

COCHIN PORT TRUST
Scale of Rates as on 9 February 2007 G.No. - 38

CHAPTER – I

1.1. Definitions - General

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

- (i). **"Coastal vessel"** shall mean any vessel exclusively employed in trading between any ports or place in India to any other port or place in India having a valid coastal license issued by the competent authority.
- (ii). **"Cruise vessel"** shall mean any vessel carrying passengers for an ocean trip taken for pleasure calling at ports.
- (iii). **"Cold move"** shall mean movement of vessel without power of the engine of the vessel.
- (iv). **"Day"** shall mean a period of 24 hours and shall be reckoned from the time the service is rendered / utilised except where otherwise stated.
- (v). **"Foreign-going vessel"** shall mean any vessel other than coastal vessel.
- (vi). **"Free period"** shall mean the period during which cargo / container shall be allowed storage free of demurrage charges / ground rent and this period shall exclude Customs holidays and Port's non-operating days.
- (vii). **"Inland water barge"** shall mean barge, which plies only in inland waterways.
- (viii). **"Inner Harbour"** shall mean dredged area and deep-water channels navigated by sea going vessels between 9 -10 outer channel buoys to Mattancherry Bridge in the Mattancherry channel and to Venduruthy Bridge in the Ernakulam Channel.
- (ix). **"Outer Anchorage"** shall mean area west of 9-10 outer channel buoys not within the navigational outer channel but within Cochin Port limits.
- (x). **"Power driven vessel"** shall mean any vessel other than a sailing vessel.
- (xi). **"Sailing vessel"** shall mean a vessel propelled solely by wind power.
- (xii). **"Shifting"** shall mean the movement of a vessel from one berth to another berth or from one berth to anchorage / mooring or vice versa within the port limits.
- (xiii). **"Shut out cargo"** shall mean any cargo brought into the port for shipment but not shipped by the designated vessel and is lying in the port premises.

- (xiv). **"Shut out container"** shall mean any container, which enters into the port as an export intake for a particular vessel as indicated by the Vessel Identification Advice Number and, is not connected to the particular vessel.
- (xv). **"Transshipment"** shall mean any cargo not originally manifested for the port of Cochin, but landed at Cochin and subsequently re-shipped to other ports.
- (xvi). **"Transshipment Container"** shall mean any container, which is discharged from one vessel, stored in the yard and transported through another vessel.

1.2. General Terms & Conditions

- (i). 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 its classification as 'coastal' or 'foreign-going' 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.
- (ii).
 - (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.
- (iii).
 - (a). Vessel related charges shall be levied on ship owners / 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 associates 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 shall be applied for conversion of dollar denominated charges.
- (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). Interest on delayed payments / refunds:
 - (a). The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the COPT shall pay penal interest on delayed refunds.
 - (b). The rate of penal interest will be 13.50% p.a. The penal interest will apply to both the

COPT and the port users equally.

- (c). The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
- (d). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the COPT. 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.
- (vi). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (vii). The minimum charge recovered in any application / bill shall be rupees fifty only (Rs.50. 00).
- (viii). Refund
 - (a). No claim of refund shall be entertained unless the amount refundable is rupees fifty (Rs.50. 00) or more. This limit of Rs.50.00 shall also be applied for supplementary claims of under charge.
 - (b). Refund of dues paid shall be considered on submission of refund application within six calendar months from the date of first payment duly supported by documentary proof of short landing, short shipment, excess collection.
 - (c). Port Trust may, on its' own motion consider any refund of dues collected in excess or erroneously without any refund application.
- (ix). Vessels carrying simultaneously break-bulk cargo and containers entering the port for simultaneous loading / unloading of containers as well as break bulk cargo, shall be treated as break bulk vessels for the purpose of levy of Port Dues, Pilotage and Berth Hire Charges. The status of the vessel will be determined based on the first visit of the vessel on a particular month for the purpose of levy of port dues.
- (x). A rebate of 33 1/3% on the vessel related charges prescribed in the Scale of Rates will be granted to foreign-cruise vessels calling at the port.
- (xi). A ship will be considered as a scrap vessel from the date it is sold to breakers. Provided that the ship actually undergoes scrap in Cochin Port itself, dues shall be leviable at rates specified.
 - (a). When such a vessel occupies a normal stream or alongside berth, charges at coastal rates will be levied.
 - (b). The hire charges for bed of backwaters away from the dredged channels used by ships undergoing scrapping in Cochin shall be 25% of the normal berth hire applicable for

coastal vessel provided they utilise their own mooring.

- (xii). (a). A sailing vessel shifting from a Low Wharf berth / jetty at Willingdon Island / Fort Cochin Wharf Berth to a stream or wharf berth or vice versa shall be liable to pay the fees chargeable for the stream or wharf berth as the case may be.
- (b). Sailing vessels will be allowed to be shifted in the inner harbour only undertow, which should be arranged by the owners at their cost, and with the prior written permission of the Deputy Conservator.
- (c). Sailing vessels of 200 tons (net) and above for shifting within the inner harbour with a sailing vessel's Pilot on board shall pay a fee of Rs.300/-.
- (d). If sailing vessels of less than 200 tons (net) require the services of a sailing vessel's Pilot for shifting in the inner harbour, the same may be provided on the payment of fee of Rs.250/-.
- (xiii). (a). The cost of damage caused to the equipment or any other property shall be recovered from the user in addition to the penalty.
- (b). The Port shall not be responsible to the user or any person for any loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of requisition. The user shall indemnify the port trust administration against all loss or damage or injury to life arising directly or indirectly from use of the equipment during the period of requisition, to any property belonging to the port including the equipment, or to any other persons or property. The liability of the user 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 port. The user shall also indemnify the port for all liabilities under the Workmen's Compensation Act.
- (xiv). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Port Trust may, if it so desires, charge lower rates and / or allow higher rebates and discounts.

The Port Trust may also, if it so desires, rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation 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.

Provided that the Port Trust should notify the public such lower rates and / or rationalisation 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 this Authority.

- (xv). (a). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels.
- (b). The cargo / container related charges for all coastal cargo / containers, other than Thermal

Coal, POL (including crude oil), iron ore and iron ore pellets should not exceed 60% of the normal cargo / container related charges.

- (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.
 - (d). In case of container related charges, the concession is applicable on composite box rate. Where itemised charges are levied, the concession will be on all relevant charges for ship-shore transfer and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
 - (e). In case cargo from foreign port lands at COPT for subsequent transshipment to an Indian port on coastal voyages, 50% of the transshipment rate prescribed for foreign-going and 50% of that prescribed for coastal leg shall be levied.
 - (f). The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupees.
- (xvi). The user will not be required to pay charges for delays beyond a reasonable level attributable to the COPT.

