall be payable by the party on whose behalf the tare weight was recorded.

SCALE 4 - PASSENGER TOLL

Item No.	Classification for purposes of this Scale	Charge payable
1.	All Passengers disembarking and embarking at this Port from and to any Foreign Port.	Rs.19.50 per head payable by steamers landing or embarking.
2.	All Passengers disembarking and embarking at this Port from and to any Indian Port.	Rs.1.30 per head payable by steamers landing or embarking.

Notes:

- (1). This toll shall be levied on all deck and saloon passengers embarking and disembarking at this Port. The Agents of the vessels shall collect the toll from such passengers and shall remit the collected amount to the CHPT along with a statement showing the number of passengers embarked or disembarked class

wise. This statement shall be for each voyage separately. For this service, the Agents of vessels shall be allowed to retain a commission of 5% of the total collection made by them.

- (2). Defence Personnel other than Civil Staff moving on duty disembarking and/or embarking at this Port are exempted from payment of the "Passenger Toll"

SCALE 5- FEES FOR ISSUE OF LICENCES

(a). STEVEDORING LICENCES

Item No.	Licence	Charge Payable
1.	New Licences	Rs.4,500/- for two calendar years. Licence issued after 1st January shall be valid till the end of the next calendar year.
2.	Renewal within the period of licence for a further period of two calendar years.	Rs.4,500/- per licence.
3.	Renewal application not made before one month prior to expiry thereof.	Rs.50/- per licence (In addition to renewal fee)
4.	For the issue of a duplicate Licence when the original is lost or defaced.	Rs.100/- per licence.

(b) LABOUR LICENCE

Item No.	Licence	Charge Payable
1.	New Licence	Rs.1,000/- for one year from the 1 st January of each year. Licence issued after 1 st January shall be valid till the end of that calendar year.
2.	Renewal within the period of licence for a further period of one calendar year.	Rs.500/- per licence.
3.	Renewal application not made before one month prior to expiry thereof.	Rs.50/- per licence (In addition to renewal fee)
4.	For the issue of a duplicate licence when the original is lost or defaced.	Rs.100/- per licence.

Note: The above rates shall apply for employing labour for handling certain cargo and for employing labour for chipping and painting work.

SCALE - 6 CHARGES FOR FLOATING CRAFT, APPLIANCES, ETC.

The charges for the hiring out to the outside public of the CHPT's Floating Craft within the limits of the Port and of other appliances whenever they can be spared from their legitimate duties.

CATEGORY I

Serial Number and description	Rate of hire Rs.	Period of hire	Minimum Rs.	Remarks
1. Diver's services with equipment between 6.00 a.m. and 6.00 p.m.:-				
a).Up to a maximum of four indress hours:-				

Serial Number and description	Rate of hire Rs.	Period of hire	Minimum Rs.	Remarks
(i). Weekdays	1146	Per indress hour or part thereof	2,254	When the diving boat is towed by one of the launches, the towage charges will be levied extra.
(ii). Sundays and CHPT's Holidays	1702	-do-	3,364	-do-
(b). Any period in excess of four indress hours:-				
(i) Weekdays	1702	Per indress hour or part thereof	---	-do-
(ii) Sundays and CHPT's Holidays	2532	-do-		-do-
2. Non-perishable part or parts of diving equipment consisting of:- (a). air pump (b). helmet (c). lifeline (d). corslet (e). lead weight (f). air pipe and (g). boots	320	Per period of 24 hours or part thereof		
3. Rate of destruction charges of unserviceable articles from the public in the CHPT's incinerators				
(a) Articles measuring upto and below 250 cubic decimetres	54	Per Package	54	The articles are to be transported to the incinerator site by the party.
(b) Articles measuring over 250 cubic decimetres	106	Per package	106	Charges under this item are payable in addition to the charges payable under Scale-13 of this Chapter in cases of destructions by using the CHPT's incinerators.
4. A.C. supply 110 volts or 55 volts for lighting to Ships or Ship's repair	98	Per period of 24 hours or part thereof	98	The charge does not include cost of electric energy at lighting rates, which will be extra.
5. Electrical power connection from the CHPT's A.C. Supply system.	98	Per period of 24 hours or part thereof	98	The charge does not include cost of electric energy consumed, which will be extra.

