

Tariff Authority for Major Ports

G. No. : 90

New Delhi, 28 March 2001

NOTIFICATION

In exercise of the powers conferred by Sections 48, 49 and 50 of the Major Port Trusts Act, 1963 (38 of 1963), the Tariff Authority for Major Ports hereby approves the proposal of the Calcutta Port Trust for a general revision of its Scale of Rates (excluding Railway charges), as in the Order appended hereto.

(S. Sathyam)
Chairman

Tariff Authority for Major Ports
Case No.TAMP/80/2000-CPT

The Calcutta Port Trust (CPT)

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Applicant

ORDER

(Passed on this 28th day of March 2001)

This case relates to a proposal from the Calcutta Port Trust (CPT) for a general revision of its of the Scale of Rates (excluding Railway charges).

2. The CPT Scale of Rates with respect to cargo and vessel related charges was last revised in October 1996. The CPT has stated that to meet the increased financial liability on account of revision of salaries & wages and retirement benefits as declared by the Government and increased cost of maintenance of the port due to market inflation, it has become necessary to revise its Scale of Rates. The proposed revision of rates has been approved by the Board of Trustees of CPT in its meeting held on 14 July 2000.

2.1. The CPT has highlighted the following features of the proposed Scale of Rates:

- (i). While framing the Scale of Rates, TAMP's Orders on various issues (for common adoption by all the Major Ports) have been incorporated.
- (ii). The proposed Scale of Rates has been structured in seven parts as given below:

Part I: Charges on break bulk and bulk cargo at Calcutta Dock System (CDS)

- (a). Downward revision in the rates for items like POL products having a flash point of less than 23° C, LPG, vegetable oil, coking coal, petroleum coke, other types of coke, limestone, etc. is proposed.
- (b). Increase in the wharfage rates are restricted within 20% of the existing rates, except certain items like POL product having a flash point of 23° C and above, iron and steel, edible oil, fertilizer, timber, metal scrap.
- (c). In case of overside discharge excepting POL and LPG, 70% of the wharfage rate has been proposed which includes the charge for subsequent discharge at the Inland vessel Wharf.
- (d). No heavy lift rates in the wharfage have been proposed instead a lifting charge is introduced for handling of any package / article weighing 5 tonnes and above by the port equipment at the time of delivery / receiving.
- (e). A rebate of 10% on the wharfage rate is proposed if the entire consignment is shipped or delivered direct without involving any port equipment.
- (f). To promote the unspecified export cargo, the maximum *ad valorem* rate is reduced to 0.4% from 0.5%. To promote the coastal traffic, wharfage rate for unspecified coastal cargo is fixed at Rs.100/- per tonne.
- (g). To induce the importers and exporters for handling more cargo through the CDS, concept of volume discount is introduced. For promoting export, a free demurrage period of 30 days for export on stock cargo has been proposed.

Part II: Charges on container and containerised cargo handled at CDS.

- (a). A separate category for import cargo like waste paper, newsprint, vegetable oil and gift consignment has been proposed by reducing the existing rates by Rs.500/- Per TEU.
- (b). While categorising containers loaded with export cargo, lower tariff rates for low valued cargo like Jute & Jute products, jute carpet, backing clothes, CI gods, crude drugs, dry fruits, plant, fertilizers, fire bricks, refractory materials, cotton, cotton products etc. has been proposed to meet the long standing demand of the trade.
- (c). For other import containers at CPY and non-CPY, the increases in the rates have been proposed to the tune of 16.66% and 16% respectively. For export containers at CPY an increase by 11.11% for category II and 8.33% for category III have been proposed whereas at non-CPY, the proposed increase is 14.29% for category II and 10% for category III.
- (d). The tariff for handling empty container has been proposed for upward revision taking into account rates prevailing at other ports.
- (e). The concept of General Landing Date (GLD) as landing date of containers has been replaced by actual date of landing to accommodate the demand of the trade.
- (f). Demurrage free period for ICD containers is increased from 7 days to 15 days to promote ICD traffic.