CHAPTER –II

VESSEL RELATED CHARGES

2.1.1. Schedule of Port Dues.

Sl. No.	Type of vessel	Rate per GRT		Frequency of payment in respect of same vessel	
		Coastal vessel (in Rs.)	Foreign-going vessel (in US \$)	Coastal (in Rs.)	Foreign (in US \$)
1.	Crude Oil & P.O.L.	7.20	0.269	The due is payable once in 30 days	The due is payable on each entry into port.
2.	Container	6.85	0.256		
3.	Other Bulk, Break Bulk & Passengers	5.49	0.205		

Notes:

1. Port dues are chargeable for sea going vessels of 15 tons and above.
2. 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.
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. Port dues shall not be levied on:
 - (i). Vessel belonging to other Major Indian Ports.
 - (ii). Any pleasure Yachts.
 - (iii). Any vessel which having left this port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage.
 - (iv). Vessels belonging to the President of India, the State Government, Union Territories and Foreign Sovereign but not running on Commercial purpose.
 - (v). Defence vessels.
 - (vi). Inland water barges carrying cargo to and from the port.
6. (i). Whenever mother vessels carrying lash barges, discharge the barges at the outer anchorage and sail out from there without entering the inner harbour will not attract port dues. In such cases, port dues will be collected from the lash barges entering the inner harbour based on their GRT.

- (ii). In cases where the mother vessels enter the inner harbour and attract port dues, then the port dues will not be leviable on the lash barges.
- 7. A LASH vessel making a 'second call' to pick up empty and / or laden fleeting LASH barges shall be treated as vessel entering a Port, but not discharging or taking any cargo or passenger therein, and shall not be charged any Port Dues.

2.2. Pilotage Fees

2.2.1. Schedule of Pilotage fees

Sl. No.	Size of the vessel	Rate per GRT			
		Container Vessel		Other Vessel	
		Coastal (in Rs.)	Foreign (in US \$)	Coastal (in Rs.)	Foreign (in US \$)
(i).	Upto 30000 GRT	14.89	0.5564	15.35	0.5738
(ii).	30001 to 60000 GRT	Rs. 446678 + Rs.11.91 per GRT over 30,000 GRT	US \$ 16692+ US \$ 0.4451 per GRT over 30,000 GRT	Rs. 460647 + Rs.12.28 per GRT over 30,000 GRT	US \$ 17214+ US \$ 0.4590 per GRT over 60,000 GRT
(iii).	60001 and above	Rs. 804004 + Rs.10.42 per GRT over 60,000 GRT	US \$ 30045+ US \$ 0.3895 per GRT over 60,000 GRT	Rs. 829132 + Rs.10.75 per GRT over 60,000 GRT	US \$ 30984 + US \$ 0.4016 per GRT over 60,000 GRT

2.2.2. Schedule of Miscellaneous Pilotage fees

1. Pilotage fee for sailing vessels

Sl. No.	Particulars	Unit	Coastal vessel (in Rs.)	Foreign-going vessel (in US \$)
(i).	Vessels enter with cargo or Ballast (for pilotage inward or outward)			
	(a). Vessel below 200 Tons.	Each way per vessel	457.60	17.10
	(b). Vessel of 200 tons and above	-do-	678.36	25.35

2. Detention Charges

Sl. No.	Particulars	Unit	Coastal vessel (in Rs.)	Foreign-going vessel (in US \$)
(i).	For power driven vessels for detention of a pilot for more than 30 minutes beyond the time for which the requisition is made	Per hour or part thereof	2676	100

3. Cancellation Charges

Sl. No.	Particulars	Coastal vessel (in Rs.)	Foreign-going vessel (in US \$)
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(i).	For power driven vessels for the cancellation of the requisition for a service of a pilot with less than 2 hrs. notice to the Dy. Conservator.	4014	150
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4. Dredgers other than for port dredging

Sl.No.	Particulars	Per 8 hour or part thereof
(i).	Pilotage fees for dredgers other than for port dredging	8000.00

2.2.3. Schedule of Shifting Charges

Sl. No.	Size of the vessel	Rate per GRT per Shifting			
		Container Vessel		Other Vessel	
		Coastal (in Rs.)	Foreign- going (in US \$)	Coastal (in Rs.)	Foreign- going (in US \$)
(i).	Upto 30000 GRT	3.72	0.1391	3.84	0.1434
(ii).	30001 to 60000 GRT	Rs.111669 + Rs.2.98 per GRT over 30,000 GRT	US \$ 4173 + 0.1113 per GRT over 30,000 GRT	Rs.115122+ Rs.3.07 per GRT over 30,000 GRT	US \$ 4302 + 0.1147 per GRT over 30,000 GRT
(iii).	60001 and above	Rs.201021 + Rs. 2.61 per GRT over 60,000 GRT	US \$ 7512 + 0.0974 per GRT over 60,000 GRT	Rs.207203+ Rs.2.69per GRT over 60,000 GRT	US \$ 7743 + 0.1004 per GRT over 60,000 GRT

Notes:

- Pilotage fee is a composite fee and shall include one inward and one outward movement with services of port's pilot, with required number of tugs / launches of adequate capacity and shifting(s) of vessels for 'port convenience'.
- In case of requisition for the cancellation of the services of the pilot due to power failure or due to break down of port's equipment, within 2 hours before the scheduled time of sailing of the vessel, no cancellation charges will be levied based on a certificate issued to this effect by the concerned officer duly authorised by the port. Likewise, charges for detention of pilot will also not be levied in case the delay is for reasons directly attributable to the Port.
- Every vessel, not under own power, including dumb barges will be charged 50% extra pilotage fee.
- No charges shall be levied for shifting of a vessel for port convenience.

- (a). "Port convenience" is defined to mean the following:
- (i). If a working cargo vessel at berth or any vessel at mooring is shifted / in-berthed for undertaking dredging 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 PORT CONVENIENCE.
 - (iii). Whenever a vessel is shifted to accommodate another vessel which can not be berthed at other berths due to draft and LOA restrictions such shifting shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (iv). Whenever a vessel is shifted to accommodate another vessel having priority at the adjacent berth and unless that vessel shifts, another vessel can not be berthed at the adjacent-berth due to length restrictions, such shifting shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (v). Whenever a vessel is shifted from berths to accommodate another vessel carrying hazardous cargo, which needs adjacent-berth to be kept vacant for safety reasons such shifting shall also be considered as " SHIFTING FOR PORT CONVENIENCE ".
 - (vi). Container vessels shifted from Container Berths in order to accommodate classified defence cargo in containers and shifted back to container berth after sailing of the defence classified container vessel shall be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (vii). Bulk / break bulk cargo vessel shifted from one berth to another berth in order to accommodate storage of cargo or shifted due to break down of equipment, stacking of cargo at berth frontage due to limitations in load bearing capacity and also due to space constraints shall also be considered as "SHIFTING FOR PORT CONVENIENCE".
 - (viii). Vessels working at Q3 or Q4 when shifted in order to accommodate classified defence cargo vessel and also the shifting made to reposition such shifted vessel shall be treated as "SHIFTING FOR PORT CONVENIENCE".
- (b). Whenever a vessel is shifted from 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. This benefit will, however, not be applicable in the following cases:

- (i). Non-cargo vessel which in any case have to vacate the berth when cargo vessels arrive.
- (ii). Vessels using the berth exclusively for over side loading / discharge.
- (iii). Vessels which are idling at berth without doing any cargo handling operations.