Serial Number and description	Rate of hire Rs.	Period of hire	Minimum Rs.	Remarks
6. Tugs upto 45BP capacity (For towing barges and lighters and for services other than berthing and unberthing of vessels).	Rs. 15956.80 coastal vessel US\$ 604.15 foreign-going vessel	Per hour or part thereof per Tug	Rs.7978.27 for coastal vessel US\$ 302.07 for foreign-going vessel	The minimum charge is for duration of 30 minutes and less. Hire charges exceeding this period will be levied at the rate fixed for one hour or part thereof.
7. Oil pollution vessel	Rs.11817.78 for coastal vessel US\$ 447.44 for foreign-going vessel	Per hour or part thereof	Rs.5908.89 for coastal vessel US\$ 223.72 for foreign-going vessel	The minimum charge is for duration of 30 minutes and less. Hire charges exceeding this period will be levied at the rate fixed for one hour or part thereof. The rate is subject to pro-rata variation of costs of fuel and lubricant over the costs in 1995.
8 Fire engine and gear	956	Per hour or part thereof	956	Appliances brought in from outside the Port CHPT Fire Service must be paid for at the rates laid down by the owner of the appliances. The rate does not include the cost of the foam compound, which will be charged extra if used.
9 Chute Wagons	834 (Per Wagon)	Per shift or part thereof	834	A minimum notice of four hours is essential for the supply. The hirer shall return the wagons to the CHPT or to such other authority to whom power may be delegated by it in the same condition as received by him at the end of the hire period applied for and obtain an acknowledgement for the same.

Serial Number and description	Rate of hire Rs.	Period of hire	Minimum Rs.	Remarks
<p>10 i) Pay Loader of 3 tonne capacity (on shift basis)</p> <p>ii) Pay loader of 3 tonne capacity (on hourly basis)</p>	<p>Rs.6,354/- per shift with a minimum of Rs.3,178/- per half of a shift per unit requisitioned by each applicant and supplied.</p> <p>Rs.1,600/- per hour part thereof for the first hour and Rs.796/- for the subsequent hour of part thereof per unit requisitioned by each applicant and supplied for the specific purpose of clearing the Railway track and also for stock piling.</p>			<p>The conditions from (1) to (5) prescribed in the remarks column against Sl. No. 11 will apply.</p> <p>In case of Export/ Import cargo, it is not compulsory to take the Payloader from the Port. But 10% of the Payloader charge shall be paid to the Port at the rate of 1 Payloader for 2 Hooks of operation in a vessel, subject to a maximum of 2 Payloaders, for not indenting the Port's Payloader.</p>
<p>11.(a) Pay Loader of 6 tonne capacity (on shift basis)</p>	<p>Rs.9,530 per shift with a minimum of Rs.5,082 per half of a shift per unit requisitioned by each applicant and supplied.</p>			<p>(1) The hiring out of pay loaders on hourly basis will be limited to two hours at a time. Beyond this, it will be only on half-shift basis or shift basis as the case may be.</p> <p>(2) The Plants will be supplied only if available.</p> <p>(3) The Plants shall be hired out subject to the conditions that the CHPT undertakes no responsibility for any loss or damage to life or property which may be due to the failure of the Plant at any stage.</p> <p>(4) One hour's clear notice in writing must be given of cancellation of requisition for these Plants. If cancellation orders are not received in time, charges will be levied for the full period</p>

Serial Number and description	Rate of hire Rs.	Period of hire	Minimum Rs.	Remarks
(b) Pay loader of 6 tonne capacity (on hourly basis)	Rs.2,542 per hour or part thereof for the first hour and Rs.1,272 for the subsequent hour or part thereof per unit requisitioned by each applicant and supplied for the specific purpose of clearing the Railway track and also for stock piling.			for the full period applied for and for the full number of Plants requisitioned. (5) The Plants hired out shall not be used by the hirer for purposes other than that for which application was made.
12. 150 tonne Floating Crane	1,26,638	Per period of 4 hours from the time of hire	1,26,638	(1) The hire rates under these items are applicable only to the Contractors of the CHPT for carrying out the CHPT's work awarded to them. The minimum charges leviable for hire of these cranes under these items shall be for a period of 4 hours or part thereof from the time of hire. (2). For hire of these cranes to the Masters, Owners, Agents of Vessels, or Importers or Shippers, the charges leviable shall be under Scale 11 of Chapter III of the Scale of Rates. (3) However, for conditions for the hire of these cranes to the CHPT's Contractors, the conditions as provided under Scale 11 of Chapter III of the Scale of Rates that could be commonly applied for both cargo work and for contractor's work shall apply, except for the fact that the CHPT or to such other authority to whom power may be delegated by it shall be the Authority for allotting and regulating the hire of

Serial Number and description	Rate of hire Rs.	Period of hire	Minimum Rs.	Remarks
				these cranes (4) However if these cranes are used in carrying out the repairs by the CHPT of the Plants, machinery, floating craft, etc., of private parties, the charges leviable shall be reckoned with on hourly basis, i.e. per hour or part thereof of the actual number of hours involved at one-fourth of the rate prescribed for the first period of four hours.
		For hire beyond 4 hours per block of 8 hours or part thereof	2,53,276	
13. 50 - Tonne Crane	10,396	Per period of 4 hours or part thereof from the time of hire.	10,396	
	20,790	For hire beyond 4 hours per period of 8 hours or part thereof.		
14. Oil Skimmer	2,714	Per period of 8 hours or part thereof.	2,714	
15. Oil Barrier	4,026	<i>Do</i>	4,026	
16. "PRESTIGE" Multipurpose vessel	Rs.8171.87 / 309.40 US Dollar	Per Hour or Part thereof	Rs.8171.87 / 309.4 US Dollar	
17. Hopper	Rs.2590/-	Per Shift or part thereof	Rs.2590/-	

CATEGORY II

Plants and appliances, which are available with the CHPT as well as with other parties. Nevertheless, the CHPT will insist on parties to use first the CHPT's plant or appliance.