Part III: Charges on break bulk, bulk, containerised cargo and containers handled at Haldia Dock Complex (HDC)

- (a). Same rates are proposed both at CDS and HDS for handling of liquid or gas through pipelines considering the identical nature of handling.
- (b). In respect of 'On Board Charges' excepting few items, no increase has been proposed. Restructuring of groups has, however, been proposed.
- (c). The maximum *ad valorem* rate in respect of 'On Board Charges' is reduced to 0.4% from 0.5% *ad valorem*.
- (d). The concept of volume discount is introduced to encourage handling of additional traffic.
- (e). Increase in the rates of Container Handling at the HDC is by the same quantum as proposed for the CDS.

Part IV: Miscellaneous charges and charges on permits / licences

Same rates are proposed both for CDS and HDC in respect of Miscellaneous charges and permits / licences.

Part V: Charges related to ship breaking

A consolidated rate inclusive of the charges for occupation of a ship breaking berth for specified period is proposed along with introduction of rebates and penalties.

Part VI: Charges for dry docks

The charges for dry dock proposed are in line with the principle followed at other Major Ports like the MBPT.

Part VII: Vessel related charges

The proposed charges are comparable with that of other ports except towage and pilotage, which is high at CPT due to long pilotage distance not comparable with any other ports.

- (a). Berth Hire charges are proposed to be increased by 45%;
- (b). Towage and Pilotage charges are proposed to be increased by 25%; and,
- (c). Port dues are proposed to be hiked by 55%.
- (d). An anchorage rate is introduced in the proposed scale of rates.
- (e). In pilotage rate, rebate to vessel availing pilotage from Sandhead to Saugor or Haldia anchorage or Diamond Harbour is increased from 20% to 25%.
- (f). The GRT slabs for charging berth hire, pilotage and port dues have been modified.
- (g). A provision has been made to grant waiver in the demurrage charges for strike and stoppage of work by the port employees and not to charge any berth hire on the vessel, sailing of which is delayed for strike by the port employees, or out of commission of the Lock Gate.

2.2. Since the average inflationary effect during the last five years has been 8.22% and the same is about 7.57% of the income in the year 1999-2000, the CPT has reasoned that it is entitled to an increase of 30.13% + 15.1% i.e., 45.23% over the existing income taking into consideration inflationary effect for the subsequent two years as per the guidelines of the TAMP. The CPT expects the income to increase by 14.98% with the proposed revision, which is a minimum necessity for the survival of the port. The CPT has stated that even after this revision there will still be a shortfall of 30.25% which it will endeavour to make good by scaling down the size of establishment, cost reduction in all areas of operation, revision of land rent schedule, etc.

2.3. The increases proposed by the CPT for different services are at varying levels. The average increases proposed by the CPT, however, are 9.5% in cargo handling and storage activity, 22% in port and dock charges and 12.95% in overall operations.

3.1. The proposal of the CPT was circulated among various port users/representative bodies of port users. The comments received are summarised below:

The Bengal Chamber of Commerce and Industry (BCCI)

- (i). The 'On Board charges' at Haldia are basically charges for the stevedoring service provided by the port. This practice at the HDC has come into vogue to dispense with the legacy of DLB system. Stevedoring charges at other ports are paid to the registered stevedores on the basis of weightment / measurement / unit. Instead at HDC, the 'On Board charges' in respect of non heavy lift cargo are charged on the *ad valorem* basis which needs to be reviewed.
- (ii). In the proposed Scale of Rates tariff of Rs.110/- has been specified for machinery and spares. The CPT should confirm whether in respect of machinery items weighing less than two tons the concept of *ad valorem* has been disposed with and that On Board charges are payable by cargo interest and not Shipowners.

The Eastern India Shippers' Association (EISA)

- (i). Lower tariff proposed for low value containerised cargo is welcome.
- (ii). The increase in the rates proposed for non-CPY is higher than that of CPY. The port offers no services for containers landed at non-CPY, except hooking / unhooking at the quay and at no stage, the port equipment is being used. Any further increase in the handling rates at non-CPY will reinforce the existing anomaly which needs to be rectified by the CPT.