2.3. BERTH HIRE CHARGES

2.3.1. Schedule of berth hire charges.

Sl. No.	Vessel size (GRT)	Rate per GRT per hour or part thereof									
		General Cargo berths Q 1 to Q 6		Container Berths Q 7, Q 8 and Q 9		Oil berths Cochin Old Terminal, North Tanker berth, South Tanker berth		North and South Coal Berths		Stream Mooring	
		Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)	Coastal Vessel (in Rs.)	Foreign-going Vessel (in US\$)
1.	UPTO 3000	0.283	0.01056	0.267	0.00996	0.173	0.00648	0.106	0.00396	0.093	0.00348
2.	3001 TO 10000	0.173	0.00648	0.173	0.00648	0.122	0.00456	0.093	0.00348	0.093	0.00348
	MINIMUM CHARGE	847.75	31.68	799.60	29.88	520.20	19.44	317.90	11.88	-	-
3.	10001 TO 15000	0.106	0.00396	0.106	0.00396	0.106	0.00396	0.093	0.00348	0.067	0.00252
	MINIMUM CHARGE	1734.05	64.80	1734.05	64.80	1220.25	45.60	-	-	931.25	34.80
4.	15001 TO 30000	0.093	0.00348	0.080	0.0030	0.093	0.00348	0.067	0.00252	0.067	0.00252
	MINIMUM CHARGE	1589.55	59.40	1589.55	59.40	1589.55	59.40	1396.90	52.20	-	-
5.	30001 TO 60000	0.093	0.00348	0.080	0.0030	0.093	0.00348	0.067	0.00252	0.055	0.00204
	MINIMUM CHARGE	-	-	-	-	-	-	-	-	0	75.60
6.	60001 AND ABOVE	0.106	0.00396	0.106	0.00396	0.106	0.00396	0.055	0.00204	0.042	0.00156
	MINIMUM CHARGE	-	-	-	-	-	-	4046.10	151.20	3275.45	122.40

A Penalty of Rs. 6000/- per hour will be charged on tanker vessels for overstaying in Port tanker berths.

2.3.2. Schedule of Berth Hire Charges for other vessels

Sl No.	Classification	Rate per GRT per hour or part thereof	
		Coastal vessel (in Rs.)	Foreign -going vessel (in US \$)

1.	Fertiliser Berth-Q 10 & New BTP berth	0.198	0.0074		
2.	Lash Barges:				
	(i). Berth hire for occupying any berth	0.139	0.0052		
	(ii). Fleeting charges when barges wait at fleeting areas	0.045	0.0017		
		Rate per vessel per hour or part thereof			
3.	Any other vessels:	Sailing vessel		Fishing vessels and trawlers	
		Coastal vessel (in Rs.)	Foreign -going vessel (in US \$)	Coastal vessel (in Rs.)	Foreign -going vessel (in US \$)
	(i). Occupying a wharf berth or a stream berth	18.08	0.6757	28.95	1.0810
	(ii). Occupying a low Wharf Berth / Fort Cochin wharf berth / jetty at Willington Island or other shallow water area for anchoring with their own gear anywhere within port limits.	9.05	0.3380	14.45	0.5401
	(iii). Pleasure yachts: For occupying Pathemari anchorage at Fort Cochin wharf or anchorage in the stream under its own moorings.	-	-	9.05	0.3380
4.	Any vessel anchoring with their own gear anywhere in the dredged area and deep water channels navigated by sea going vessels.	18.08	0.6757	18.08	0.6757

Notes:

1. (i). Berth Hire Charges shall be collected for the period from berthing to un-berthing of the vessels.
- (ii). In respect of container vessels availing the window facility, berth hire charges shall be collected for the period of window allocated to the vessels or the actual period of occupation whichever is higher.
2. Berth hire charge includes the charges for wharf cranes, for first operation (subject to availability), part of cost of Cochin Port Trust labour supply wherever necessary and overtime fees payable by vessels at berths within port limits.
3. No berth hire will be charged on the vessel after expiry of four hours from the time the vessel signals its readiness to sail. There shall be a 'penal rate ' equal to one day's berth hire charge for a false signal.
4. (a). Any vessel occupying a berth or berths and requesting for any other adjacent berth or berths to be kept vacant for their convenience or due to the nature of the cargo to be handled at that particular berth or for any other reasons, shall be charged with additional Port Dues, Pilotage and Berth Hire for each such berth or berths kept vacant. The GRT of the vessel actually berthed shall be reckoned with for computation of the dues to the Port.

- (b). The requisition for keeping the adjacent berth vacant may be given either by the vessels' agent or by the consignee / consigner, or the berth(s) may be kept vacant by the Port considering the nature of the cargo handled, provided advance notice of such action is given by the Port to the vessel-agent. In all such cases, the additional Port Dues, Pilotage and Berth Hire shall be collected from the vessel agent / steamer agent, along with the normal charges, since they are vessel related charges.
5. If the port is not in a position to utilise the berth / berths because of the presence of the classified cargo in the shed / sheds, the consignee of the classified cargo will pay to the port an amount equal to the normal berth hire charges recoverable from the ship which has landed such cargo till the last packet from the shed / sheds is cleared.
 6. Berth hire charges will not be recovered when fishing vessels / trawlers are anchored at private jetties paying licence fees under the Cochin Port Trust Licensing of Jetties, Slipway and Boat pen Regulations 1968, as amended from time to time.
 7. No berth hire shall be recovered from barges except ammonia barges engaged in carrying cargo to and from the port and operated in the inland water ways.
 8. No berth hire shall be levied for the period the vessel is compelled to idle at berth operated by the COPT for continuous one hour or more due to non-availability / breakdown of port equipment or power failure or any other reasons attributable to the port. This provision will, however, not apply in case vessel idles at berths operated by the India Gateway Terminal Private Limited (IGTPL).
 9. Lash barges
 - (i). Whenever a barge occupies any stream mooring the rate applicable to such mooring as per the Scale of Rates will apply.
 - (ii). Low wharf, Muraf Jetty and Fort Cochin Jetty are declared as fleeting areas for barges.