Sl.No. and description	Rate of hire (in Rs.)	Period of hire	Minimum (in Rs.)	Remarks
1 (a). 10 Tonne tractors	956	Per half of a shift or part thereof	956	(1) Requisition for trailers and tractors shall be made out in quadruplicate in the prescribed form signed by the hirer showing the capacity of trailers required, to the CHPT or to such other authority to whom power may be delegated by it. Such requisition should be submitted in writing a clear hour in advance of the time the tractors and trailers are required. (2) When tractors and trailers are required for longer periods than requisitioned for, a fresh requisition shall be submitted at least two hours before the expiration of the period mentioned in the original requisition (3) One hour's clear notice in writing must be given for cancellation of application of trailers and tractors failing which charges will be levied for the full number of trailers and tractors ordered and for the full period applied for.
	1,590	Per shift in case of hire exceeding half of a shift.		
(b). 10 Tonne trailers	348	Per half of a shift or part thereof	348	
	578	Per shift in the case of hire exceeding half of a shift.	---	
(c). 6 Tonne trailers	232 348	Per half of a shift or part thereof. Per shift in case of hire exceeding half of a shift.	232	

				<p>(4) The manning of the CHPT's trailers hired does not make it liable for loss or damage to goods, etc. carried in the trailers.</p> <p>(5) The hirer will be held responsible for the over loading of the trailers.</p> <p>(6) Damage to the tractors and/or Trailers should be paid for by the hirers.</p> <p>(7) The hirer will be held responsible for payment of compensation under Workmen's Compensation Act to the driver involving in any accident during the period of hire.</p> <p>(8) The tractors and trailers hired out shall be permitted ply within the CHPT's premises only.</p> <p>(9) The hire of tractors and trailers to the public will be entirely at the discretion of the CHPT.</p> <p>(10) The hire charges will commence from the time the tractors and trailers are made available for use.</p>
2. Trays of 10 Tonne capacity and below	60	Per tray per shift or part thereof	...	

3. Crawler Crane	16,462	Per period of 8 hours	8,232	Minimum charges shall be for four hours or part thereof. Whenever this crane is engaged in carrying out the repairs by the CHPT of the plants, machinery, floating, crafts, etc. of private parties, the charges leviable shall be reckoned on hourly basis, i.e. per hour or part thereof of the actual number of hours involved at one-eighth of the rate prescribed.
4. Grabs upto 5 Cu. Metre fitted to shore crane of any capacity	1120	Per period of 8 hours	560	Minimum charges shall be for four hours or part thereof. The hire charges for the grab shall be in addition to the charges for the hire of crane to which the grab is fitted except where the use of shore(wharf) crane is included in the Berth Hire Charges.
5. Grabs of 8 Cu. M capacity	Rs.2500	Per shift or part thereof	Rs.1250	
6. 75 Ton Tyre Mounted Mobile Crane	Rs.15000	Per shift or part thereof	Rs.7500	
7. a) Survey Launch-IV	Rs.20660	Per period of 8 hours	Rs.10330 per period of 4 hours	
b) DGPS Survey	Rs.13000		Rs.6500 per period of 4 hours	

Notes:

- (1). The hire of floating crafts and appliances by the CHPT to the public is not guaranteed normally. The craft and appliances shall be hired out only if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the crafts or appliances of any sort or any damage which may occur as a result of non-supply or delay in supply or by the use of the crafts or appliances of the CHPT or due to failure of the crafts or appliances at any stage during the period of hire. The hirer shall keep the crafts and appliances in good order and condition and shall be liable for any damage caused to the crafts or appliances during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise, (fair wear and tear excepted). The hirer shall indemnify the CHPT against all loss or damage or injury to life arising directly or indirectly from the use of the crafts or appliances during the period of hire to any

property belonging to the CHPT including the crafts or appliances under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the CHPT. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repairing the damages sustained by the crafts or appliances or part thereof that might be broken, missing or specially damaged or lost during the period of hire shall be that actually incurred for the purpose by the CHPT including the usual indirect charges, centage charges and profit elements, while the cost of replacement, if necessary, of a part or in full of the crafts or appliances will be either the book value or the current market value, whichever is higher.