Indian Oil Corporation Limited (IOCL)

- (i). The proposed hike will put a lot of pressure on the oil industry. Refineries, in particular, may not be able to sustain their operation in a deregulated scenario. Moreover, the existing rates at the CPT are already high in comparison to other ports.
- (ii). Wharfage on crude oil is increased to Rs.95.00 from Rs.85.00 per tonne. At the present rate of Rs.85.00 itself, the IOC is incurring Rs.127.70 per tonne on crude imported on account of landing and wharfage. An additional wharfage of 50% is being paid for lighterage operation, tug charges etc. Further, the limiting draft at Haldia is making the whole activity costly and time consuming. The wharfage shall therefore, be all inclusive and be kept at Rs.85/- only both for crude and POL .
- (iii). Wharfage for both crude and POL shall be based on actual quantity of the cargo carried and not on the gross tonnage of the vessel.
- (iv). Wharfage shall be based on per tonne basis only and the proposed new clause of *ad valorem* should be dropped.
- (v). The rebate on wharfage on crude and POL shall be calculated together and not separately. The incremental rate shall be made Rs.60/- for both POL and crudes.
- (vi). The increase in the vessel related charges is very high and not at all justified considering the draft restrictions at both HDC and CDS which compel an increase in the number of vessels with increased dead-freighting.
- (vii). A charge of 50% wharfage planned on liquid cargo transferred through pipeline between Haldia and CDS is not at all acceptable as the CPT does not provide any additional service.

Shipping Corporation of India (SCI)

- (i). While the revision in Scale of rates is inevitable in the context of increased operational cost, it cannot be to an extent that will make the port uneconomical vis-à-vis neighbouring ports.
- (ii). Rates pertaining to Port dues, Pilotage and towage, Berth hire have been prescribed in US\$ and hence not affected by inflation.
- (iii). Although measures have been taken to attract cargo interest, no such efforts have been made in case of Shipowners whose all round cost have gone up specially in view of hike in Port dues, Pilotage and towage and Berth hire. The increase in the vessel-related charges for a feeder vessel, tankers, bulk carriers and break bulk vessels, is around 29%, 26%, 36% and 35% respectively. Any possible advantage of the proposed berth hire charges on 8 hourly basis will not have much impact specially for vessels having a comparatively long stay in Port.
- (iv). The change from the present concept of GLD system to the actual date of landing will invite unnecessary paper work and dispute of various nature due to possible errors in the time recording. The existing GLD system can work well with some modification. In case of any breakdown of the vessels such as cranes/generators etc., beyond 48 hours, resulting in disruption of loading and discharging operations, actual tally of landing of the container can be taken at the request of the owners / agents of the vessel and the Traffic Manager can be empowered to issue the order for actual tally.
- (v). If the work (i.e. loading/discharging) of the vessel is affected by any strike by CPT employees, no berth hire shall be charged for that period.
- (vi). Steep rise in certain elements of container handling costs at the HDC will force the Lines to increase the THC at Haldia, thereby making it an unattractive port of call.

- (vii). The proposed increased to Rs.400/- per tonne in the on board charges at HDC for unspecified non-heavy lift cargo is very high and incomparable with the other ports in the region.
- (viii). The increase in port dues from zero to 6.25 cent per GRT on the daughter vessel for lighterage operation will amount to double charging as the port dues are presently levied only on the mother vessel @ 25 cents per GRT. Since there is no change in the concept or operation, status quo may be maintained.

Association of Shipping Interest in Calcutta (ASIC)

- (i). In the matter of shipment of the empty containers, last minute decisions are taken to utilise slots on feeder vessels due to last minute cancellation of booking by the shippers. Time frame for penalty proposed under Section 14 shall, therefore, not be made applicable for empty containers.
- (ii). There is no justification for a 100% hike in the cancellation charges of pilots as the cancellation of the pilots is done by the shipping lines under very pressing and unavoidable circumstances. The existing rates may be maintained.
- (iii). The proposed hike in the hire charges in respect of Cantilever Crane and Floating Crane are abnormal. The proposed hike may be restricted to 50% of the existing rates.
- (iv). In case of supply of power to 40' Reefer containers and demurrage on 40' container, the rates have been fixed at twice the rates for 20' container instead of 1.5 times which is a generally accepted principle.
- (v). With respect to berth hire, the cut-off limit of four hours shall be the hauling out time as given by the Harbour Master and not four hours thereafter. The berth hire charges shall however, stop four hours after the time of vessel signalling its readiness to sail, for reasons attributable to the port.
- (vi). The revised Scale of Rates will make Calcutta / Haldia costlier to the extent of 21% and 48% as compared to Vizag port and Chennai Port respectively which will ultimately affect the freight rates making Calcutta Port uneconomical.
- (vii). The proposed provision regarding waiver of demurrage and berth hire due to the strike and stoppage of work by Port employees may be reworded as given below:

“Lastly to consider the long standing demand and to introduce the Port as an User’s Friendly Port, a provision has been made to grant waiver in the demurrage for strike and stoppage of work by the Port employees and not to charge any berth hire on the vessel, sailing of which is delayed for strike by Port employees or out of commission of Lock Gate or non availability of Tugs or Pilots.”
- (viii). At CDS, box rate on loaded containers shall be recovered from shipper/consignee or his agent. This is based on the existing practice whereby MLOs are not liable to cargo related charges.
- (ix). Provision in the proposed Scale of Rates relating to time limit on berth hire charges may be amended as follows:

“If after completion of discharge/loading, sailing of a vessel is delayed or cancelled due to defective lock gate, non availability of tugs and/or Pilot or due to strike by CPT employees, no berth hire/mooring hire/anchorage charge shall be levied for the period of delay beyond 4 hours after completion of loading/discharging operations of a particular vessel on the basis of a vessel hoisting sailing flag and informing the Deputy Harbour Master (River) / Harbour Master (River) / Dock Master’s office / Director, Marine Department, at CDS and Manager, Marine Operation for HDC.”
- (x). Transportation charges for transfer of container shall not be levied, if the berth has been changed by the CPT of its own volition.

- (xi). In case of difficulty in ascertaining the CIF/FOB value of unspecified heavy lift and non-heavy lift cargo, 'on board charge' of Rs.300/- PMT may be levied against the present rate of Rs.200/- PMT. The concept of *ad valorem* charge should be dispensed with.
- (xii). Whenever a vessel is double/triple banked, a maximum of 50% of the berth hire charges shall be levied instead of 2/3 as proposed.
- (xiii). Presently at HDC there is no free days for container rent which is very abnormal. Every port in India has 3 - 5 free days and even in CDS 3 free days on import containers and 7 free days on export loaded container is prescribed.

Calcutta Clearing Agents' Association (CCAA)

- (i). Tariffs for containerised cargo shall be uniform at both HDC and CDS.
- (ii). For projects and other high value containerised cargo a maximum ceiling of Rs.200/- per tonne may be applied.
- (iii). Port needs provide some sort of services to justify the charge on overside discharge. At least an 'Out Turn' report may be provided by the Port or storage facility for overside discharge may be provided without additional cost as a part of services extended to justify the increase proposed.
- (iv). No demurrage should be applicable for days during which delivery cannot be effected due to strike either by Port employees or Shoreworker Union recognised by Central Labour Commission, Calcutta.
- (v). Demurrage shall be realised from the shipping lines in case of LCL imports, when all the papers are filed in time but delivery could not be made due to non 'destuffing of the carrying container'.
- (vi). The existing rates for loaded and empty containers are already high and proposed increase in the rates is not justified.
- (vii). For ICD Container movement, the Railway facility shall be adequately developed. Following should be considered for applying Detention/ demurrage charges:
 - (a). Demurrage for non-placement of Rake by the authorities shall not be imposed on consignee / shipper /clearing agents.
 - (b). In case of import container indent for placing wagons shall be accepted at the time of declaring vessel in the berthing meeting.
- (viii). Clearing agents should also be given a rebate of 10% for handling 100 TEUs in a single call of a vessel at HDC by way of Import / and / or Export. Likewise, benefits of rebates shall be allowed to the clearing agents on the basis of each of the consignment handled by them.
- (ix). The CCAA has suggested regrouping of some of the items in the proposed wharfage scheduled.
- (x). Since Port is charging higher wharfage for Hazardous - I cargo, demurrage charge shall be applied after allowing free time for such cargo.
- (xi). Calcutta being the feeder point of nearby Port Singapore and Colombo documents arrive after the date of sailing from the load port. Therefore, for import containers little more breathing time for preparing document needs to be allowed by means of applying demurrage after 5 days from the date of landing. For containerised import cargo demurrage charges shall not be applied at all. Cargo remains within the container occupying not more than container space.

- (xii). No charges should be applied for taking packing materials inside the port for repacking/damage of export/import cargo.
- (xiii). Provision relating to rebate of 10% on vessel which discharges more than 25000 tonnes of coking coal / limestone on a single call at the HDC may also be extended to pulse / sugar and homogeneous break bulk cargo.
- (xiv). Dock permit charges shall be maintained as per old tariff.