2.4. Supply of fresh water to vessels

Sl. No.	Description	Coastal vessel (in Rs.)		Foreign-going vessel (in US \$)	
		Rate (per 1000 Lts.)	Minimum charge	Rate (per 1000 Lts.)	Minimum charge
1.	Supply through Barges:				
	(i). At inner harbour	187.30	4683.00	7.00	175.00
	(ii). At outer harbour	749.30	18732.00	28.00	700.00
2.	Water supply through shore	107.05	2676.00	4.00	100.00

CHAPTER –III

CARGO RELATED CHARGES

3.1. Schedule of wharfage for bulk and break bulk cargo

(In Rupees)

Sl.No.	Description of commodity	Unit	Coastal	Foreign
1.	Animals, birds, reptiles, animal products & derivatives	MT	46.20	77.00
2.	Asbestos	MT	50.40	84.00
3.	Cashew, nuts and fruits			
	(i). Raw cashew nut	MT	29.40	49.00
	(ii). Cashew kernels	"	37.80	63.00
	(iii). Fruits, tamarind seeds, tapioca, coconut, copra	"	28.80	48.00
4.	(i). Thermal Coal	MT	56.00	56.00
	(ii). Coal, coke, wood charcoal, firewood	"	33.60	56.00
5.	Coir, coir products, jute, jute products	MT	40.30	67.20
6.	Construction and building materials			
	(i). Sand, stones	MT	31.20	52.00
	(ii). Granite, Marble	"	40.20	67.00
	(iii). Cement, Clinker, Clay, Chalk	"	43.70	72.80
7.	Cotton, cotton waste, twist yarn, wool, clothes & Cotton piece goods	CUM	29.40	49.00
8.	Defence goods	MT	93.25	155.40
9.	Fertiliser - raw material & finished – at Q10 Berth			
	(i). Sulphur	MT	37.20	62.00
	(ii). Rock phosphate	"	34.20	57.00
	(iii). Finished fertilisers	"	34.20	57.00
	Fertiliser - raw material & finished at other Berths			
	(i). Sulphur	MT	52.10	86.80
	(ii). Rock phosphate	"	47.90	79.80
	(iii). Finished fertilisers	"	47.90	79.80
10.	Food grains, oilseeds, cereals, pulses, bran of all kinds	MT	36.95	61.60
11.	Liquid cargo, acids			
	(i). Crude oil		65.00	65.00
	(ii). POL products		65.00	65.00
	(iii). Liquid ammonia		71.40	119.00
	(iv). Phosphoric acid		65.50	109.20
	(v). Molasses, edible oils & other liquids		54.60	91.00
12.	Metals and metal scrap	MT	67.20	112.00
13.	Minerals and ores	MT	43.70	72.80
14.	Oil cakes & fodder	MT	47.05	78.40
15.	Paper, newsprint	CUM	31.20	52.00
16.	Salt	MT	8.40	14.00

17.	Soda Ash	MT	15.00	25.00
18.	Sugar	MT	37.20	62.00
19.	Synthetic resin	MT	24.60	41.00
20.	Unaccompanied personal baggage	CuM	47.05	78.40
21.	Wood, timber and products			
	(i). Timber	MT	33.60	56.00
	(ii). Wood, bamboo, wood products	MT	47.05	78.40
	(iii). Wood Pulp	MT	34.45	57.40
22.	Coffee	Advalorem	0.10%	0.17%
	Motor cars, trucks and other motorized vehicles	"	0.17%	0.28%
	Oleoresins of all types and sandal oil	"	0.02%	0.03%
	Tea & Spices	"	0.13%	0.21%
	Any item other than those specified above.	"	0.17%	0.28%

Notes:

- (1). Assessment of cargo shall be done on the basis of the description of the cargo as given in the bill of entry / coastal bill of lading in case of import cargo and shipping bill in the case of export cargo, that best fits the item description covered under the schedule.
- (2).
 - (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.
- (3). Before classifying any cargo under unspecified category in the wharfage schedule, the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in those schedules.
- (4).
 - (i). If the Stevedore / Steamer Agent, CHA / Consignee / Importers Agent wants or when there is no space available inside the wharf to keep the import cargo, Port shall allow the cargo to be stacked in an area outside the wharf under customs bond in the port custody.
 - (ii). Port will allow Steamer Agents / Stevedore concerned / CHA / Consignee / Importers Agent to move the cargo directly from the wharf and stack this cargo in an area outside the wharf under customs bond in the port custody on Willingdon Island.
 - (iii). COPT will extend its custodianship to the area outside the wharf for the specific quantity of cargo but inside Willingdon Island, till such time the cargo is out of customs bond on passing out the Bill of Entry.
 - (iv). In the tally sheet it is to be mentioned that the cargo is directly transported to the customs bond stacking area outside the wharf. The Stevedore / Steamer Agent, CHA / Consignee /

Importers Agent concerned will give a receipt for cargo.

- (v). The Stevedore / Steamer Agent, CHA / Consignee / Importers Agents has to give an undertaking, that they have received the total quantity landed / manifested at the stack area. They also have to give undertaking to safeguard the cargo and that they will be responsible for any damage / pilferage / loss of cargo. The undertaking also should be to the effect that they would remain responsible for any legal complication or claim arising out of such cargo.
 - (vi). The documents i.e. Import application, Delivery Order from Steamer Agent and Passed Out Bill of Entry required for delivery of the cargo will be submitted to the port before ultimate physical delivery of the cargo from the leased area.
- (5). Wharfage dues shall be collected at the rates specified in the schedule on the basis of:
- (i). Manifested tonnage / measurement, unit of weight / volume of cargo;
 - (ii). Quantity / tonnage shown in bill of lading or relevant title to goods in case of crude oil and P.O.L. products; or
 - (iii). Advalorem wharfage on imports shall be collected on the C.I.F. value; in case of export cargo, on F.O.B. value and in case of coastal cargo on value indicated in the bill of coastal goods.
- (6). In case of 5 (i) and (ii) specified above, gross tonnage / measurement shall be reckoned with as specified in related document, such as out-turn report for export cargo, intake certificate duly signed by central excise, ullage certificate issued by ship's surveyor. In the absence of these details, the tonnage / measurement arrived at by actual test check by the port trust administration shall be taken as gross tonnage / measurement.
- (7). Goods free of wharfage:
- (i). Cargo consigned to or by the Cochin Port Trust.
 - (ii). Bonafide passengers' and seamen's baggage and personal effects accompanying them.
 - (iii). Cargo temporarily landed from a vessel under repairs and reshipped into the same vessel after completion of repairs.
 - (iv). Cargo temporarily landed from a vessel which has entered the port owing to stress of weather and reshipped into the same vessel during the same voyage.
 - (v). Bonafide ships fittings of the same vessel.
 - (vi). Ships' sweepings provided that the entire cargo is landed at the port and that satisfactory proof is produced to the effect that the sweepings formed part only of the consignments for which dues have been paid. Portage of such sweepings shall be arranged by the

Steamer Agent or the owner of the consignment.