- (2). The CHPT may, at its discretion, hire out the floating crafts or appliances outside the Port limits at the rates of hire mentioned in the scale above.
- (3). The CHPT shall, require the hirers to execute an agreement relating to the hire, whether it be within or outside the port limits, in such form as may be prescribed by the CHPT from time to time and upon such terms and conditions as may be laid down.
- (4). The rate specified against the floating crafts or appliances in the column 'period of hire' means for one individual craft or appliance.

SCALE 7- CHARGES FOR THE USE OF THE SLIPWAY

Item No.	Classification for purposes of this Scale	Charges payable
1.	Sail, steam or motor vessel (including taking up and launching)	Rs.100 per lineal metre of overall length per day for the first two days which shall be the minimum charge.
		Rs.120 per lineal metre of overall length for every additional day of 24 hours or part thereof.
2.	Barges and lighters and similar vessels (including taking up and launching)	Rs.80 per lineal metre of overall length per day for the first two days, which shall be the minimum charge.
		Rs.100 per lineal metre of overall length for every additional day of 24 hours or part thereof.

Conditions:

1. Applications to put vessels on the Slipway shall be made to the CHPT or any such officials to whom powers may be delegated by it.
2. The CHPT shall issue a regulation order as to the time and manner of putting the vessel on the Slipway.
3. No ballast or weight shall be shifted or taken on Board during the time a vessel is on the Slipway except with the permission of the C.M.E.
4. The Slipway shall be cleaned and cleared previous to launching at the vessel's expense.

5. Twenty-four hours' notice in writing shall be given to the C.M.E. of the readiness of a vessel to leave the Slipway.
6. The CHPT shall not be liable for any delay caused to or damage suffered by a vessel either in taking up or in launching or while of the Slipway.
7. No person shall boil or heat pitch, tar or other combustible matter, or light a fire near the Slipway except in the places provided for the purpose.
8. No vessel, unless by special arrangement at the time of regulating, shall remain on the Slipway for a longer period than three days and all charges shall be payable in accordance with the CHPT's Scale of Rates.

Notes:

- (1). Where a vessel is not ready to leave the slipway by the time for which she was originally regulated and thereby delays another vessel already regulated to go on the slipway, double the rates for every day or part thereof she overstays her regulated time shall be levied.
- (2). The above charges are inclusive of shore labour and materials required in preparing the cradle in hauling up and in launching the vessels and also the use of blocks and shores. But vessels shall supply all other materials such as ropes, etc. Blocks and shores cut or destroyed shall be charged for according to damage done. Caps split out shall be charged for at the rate of Rs.40 each.
- (3). If work is done on Sundays and CHPT's holidays, charges at double the ordinary rates shall be payable.
- (4). In cases where the vessels are to be taken on slipway at short notice without sufficient time for preparation of the cradle to suit the tidal conditions, overtime allowance incurred for the labour employed to hasten up the preparation of the cradle shall also be levied in addition to the charges payable under the Scale specified above.

SCALE 8 - CHARGES FOR THE USE OF BOAT REPAIR RAMP IN THE BOAT BASIN/SLIPWAY CRADLE AT DEPUTY PORT CONSERVATOR'S BUOY YARD

The charges cover only the use of the ramp/slipway cradle and of such gear as is provided by the CHPT; occupiers shall provide their own Labour. The days of taking up and launching shall be each count as one day.

1.	Barges and lighters Rs.50 per lineal metre of overall length per day for the first two days, which shall be the minimum charges.	Rs.60 per lineal metre of overall length per every additional day of 24 hours or part thereof.
2.(a).	Small crafts Jolly boats and boats less than one tonne	Rs.20 per lineal metre of overall length per day for the first two days, which shall be the minimum charges.
(b).	Launches, Cutters, etc., one tonne and above	Rs.20 per lineal metre of overall length for every additional day of 24 hours or part thereof, for all crafts.

Conditions:

1. The use of this ramp/slipway cradle shall not be allowed to firms who already have the use of other lighter repair ramp/slipway cradle from the CHPT.
2. Applications to put a craft of any kind on the ramp/slipway cradle, shall be made to the CHPT or any such official to whom powers may be delegated by it who when practicable shall issue a permit for the purpose.
3. Crafts on the ramp/slipway cradle shall be placed so as to occupy a minimum space in the position allotted for them.
4. The CHPT shall not be liable for any delay caused or damage suffered by a vessel either in taking up or in launching or while on the ramp/slipway cradle.
5. No person shall boil or heat pitch, tar or other combustible matter, or light a fire, near the ramp/slipway cradle except in the places provided for the purpose.
6. The repairs on all crafts placed on the ramp/slipway cradle shall be carried out expeditiously. No craft shall remain idle on the ramp/slipway cradle. Any crafts which, in the opinion of the CHPT or any such official to whom powers may be delegated by it is not being dealt with expeditiously and thereby delays other crafts, shall be removed from the ramp/slipway cradle at the owner's sole risk.
7. Charges for the use of the ramp/slipway cradle shall be paid at the time of making applications for such use. Crafts remaining on the ramp/slipway cradle longer than week without payment of the charges incurred shall be liable to be sold by auction. The sale proceeds after deducting the charges and the expenses of sale due to the CHPT shall be made over to the owners on application.