- (vii). Sweepings collected on shore.
 - (viii). Sand or stone ballast.
 - (ix). Fodder accompanying livestock and not manifested as cargo.
 - (x). Cargo which have been shipped after wharfage have been paid to the port but re-landed and reshipped in the mooring by another vessel to suit the original vessel's convenience.
 - (xi). Pallets used for the export of palletised cargo from the wharves.
 - (xii). Half wharfage is payable in respect of the above items from 7 (i) to 7 (xi) the handling of which is undertaken by the Port Trust for each operation of landing or shipment, if dealt with at the wharf.
- (8). Cargo towed into and out of the RO-RO vessels without any Porterage activity, will attract only 50% of the applicable wharfage prescribed in the schedule. Accompanied baggage of passengers towed out of into the vessel will not attract any Wharfage.
- (9). Cargo meant for transshipment, reshipment or shut out cargo shall be assessed for each handling @ 75% of the wharfage applicable to the particular item (cargo).
- (10). Ship stores, provisions for use of ship for consumption during voyage and coal or oil for bunker of the vessel shall be charged at 50% of the wharfage applicable to these items.
- (11). Port shall not arrange for the porterage at wharf for the following bulk cargo items and the owners shall make their own arrangements for handling them at their expense and risk:
- (i). Animal, birds, reptiles.
 - (ii). Cashew shell liquid.
 - (iii). Chemicals.
 - (iv). Coal, coke, wood charcoal & firewood.
 - (v). Edible oil.
 - (vi). Fertiliser and fertiliser raw material handled at Q 10 berth.
 - (vii). Goods free of wharfage.
 - (viii). Palm / coconut fatty acid.
 - (ix). P.O.L. and P.O.L. products except bitumen.
 - (x). Any other cargo handled through pipelines.
- (12). Any cargo discharged from the vessel to lighter vessels other than through alongside berth, 50% wharfage shall be recovered on such cargo at the rate specified for that cargo.

3.3. Demurrage Charges

3.3.1. Free Period

Sl. No.	Description	Free Period
1.	Import Cargo	7 days
2.	Export & transhipment cargo	12 days

Notes:

- (1). (i). Free period for import cargo shall be reckoned from the day following the date of last cargo discharged / landed from the vessel.
- (ii). Free period for export cargo shall commence from the actual date of admission of the cargo into the port premises.
- (iii). In case of salvaged goods, free period shall commence from the day following the notification of salvage by the receiver of wreck.
- (iv). In the case of export cargo after the free period demurrage shall accrue till the date of commencement of loading.
- (2). Both export and import cargo shall enjoy only one set of free period.
- (3). Demurrage shall be chargeable on all goods / cargo left in the port's transit sheds or yards beyond the expiry of free days at the rates prescribed in the respective schedule.

3.3.2. Schedule of Demurrage charges

Sl. No.	Description	For cargo assessed on unit rate	For cargo assessed on advalorem basis	
		Rate per wharfage unit per day or part thereof (in Rs.)	Rate prescribed as % of wharfage applicable	
I.	Import			
	1.	For the first 5 days	28.00	20%
	2.	For the next 10 days	56.00	25%
	3.	For the next 30 days	95.00	35%
	4.	Thereafter,	189.00	45%
II.	Export & Transhipment			
	1.	From 13 th day onwards	21.00	25%

Notes:

- (1). **Demurrage when adjacent berth kept vacant:**

Demurrage leviable on other consignments lying at the particular berth or adjacent berth / berths

which cannot be cleared during the period when the adjacent berth / berths is / are kept vacant on account of the nature of cargo to be handled at a particular berth or for any other reason, shall be borne by the respective consignee of the cargo requiring such safeguard.

(2). Demurrage @ 50% of the rates applicable will be charged on unaccompanied personal baggage / personal effects. All other conditions regarding free period etc. shall remain the same.

(3). Demurrage for shut out cargo

(i). Any cargo brought into the port for shipment subsequently amended to another vessel and shipped out shall pay demurrage from the date of carting of the cargo into the port till the date of amendment of the vessel's name on which the cargo is alternatively shipped out.

(ii). Demurrage on export goods brought in for shipment by a particular vessel and shut out though no fault of the shipper but subsequently shipped by another vessel shall be charged at the rates applicable for export cargo as per the schedule in the scale of rates for the entire period till the goods are shipped or removed from the port wharves.

3.4. Charges for use of wharf electric crane other than during the course of import / export operation. (Second operation)

(In Rupees)				
Sl.No.	Description	Unit	Coastal	Foreign
1.	Cargo on which wharfage is collected For lift upto 10 MT	Rate per ton or part thereof	84	140
2.	Cargo on which wharfage is not collected and for any other use. For lift upto 10 MT	Rate per ton or part thereof	168	280
3.	For opening or closing the hatch	Rate per shift of 8 hours per hatch	336	560

Notes:

1. The charges for opening or closing the hatch are recoverable only in the shift in which the hatch is worked.
2. The charges for the use of grab fitted to the crane shall be levied separately in addition to the charges.

3. 5. Charges for using the port's grabs fitted to the shore cranes.

(In Rupees)

SI.No.	Description	Unit	Coastal	Foreign
1.	Upto 5 CuM. capacity grab Minimum Charges	Per hour or part thereof	126 630	210 1050
2.	Above 5 CuM. capacity grab Minimum Charges	Per hour or part thereof	210 1050	350 1750

3. 6. Charges for light duty forklift trucks.

(In Rupees)

SI No.	For second & subsequent Operations	Unit	Coastal	Foreign
1.	For cargo handling or any other operations inside the wharf premises Minimum Charges	Per forklift truck per hour or part thereof	252 504	420 840

3.7. Requisition cancellation charges.

(In Rupees)

Sl.No.	Particulars	Unit	Rate
1.	In working days Two hours before availing the equipment.	Per equipment per requisition	350.00
2.	In Sundays and holidays Within two hours of availing the equipment	- do -	2100.00

Note:

If the cancellation of equipment on Sundays and holidays arises out of Port's decision, no cancellation charges shall be recovered.

3.8. Removal Charges.

(Rate in Rupees)

Sl. No.	Description	Within transit shed or open transit shed accommodation	From transit shed or transit accommodation to other sheds or import warehouses or to open storage area
	In the case of goods on which Wharfage is charged on the basis of:		
1.	Per ton / Per cum:	140.00	420.00
2.	Per each item:		
	(i). Motor car	105.00	210.00
	(ii). Motor cycle with or without side car, cycle & other carriages	70.00	105.00

Notes:

1. After the expiry of the free storage period, the goods are liable to be removed at the discretion of the port, which shall attract the charges as per the schedule.
2. Baggage or personal effects not accompanying passengers or seamen if landed at Ernakulam wharf shall be removed direct to overflow shed or baggage hall at Ernakulam wharf and removal charge at Rs.50.00 (Rupees Fifty only) per cubic metre shall be recovered.
3. Removal charges leviable on other consignments lying at the particular berth or adjacent berth / berths which cannot be cleared during the period when the adjacent berth / berths is / are kept vacant on account of the nature of cargo to be handled at the particular berth, or any other reason shall be borne by the respective consignee of the cargo requiring such a safeguard.

CHAPTER –IV

CONTAINER RELATED CHARGES

4.1. Wharfage for Containers

Sl. No.	Type of containers	Unit	Rate in Rupees			
			20'		40'	
			Coastal	Foreign	Coastal	Foreign
1.	Empty	Per Container	88.20	147.00	132.30	220.50
2.	Laden	"	420.00	700.00	630.00	1050.00
3.	House stuffed / de-stuffed	"	672.00	1120.00	1008.00	1680.00
4.	ICD containers–Laden	"	420.00	700.00	630.00	1050.00
5.	Hazardous	"	Rate 25 % more from normal containers			

4.2. Ground Rent on Containers

Sl. No.	Period of occupation	Rate per container per day or part thereof			
		20'		40' & above	
		Coastal (Rs.)	Foreign (US \$)	Coastal (Rs.)	Foreign (US \$)
1.	For Empty Containers				
	(i). First 3 days	Free	Free	Free	Free
	(ii). 4th day to 10th day	133.80	3	267.60	6
	(iii). 11th day to 15th day	267.60	6	535.20	12
	(iv). Thereafter	535.20	12	1070.40	24
2.	For Loaded Containers				
	(i). First 7 days	Free	Free	Free	Free
	(ii). 8th day to 15th day	133.80	3	267.60	6
	(iii). 16th day to 30th day	267.60	6	535.20	12
	(iv). Thereafter	535.20	12	1070.40	24
3.	Hazardous Containers				
	(i). First 7 days	Free	Free	Free	Free
	(ii). 8th day to 15th day	167.25	3.75	334.50	7.5
	(iii). 16th day to 30th day	334.50	7.5	669.00	15
	(iv). Thereafter	669.00	15	1338.00	30

4.	For Transshipment Containers				
	Empty Container				
	(i). First 15 days	Free	Free	Free	Free
	(ii). 16th day to 30th day	267.60	6	535.20	12
	(iii). Thereafter	401.40	9	802.80	18
	Laden Container				
	(i). First 30 days	Free	Free	Free	Free
	(ii). 31st day to 45th day	267.60	6	535.20	12
	(iii). Thereafter	401.40	9	802.80	18

Notes:

(1). **Free Period.**

- (i). The free period for import containers will commence from the day after the day of landing of the last container from the vessel.
- (ii). The free period for export containers will commence from the time the container enters the port.

(2). In case of export container, the levy of ground rent shall cease when the nominated vessel commences loading.

(3). For the purpose of calculation of free period Customs holidays and port non-working days shall be excluded.

(4). 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 day of landing of the 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 de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for de-stuffing the cargo.

- (iv). Where the container is seized / confiscated by the Custom Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seized / confiscated containers should be removed by the line / consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the day of such removal.

4.3. Stuffing and De-stuffing charges at CFS & Wharf.

(In Rupees)

Sl.No.	Description	Rate per container	
		20'	40' and above
1.	For half container - Loaded	1150.00	1875.00
2.	For a full container - Loaded	2300.00	3750.00

Notes:

1. A container, which is stuffed or de-stuffed 50% or less of its normal capacity, such a container, is treated as half a container.
2. In case of LCL import / export cargo, the COPT shall collect the LCL cargo management charges at the wharfage rates prescribed in Schedule 3.1. of its existing Scale of Rates. Concession of 10% on the rates specified in the wharfage schedule will be allowed subject to a minimum of Rs.550/- for a 20' container, Rs.825/- for a 40' container and Rs.1100/- for a container above 40'.

3. Storage charges on containers (FCL / LCL loaded or empty) at Port Wharves and CFS.

Sl. No.	Period of occupation	Rate per container per day or part thereof			
		20' container		40' container	
		Foreign- going (in US\$)	Coastal (in Rs.)	Foreign-going (in US\$)	Coastal (in Rs.)
1.	First three days	Free	Free	Free	Free
2.	4 th day to 15 th day	3.00	138.00	6.00	276.00
3.	16 th day to 30 th day	6.00	276.00	12.00	552.00
4.	Thereafter	12.00	552.00	24.00	1104.00

- (a). Free period will exclude any delay on the part of the port to stuff or destuff the container, as certified by the concerned officer authorised by the COPT.
- (b). Free period shall exclude Customs Holidays and port's non-operating days.
4. In the event of stuffing / de-stuffing of cargo necessitated for topping up the container, examination, accounting or proper stacking and such stuffing / de-stuffing of cargo results in 50% or less than 50% of cargo being stuffed / de-stuffed, in such cases only 50% of the stuffing de-stuffing charges will be collected.
5. Free period and levy of demurrage charges on cargo shall be governed by the provisions prescribed in Schedule 3.3 of the Scale of Rates.