Notes:

- (1). The Labour charges including the overtime allowance to the labour, if incurred, for taking up and launching of each craft will be levied separately.
- (2). The Boat repair ramp and the slipway cradle can be spared to the outside parties subject to the availability at the time of receipt of the request from outside parties and also based on the immediate requirements of the ramp/cradle for departmental use.

SCALE 9

CHARGES FOR THE USE OF THE DEBALLAST TANK PROVIDED BY THE CHPT AT THE OIL JETTY

Period	Rate	Minimum charge
Per period of 8 hours or part thereof	Rs.3150	Rs.3150

Note : The period for the purpose of above charges shall be from the time the deballast tank facilities are made available by the CHPT to the parties on their requisitions till the deballast tank is emptied of the ballast water product.

SCALE 10

CHARGES FOR LEAVING THE SEA WATER IN THE PRODUCT PIPELINES FOR MORE THAN EIGHT HOURS

Classification	Period	Rate
Charges for leaving the sea water in the product pipelines beyond eight hours	Per day or part thereof	Rs.6300

Notes:

- (1). The users of the mineral oil pipelines of the CHPT shall ensure that the salt water used for flushing is not left in the pipeline for more than 8 hours.
- (2). 'Day' for this purpose shall be calendar day.
- (3). For the purpose of levy under this Scale, time shall be reckoned from the time of expiry of eight hours after completion of flushing the pipeline with sea water till the time the sea water is emptied or replaced by products in full.

SCALE 11

CHARGES FOR THE ISSUE OF WEIGHMENT OR STOCK CERTIFICATES AND COPIES THERE OF AND COPIES OF 'B' CERTIFICATES, ETC.

Item No	Particulars of the Certificate	Charge Payable (in Rs.)
1.	Weighment certificate (original)	59.00 each
2.	Stock Certificate (original)	29.50 each
3.	Certificates in respect of timber exported or shortlanded at the port (original)	23.60 each
4.	Copies of items 1,2 or 3 above, or copies of 'B' Certificate or the Trust's out-turn statement or copies of Import or Export Application or Bills or copies of survey reports.	23.60 each
5.	Copies of idle time and Multiple hook certificates or any other piece rate documents.	23.60 each
6.	Copies of cargo casualty reports	23.60 each
7.	Copies of tally sheets	23.60 each
8.	Any other Shipping or Railway documents not covered in any of the above items.	23.60 each

SCALE 12

CHARGES FOR THE DESTRUCTION OF CONDEMNED CARGO

Description	Charges Payable
Condemned cargo	Actual charges incurred by CHPT

Note: In cases of destruction by the Trust's incinerators, charges as prescribed under item 3 of Category I in Scale 6 of this Chapter is recoverable in addition to the charges prescribed under the above Scale.

SCALE 13
CHARGES ON ILLUMINATED SIGN BOXES, HOARDINGS, ENAMELLED PLATES,
PAINTED BOARDS , NEON SIGN ETC., DISPLAYED IN THE CHPT'S PREMISES

Item No.	Classification for purposes of this scale	Charge payable
1.	Illuminated sign Boxes : (i) Single sided: (ii) Double sided:	Rs.196 per square foot per annum Rs.294 per Square foot per annum
2	Hoardings, Enamelled Plates and Painted boards: For the first 100 square feet For the next 400 square feet For the next 500 square feet For the next 1000 square feet For the 2001 square feet and Above	Rs.40 per Square foot per annum Rs.34 per Square foot per annum Rs.24 per Square foot per annum Rs.18 per Square foot per annum Rs.10 per Square foot per annum
3.	Neon Signs: Single sided Double sided	Rs.196 per annum per Square foot Rs.294 per annum per Square foot

Notes:

1. The CHPT is not responsible for any loss or damage caused to the above displays in the CHPT's premises.
2. The CHPT will receive the application for the above displays and allot the necessary space required in the CHPT's premises.
3. The installation of the displays will be in the manner stated and also will be subject to conditions prescribed by the CHPT in each case.
4. In the case of displays illuminated, the electric energy consumed will be charged extra at rates in force from time to time.
5. The advertiser/owner of the displays will be held liable for any loss or damage caused to the CHPT's property by the display and shall also be held liable for any compensation that may arise under the Workmen's Compensation Act on account of the display. For this purpose the advertiser/owner of the display shall deposit with the CHPT an amount equivalent to three months charges on the advertisement displayed by him as a guarantee for the due and faithful performance of the conditions set forth for the purpose and the deposit will be refunded after the removal of the displays less any amount that may be due to the CHPT.
6. Advertiser will not be allowed to change the advertised matter without the specific approval of the CHPT.