CHAPTER –V

MISCELLANEOUS CHARGES

5.1 Floating craft charges

(In Rupees)

Sl.No.	Category	Unit	Rate in Rupees
1.	Floating Crane		
	F.C. Periyar and Oil Skimmer M.V. Venad		
	Fixed booking charges	Per shift or part thereof	5000.00
	Lifting charges	Per ton	210.00
2.	Dredger – Nehru shatabdi	Rate per hour or part thereof	25000.00
3.	Mooring tug	Rate per tug per hour or part thereof	13300.00
4.	Pilot & other launch	Rate per launch per hour or part thereof	350.00
5.	Fire float	Rate per equipment per	560.00

		hour or part thereof	
6.	L & T Poclain & Barge Vijaya		
	Fixed Charges	Per load per 8 hrs shift or part thereof	12000.00
	"	Per additional hour or part thereof	1500.00
	Loads above one load	Per load	1000.00

5.2. Charges for use of Barge Jetties.

Sl.No.	Description	Unit	Rate in Rs.
1.	At Q 10 Area	Per jetty per month or part thereof	1,14,800.00
2.	Near South Coal Berth	- do -	1,26,000.00

5.3. Charges for Erecting Hoardings.

Sl. No.	Description	Rate (in Rs.)	Minimum charge per annum (in Rs.)
1.	Single sided hoardings:		
	(i). Per sq. mtr per year	2261.00	2800.00
	(ii). Per sq. feet per year	210.00	
2.	Double sided hoardings	50% over and above the rate for single sided hoarding	4200.00
3.	Dealer board	25% the rate for single sided hoarding	700.00

Notes:

1. The security deposit of Rs. 2500 should be paid in advance irrespective of the location of hoardings within the port limits.
2. The permission for the hoardings will be renewable annually and the rent will be payable in advance. The Port may, however, require at any time, on three months notice that the hoardings should be removed if the land is required for other purposes. In such cases proportionate charges will be refunded.
3. The grant of permission for putting up of hoarding will not confer any title or right in respect of the land.
4. If the hoarding is not removed on the expiry of the period of permission, the Port shall be entitled to remove such hoardings and sell them by public auction. The Port shall also have the right to recover the cost of such removal and other incidental expenses from the deposit amount or the sale proceeds of such materials used for hoarding.

5.4. License fee for the use of port's bunks

Sl. No.	Description	Rate per month or part thereof (in Rs.)
	Old Bunks	
1.	Measuring 2.5 M x 2.5 M	375.00
2.	Measuring 2.5 M x 1.5 M	300.00

3.	Measuring 3.0 M x 2.5 M	827.00
4.	Security deposit for two months	1060.00
New Bunks		
5.	T - Bunks 3 M x 1.5 M	736.00
6.	C - Bunks 2.5 M x 1.5 M	613.00
	Security deposit will be 2 months licence fee	

Note:

New bunks are those bunks existing between the EDC building and Ernakulam Wharf gate, Western Side of Rubber Board building & southern side of Portage Office.

5.5. Fumigation charges for cotton.

Sl.No.	Description	Rate (in Rs.)
(i).	- Rate per square bale	12.60
(ii).	- Rate per round bale	8.40

5.6. Charges for issue of entry and clearance certificate.

Sl.No.	Description	Unit	Rate (in Rs.)
1.	Vessels not entering the port limits		
(i).	For Lash vessels anchored at outer sea	Per Certificate	4725.00
(ii).	For other vessels anchored at outer sea and proceeding with out discharging or taking in any cargo or passengers.	"	2380.00

5.7 License fees for jetties, piers etc.

Sl. No.	Description	Unit	Rate (in Rs.)
1.	Jetties & piers	Rate per unit per annum	800.00
2.	Slipways	- do -	700.00
3.	Boatpen	-do -	335.00
4.	Inspection fees	Each Jetty / slipway from Each applicant	390.00

5.8. Charges for Oil pumping facilities.

Sl. No.	Description	Unit	Rate (in Rs.)
1.	For use of port's berth, jetties, pipelines, pumping facilities for operation of transferring P.O.L products (other than landing and shipping)	Rate per ton per month or part thereof	14.00
2.	Exchange PIT facilities for transferring POL products from one installation to another through pipelines at Cochin Oil Terminal.	-do-	7.00

5.9. Charges for the use of Port's Dry Dock.

Sl.No.	Description	Rate (in Rs.)
1.	For the first day	26,600.00
2.	For every subsequent days	13,300.00

5.10. Charges for use of Port's Plants and Appliances

Sl.No.	Description	Unit	Rate per equipment (in Rs.)
1	Fender pontoons	Per day or part thereof	4900.00
2	12 ton stationary crane at dry dock	-do-	2240.00
3	Slipway	-do-	1120.00
4	Fire tender or fire pump	Per hour or part thereof	350.00
5	Portable welding plant	-do-	280.00

Notes:

1. Equipment shall be spared for use subject to availability during the working hours notified by the Cochin Port Trust from time to time, based on the priority of requisition determined by the Cochin Port Trust. Equipment shall be used normally within the limits of port.
2. The charges will commence from the time equipment is moved (unless otherwise specified in the schedule) till the time they are discharged.
3. When the equipment requisitioned is required for a longer period than initially required, fresh requisition shall be filed one hour before the expiry of the initial requisition period.
4. Cancellation of requisition:
 - (i). Cancellation of requisition shall be made at least 2 hours before the commencement of period for which the service is requisitioned.
 - (ii). Cancellation charge of requisition shall be as per the rate as specified in the respective schedule or a minimum of Rupees one hundred (Rs.100), whichever is higher. Cancellation charges shall not be refunded. However, if the port, in order to suit its' convenience, does not supply the equipment as per the requisition, requisition cancellation charge shall not be collected.
5. If an equipment is intended to be used for any purpose outside the port limits, the rates for such use shall be 200% of the respective rates for the equipment, unless otherwise specified.
6. The port shall only man and work the cranes. The labour for slinging and un-slinging the cranes shall be provided by the user concerned.

5.11. For taking photography or videography.

Sl.No.	Description	Unit	(Rate in Rs.)
1.	Making cinema / documentary by movie camera.	Per day or part thereof per party	11,200.00
2.	Wharf / CFS operations:		
	(i). Videography by video camera	“	700.00
	(ii). Photography by Still Camera	“	350.00

5.12. Weighing charges

Sl.No.	Description	Unit	Rate (in Rs.)
1.	Weighing scale		
	(i). For using weighing scale	Rate per ton or part thereof	7.70
	(ii). Issue of Weight Certificate	Rate per vehicle per day	30.80
2.	Weigh bridge		
	(i). For Bulk cargo	Rate per ton or part thereof	4.20
	(ii). Other cargo		9.80
	(iii). Issue of weight certificate	Rate per vehicle per day	30.80

5.13. Charges for Light duty mobile crane

SI.No.	Description	Rate per hour or part thereof (in Rs.)	Minimum charges (in Rs.)
(i).	Inside wharf premises		
	(a). Upto 10 tons crane capacity	1050.00	2100.00
	(b). Above 10 tons crane capacity	1750.00	3500.00
(ii).	Outside wharf premises		
	(a). Upto 10 tons crane capacity	2100.00	4200.00
	(b). Above 10 tons crane capacity	3500.00	7000.00

5.14 Toll Charges

SI.No.	Vehicle	Per day charge per vehicle (in Rs.)	Annual charge per vehicle (in Rs.)
1.	Two wheelers	3.00	210.00
2.	Three wheelers	4.00	280.00
3.	Four wheelers & LCV	7.00	700.00
4.	Buses, lorries, heavy trucks etc.	10.00	1120.00
5.	Tourist buses		
	(i). Capacity - less than 20 Passengers	28.00	1400.00
	(ii). Capacity - 20 or more Passengers	55.00	1400.00

CHAPTER –VI

ESTATE RENTALS

General Note to Chapter-VI:

All the conditions / notes stated hereinunder to govern the rates prescribed in this Chapter-VI of the Scale of Rates 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. In case of disagreement, the conditions prescribed by the Government in the Land Policy guidelines shall prevail.

6.1. Lease rent of land – Permanent lease

A. (I).	RATE OF LEASE RENT OF LAND APPLICABLE TO THE LESSEES AS ON 31.12.95, WITH EFFECT FROM 1.1.96.			
		Rate per acre per annum (In Rs.)	Rate per are per annum (In Rs.)	
	(i).	Category- I: Land with water frontage	1,63,800.00	4,055.00
	(ii).	Category- II: Land with Railway siding	1,63,800.00	4,055.00
	(iii).	Category- III: Land without water frontage and railway siding	1,09,800.00	2,715.00
	(iv).	Category-IV: Land for office, Banks, shops, Hotels etc.,	1,09,800.00	2,715.00
	(v).	Category- V: Land for residence	46,800.00	1,155.00
	(vi).	Special Category	1,83,500.00	4,535.00
The rate of lease rent shown above will be increased at a uniform rate of 5% every year from the date of original notification of these rates till March 2004 with an option to refix the base after every 5 years. Subsequently, to March 2004, these rates shall be escalated by 2% per annum.				
(II).	RATE OF LEASE RENT OF PORTS LAND FOR RENEWAL OF EXISTING LEASE AND ALLOTMENT OF LAND ON OR AFTER 1.1.96.			
	(i).	Category – A - Residentail Purpose	1,70,000.00	4,200.00
	(ii).	Category – B - Industrial Purpose	2,50,000.00	6,200.00
	(iii).	Category – C – Commercial Purpose	3,40,000.00	8,400.00
The rate of lease rent shown above will be increased at a uniform rate of 5% every year from the date of original notification of these rates till March 2004 with an option to refix the base after every 5 years. Subsequently, to March 2004, these rates shall be escalated by 2% per annum.				
The above rates shall be made applicable to the following cases:				
(i).	To all new leases by allotment from 1.1.96			
(ii).	To all existing leases which are renewed on or after 1.1.96			
(iii).	To all cases of transfer of lease granted from 1.1.96			

B.	EXTENSION OF LICENCE PER IOD	
	Additional licence fees @ 50% of licence fee applicable shall be payable for granting extension of licence period beyond the normal 2 year period of licence.	
	Explanation	
	Rate of licence fee will be the same as the lease rent applicable to the category of land concerned.	
C.	RATES FOR SUB LEASING	
	The sub lease levy shall be payable with effect from 1.1.96 at the following rates:	
		Rate per 10 sq. mtr. per month
	(i).	Godown space Rs.100.00
(ii).	Office space accommodation Rs.125.00	

6.2 Lease rent of land – Temporary lease.

Sl. No.	Particulars	Rate per 10 sq. mtr. or part thereof per month or part thereof (in Rs.)
I.	Covered space	
	1. Fort Cochin Wharf covered storage under permit issued by the Chairman of the port of Cochin or any other Officer authorised in this behalf for period not exceeding one year.	400.00
	In future all will be treated as covered space. In case warehouse is allotted to the parties for the use of office accommodation, 20% rent will be levied in addition to the above.	
II.	Open space	
	Fort Cochin wharf open storage under permit issued by the Chairman of the port of Cochin or any other Officer authorised in this behalf for period not exceeding one year.	
	1. Commercial purpose	170.00
	2. Industrial Purpose	100.00
	3. Hard Surface Area	200.00
	4. Minimum charges for 1, 2 & 3 above.	500.00
III.	Warehouse	

		Rate per 10 sq. mtr. or less per month or part thereof. (In Rs.)
1.	Under permit issued by the Chairman of the port of Cochin or any other Officer authorised in this behalf for period not exceeding one year.	400.00
2.	Under leases for periods:	
a.	Exceeding one year but not exceeding 3 years	400.00
b.	Exceeding 3 years but not exceeding five years.	400.00
In future all will be treated as covered space. In case warehouse is allotted to the parties for the use of office accommodation, 20% rent will be levied in addition to the above.		
IV.	Shed except 'M' shed at low wharf	
1.	Under permit issued by the Chairman of the port of Cochin or any other Officer authorised in this behalf for period not exceeding one year.	400.00
2.	Under leases for periods:	
a.	Exceeding one year but not exceeding 3 years	400.00
b.	Exceeding 3 years but not exceeding five years.	400.00

Sl. No.	Particulars		Rate per 10 sq. mtr. Or less per month or part thereof (in Rs.)
V.	'M' shed at low wharf		
	Under permit issued by the Chairman of the port of Cochin or any other Officer authorised in this behalf for period not exceeding one year.		400.00
VI.	Rent for open storage space on Willingdon Island		
	1.	Commercial purpose	170.00
	2.	Industrial Purpose	100.00
	3.	Hard Surface Area	200.00
	4.	Minimum charges for 1,2 & 3 above.	500.00
	5.	Pallets Rent for open storage space for storing pallets shall be charged on the basis of rates given at Sl. 1 to 4 above.	
VII.	Rent for office accommodation leased to parties on area basis		
			Rate per sq.mt. or part thereof per month or part thereof. (in Rs.)
	1.	Under permit issued by the Chairman of the port of Cochin or any other Officer authorised in this behalf for period not exceeding one year.	70.00
	Minimum charge		700.00
VIII.	Rent for fumigatorium for storage of export cargo		Rs.20.00 per 10 sq.mtr. or less per day or part thereof
IX.	Way leave charges		
	1.	Way leave charges for laying pipelines through port's land	Rs.100.00 per sq.mtr. for the area occupied by pipeline/year.

Note:

The area occupied will be calculated by multiplying the actual length of the pipelines with the width which will be taken as

(a). For pipelines of 80 M.M. or less: 0.3. metre

(b). For other pipelines: the actual width occupied by the line plus 0.3 metre.

Note:

For the items covered under VI to IX above, in accordance with the policy guidelines communicated by the Govt. vide letter dated 1.4.95, all charges / rates will be increased every year @ 5% of the base rate from the date of original notification of these rates till March 2004. Thereafter, the rates will be increased by 2% per annum as per the revised guidelines on land policy issued by the Government in February / March 2004.