7. The Trust reserves the right to refuse to accept display of any advertisement without assigning any reasons.
8. Advertiser will not be allowed to sublet either the space allotted for display or any space in the display material or undertake display of matter other than their own.

SCALE 14

CHARGES FOR SEGREGATION OF CARGO LANDED IN MIXED MARKS AND NUMBERS

Charges as under for the labour and the staff employed by the CHPT shall be levied on the Masters, Owners or Agents of Vessels for receiving and segregating of cargo landed by vessels in a disorderly manner, i.e., not according to the marks and numbers of the packages or consignments with reference to the Import General Manifest. These charges shall also be levied in respect of cargo which do not have proper description or distinguishing marks, requiring segregation.

(Please see By-law/Regulation 3(a) of the General Regulation of the Chennai Port Trust)

Category	Charges
Shore Labour (Maistry and Mazdoor), Deployable Cargoman, Tally Clerk, Labour Supervisor, Assistant Shed Master, Shed Master	Actual wages / Salaries payable by CHPT

SCALE 15

SURVEYS, REGISTRATION etc.

Item No.	Description	Harbour Craft other than Canoes, Shoe Dhonies and Catamarans (Refer Part II of Harbour Craft Rules). Rs.
1.	For each survey and measurement as required by the Harbour Craft Rules where the harbour craft is found sea worthy.	120
2.	On each occasion of a Harbour craft being found un-seaworthy on being inspected or surveyed.	48
3.	For registration on each of the occasions prescribed by the Harbour Craft Rules.	48
4.	For granting a licence on each of the occasions prescribed by the Harbour Craft Rules.	48
5.	For each annual inspection where the harbour craft is found seaworthy.	48
6.	For endorsing change of syrang or sukhany or tindal or driver.	6
7.	For minor amendments of Licence/Register.	6

Notes: (i). Half of the fees specified by this rule shall be levied for the grant of a duplicate licence when it has been proved to the satisfaction of the CHPT that there is good and sufficient reason for such grant.

- (ii). Fee for Survey of a steam or motor vessel:- Every application made to the Licensing Officer for a Steam or Motor Vessel in respect of which a certificate of survey under the Merchant Shipping Act, 1958 (44 of 1958) or the Inland Vessels Act 1917 (1 of 1917), is not held by the Owner or Master shall be accompanied by a fee of Rs.100 for surveying the vessel.

SCALE 16 - BOAT HIRE CHARGES.

Schedule of Maximum Rates of Hire of Licensed mechanised Boats, owned by private parties at the Port of Chennai.

Particulars	Rate per hour or part thereof	
	Outside the enclosed Harbour	Within the enclosed Harbour
Between 6 a.m. and 6 p.m.	Rs.180	Rs.120
Between 6 p.m. and 6 a.m.	Rs.240	Rs.180

Notes:

- (1). No special rates are to be charged for taking provisions and the like since the rates provided above are inclusive of the same.
- (2). If a mechanised boat has been ordered and not used, full charges will be recovered on hourly basis for detention.
- (3). All goods carried on board the mechanised boats are at the hirer's risk.
- (4). The charges for mechanised boat service do not include the wages of the mazdoors carried on it for handling cargo or stores or both on board the mechanised boat.
- (5). No mechanised boat can be employed after 5.00 p.m. for landing or shipment of heavy lifts.

SCALE 17

Charges for removal of garbage from ships

Schedule of maximum rate of charge for removal of garbage from ships lying at moorings by licensed row boats owned by private parties and transporting the same to the City Garbage Dump.

Classification	Rate
Per Boat load in full or part thereof per ship	Rs.360

Note: The above rate is inclusive of all charges incurred towards Boat Hire from shore to ship in mooring and back to shore at the appointed place, labour for loading of garbage from vessel and unloading of garbage from Boat to Shore, charges for the use of lifting gear, if any, transporting from landing point to the City Garbage Dump.

SCALE 18
CHARGES LEVIED ON THE PLANTS AND APPLIANCES WHICH ARE AVAILABLE WITH THE BOARD FOR HIRE TO
THE PUBLIC

Serial Number and Description (1)		Rate of hire (2)	Period of Hire (3)	Minimum Charge (4)	Remarks (5)
1.	Diesel Road Roller	168	Per hour or part thereof	1002	Rate does not include fuel and water.
2.	Welding set, electric or petrol-driven	78	-- do --	602	The Charge does not include cost of providing connections for electric supply in the case of electric welding plant and operating cost plus overhead charges which will be extra.
3.	Portable air compressor diesel engine - driven 7.350 cubic metres per minute.	868	Per period of 8 hours or part thereof	868	The charge does not include operation cost and overhead charges which will be extra.
4.	Portable air compressor diesel engine - driven 10.300 cubic metres per minute.	1040	-- do --	1040	-- do --
5.	Diesel engine-driven "WinGet" concrete mixer 396.436/282.168 cubic decimeters capacity	336	-- do --	336	-- do --
6.	Motor Launch 'Vigil' or M.L. 'Venture' or M.L. 'Valour' or M.L. 'Vitruv' or 'Pioneer' or 'Vetri' and 'Veeramani'	Rs.960.34 for coastal vessel US\$ 60.60 for foreign-going vessel	-- do --	Rs.960.34 for coastal vessel US\$ 60.60 for foreign-going vessel	The charges for the launch pulling cutter and mooring boat are only for special services. Their ordinary services of attending on pilots and ships are not to be charged for

					under this scale.
7.	Mooring Crew	Rs.145.79 for coastal vessel US\$ 9.20 for foreign-going vessel	Per hour or part thereof	Rs.240/- for coastal vessel US\$ 9.20 for foreign-going vessel.	
8.	Chain slings				
	(a) Capacity not exceeding 5 tonnes	22	Per Shift or part thereof	---	'Shift' means shift of such hours as will be in force from time to time for landing and shipment of cargo, as the case may be.
	(b) Over 5 tonnes but not exceeding 10 tonnes	40	-- do --		-- do --
	(c) Over 10 tonnes but not exceeding 15 tonnes	56	-- do --		-- do --
	(d) Over 15 tonnes but not exceeding 20 tonnes	74	-- do --		-- do --
	(e) Over 20 tonnes but not exceeding 40 tonnes	96	-- do --		-- do --
9.	Wire rope slings :-				
	(a) Capacity not exceeding 5 tonnes	40	-- do --	---	-- do --
	(b) Over 5 tonnes but not exceeding 10 tonnes	56	-- do --	---	-- do --
	(c) Over 10 tonnes but not exceeding 15 tonnes	74	-- do --	---	-- do --
	(d) Over 15 tonnes but not exceeding 20 tonnes	112	-- do --	---	-- do --

	(e) Over 20 tonnes but not exceeding 40 tonnes	134	-- do --	---	-- do --
10.	Shackles :-				
	(a) Capacity not exceeding 5 tonnes	12	-- do --		-- do --
	(b) Over 5 tonnes but not exceeding 10 tonnes	22	Per Shift or part thereof		
	(c) Over 10 tonnes but not exceeding 20 tonnes	56	-- do --		-- do --
	(d) Over 20 tonnes but not exceeding 40 tonnes	96	-- do --		-- do --
11.	Locomotives lifting beam with shackles	232	-- do --	---	-- do --
12.	Gear Hobbing Machine	1446	-- do --	726	-- do --
13.	12 ½ Tons Test Loads	74	Per day of 24 hours or part thereof	74	
14.	Sea Fix Equipment	15750	For a period of 8 hours	15750	
15.	60 tonne - Spreader with Shackles attached to F.C. Vaigai	106	For 8 hours or part thereof	106	
16.	GO-4 Fire Fighting Pump	2520	Per shift or part thereof	2520	
17.	Trucks mounted Tank to receive slop/bilges/oily residues and oily mixtures from ships to tank farm at the Ore Berth.	3500	Per Trip	3500	
18	20 Tonne Gantry crane	Rs.19/-	Per tonne		

19	Tanker Trailer of 8 KL capacity	Rs.8250/-	Per trip - 4 hours shall be given to load the sludge. Detention charges of Rs.1375/- shall be levied per hour or part thereof, if the users detain the trailer beyond four hours.	---	The time of 4 hours shall commence, on reporting of the trailer at the vessel. The timing of taking the sludge from alongside the ship to the dumping ground or storage places shall not be considered as time detained by the user.
20	Tipper Lorry	Rs.1156/-	Per period of 8 hours	Rs.578/-	Per period of 4 hours
21	Gas Cutting Plant	Rs.144/-	Per period of 8 hours or part thereof	---	---

Notes :

- (1). The hire of floating crafts and appliances by the CHPT to the public is not guaranteed normally. The craft and appliances shall be hired out only if available. The CHPT shall not be responsible to the hirer or any person for any loss or damage or injury to life or property arising directly or indirectly from the use of the crafts or appliances of any sort or any damage which may occur as a result of non-supply or delay in supply or by the use of the crafts or appliances of the CHPT or due to failure of the crafts or appliances at any stage during the period of hire. The hirer shall keep the crafts or appliances in good order and condition and shall be liable for any damage caused to the crafts or appliances during the subsistence of hire and shall make good all damages, whether by accident, by fire or otherwise (fair wear and tear excepted). The hirer shall indemnify the Board against all loss or damage or injury to life arising directly or indirectly from the use of the crafts or appliances during the period of hire to any property belonging to the Board including the crafts or appliances under hire or to any other person or property or breakdown or any demurrage incurred on cargo. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the CHPT. The hirer shall also indemnify the CHPT for all liabilities under the Workmen's Compensation Act.

The cost of repairing the damages sustained by the crafts or appliances or part thereof that might be broken, missing or specially damaged or lost during the period of hire shall be that actually incurred for the purpose by the CHPT including the usual indirect charges, centage charges while the cost of replacement, if necessary, of part or in full of the crafts or appliances will be either the book value or the current market value, whichever is higher.

- (2). The CHPT may require the hirers to execute an agreement relating to the hire, whether it be within or outside the Port limits, in such form as may be prescribed from time to time and upon such terms and conditions as may be laid down in each case.
- (3). The rate specified against the floating crafts or appliances in the column 'Period of hire' is for one individual craft or appliance.

CHAPTER – VII

Charges for Supply of Cargo Handling Workers and Supervisory Staff

Scale 1 – Stevedoring Operations:

(1) The time rate wages of different categories of workers for the purpose of stevedoring operations are as follows:

S. No	Category	Wage rate per shift of 8 hours (in Rs.)
1.	On Board Supervisor	725.37
2.	Tally Clerk	626.02
3.	Tindal	513.13
4.	Maistry	517.48
5.	Winch Driver	491.71
6.	Signal Man	488.44
7.	Mazdoor	513.17

(2) The Stevedores shall pay charges comprising time rate wages and 192% levy on wages for stevedoring operations prior to the engagement of labour.

(3) (a). The levy structure mentioned at clause (2) shall not apply in case of agricultural produce such as wheat, rice, maize, pulses, etc., including sugar in bags or jumbo bags or pallaties.

(b). Such commodities will pay a charge of Rs.7.50 PMT for deployment of cargo handling workers and supervisory staff for stevedoring operations.

(4) The piece-rate incentive shall be paid at actuals separately.

(5) Time limit for payment of charges by users / refund of excess collection by port as well as levy of penal interest for delay will be governed by the provisions prescribed in Chapter – I of this Scale of Rates.

(6) Whenever any additional man power is required by stevedores, actual wages in respect of the category of the workers intended shall be payable by them in addition to the levy.

(7) While calculating the piece-rate, the datum will not be adjusted, according to effective hours of working, i.e., there will be no idle hour concept. The datum will be taken as full tonnage for the entire shift without any deduction.

(8) The tonnage of heavily lift cargoes will be taken as 7 tons/unit for calculation of piece rate and for other purposes hitherto adopted.

(9) The Mazdoor posted in the Gang will be distributed for on shore and on board work as per the operational convenience.

(10) In case of shortage of Maistry, the Tindal may be posted in his place. Whenever Tindal is in shortage, Maistries will be posted only to bulk vessels of Fertilizers and Ore, where shore crane is put into use (where there is no posting of Winch Drivers.)

(11) One reliever up to 3 Hooks and 2 reliever for 3 Hooks and above will be posted in the categories of Winch Drivers/Signallers/Tally Clerk per shift per vessel.

(12) One Supervisor will be posted upto 1 Hook and 2 Supervisors for 2 or more hooks per shift per vessel.

Scale 2 – Clearing & Forwarding Operations

Nature of Cargo	Levy per tonne (in Rs.)
Delivery / Receipt	
(a). General Cargo	40.00
(b). Bulk cargo, ore and timber / logs	3.75

Conditions:

1. The applicable C&F will be collected through Import applications and Export applications when there is actual deployment of labour for C&F operations and no separate wages will be collected for this work.
2. The above rates do not include piece rate incentive. The piece rate incentive shall be calculated by CHPT, after completion of delivery / receipt and this is payable by the users, in addition to the above C&F charges.
3. A sum of Rs.4/- per tonne will be collected in advance in addition to the above towards piece rate incentive for C&F operations which will be adjusted against the actual piece rate calculated by CHPT. Time limit for refund / payment and payment of penal interest in case of delay will apply as prescribed by TAMP in the General condition in Chapter – I of this Scale of Rates.
4. Whenever any additional man power is required by stevedores, actual wages in respect of the category of workers indented shall be payable by them in addition to the levy.
5. For inter-carting operations, the same rates as applicable for C&F operation will be collected.
6. For receipt delivery work of general cargo, gangs will be posted at various points and will work for different employers in the given shift. However, a separate gang of 4 mazdoors for bagged cargo will be deployed on request from the employer with prior intimation to the shift section.
7. Whenever CHPT has permitted Direct Delivery / Direct Shipment, no charges towards C&F operation is payable for such quantity, which is directly delivered from the hook point or directly shipped without the use of CHPT labour.

Further Orders