The Master Stevedores' Association (MSA)

- (i). In case all the other major ports have similarly proposed the upwards revision of their rates to meet the additional expenditure on account of pay revision of employees, the quantum of increase proposed by the CPT vis-à-vis other Ports to bring in parity in such hike in Scale of Rates may be considered.
- (ii). The traffic at CPT has already dwindled to a considerable extent, and any further increase in the cost of operation may lead to diminishing return.

Tamil Nadu Electricity Board (TNEB)

- (i). Considering a vessel of 25,000 GRT and a minimum of 130 shipments by TNEB per year from Haldia, an additional expenditure of Rs.1.35 crores will be incurred with the proposed increase in vessel-related charges. In addition to this, cargo-related charges is proposed to be hiked by 6%.
- (ii). Presently an additional expenditure of Rs.3.0 crores per annum is incurred due to poor draft at Haldia port and vessels are forced to be sent to Paradip Port for top-up.
- (iii). Considering the TNEB's earlier representation, the CPT has made a provision to levy demurrage on export coal as per schedule of rent applicable to land and building at HDC instead of maximum stock in a month. The exact rates have, however, not been indicated which has to be incorporated in the proposal.
- (iv). The CPT is requested to exempt the TNEB from the proposed hike.

The Tata Iron and Steel Company Limited (TISCO)

- (i). Presently in case a plot is allotted for three months, security deposit is collected for the said three months. When the same is renewed fresh security deposit is collected without refunding the previous deposit. The Port may collect security deposit only once.
- (ii). Extra import duty is being paid, as stevedoring charges which is a part of on board charge is also considered while determining the assessable value of cargo for calculating the import duty. Hence, Stevedoring charges at the HDC may be indicated separately in the Scale of Rates.
- (iii). Volume discounts should be immediately brought into effect with respect to wharfage, on board charges and port charges.
- (iv). All vessel-related charges needs to be reduced by at least 20% for facilitating more throughput at Calcutta and Haldia Ports.
- (v). No demurrage / detention / berth hire charges shall be considered in case of any problem / strike / lapses on part of the CPT.
- (vi). Actual shift working time shall be increased. Though it is an 8 hours shift, the actual working time gets reduced to 5.5 to 6 hours owing to tiffin break, late starting / early closing, etc. This has a direct bearing on productivity of vessels.
- (vii). Berth hire charges should be levied on 8 hourly basis instead of present practice of levying on per day basis.

The Container Shipping Lines Association (CSLA)

- (i). Out of the total increase of 79.52% in operating expenses nearly 29% is on account of staff salaries as the CPT has the highest number of employees after the Mumbai Port. In spite of overstaff, the expense on account of contract work done by outside parties has gone up by 126%. The CPT has no fixed plan for reduction of staff and thereby port users continue to pay for the ports inefficiency.
- (ii). The rate proposed by the JNPT for 20' is only Rs.3400/- which covers use of gantry crane and transfer crane, transportation from quay to yard, cargo and container wharfage. Therefore, even the lowest rate proposed by the CPT of Rs.4000/- for export and Rs.5,500/- for import for 20' containers are very high making the Calcutta Port the most uncompetitive for container traffic.
- (iii). The cost of handling empty container cannot be passed on to the shippers or consignee hence it becomes the lines cost. The increase in box rate of 20' empty container from Rs.500/- to Rs.750/- is very high and will adversely affect the container trade in Calcutta.
- (iv). Though the increase in tariff rates has been justified, the CPT has not committed increased level of productivity and service, which is contrary to TAMP's guidelines. Present throughput is very low at 42.90 TEU per day for CPY berth, 49.60 TEU per day at Non-CPY berth against an average of 58.53 moves per hour at NSICT.
- (v). At the JNPT the electricity charges for reefer container is Rs.1200/- per TEU per day whereas the CPT has proposed tariff of Rs.2250/- per TEU per day. The rate is 84% more than the JNPT tariff.
- (vi). Demurrage on containers other than ICD has gone up by nearby 50%. The CPT rates in lower slabs are almost at par with the JNPT tariff, however, the facilities such as container stack yards provided at the JNPT are for better than the CPT.
- (vii). In addition to increase in the container related cost, berth and mooring hire charges will increase by 45% port dues by 55% and pilotage and towage will go up by 25% for feeder vessels. This will consequently put pressure on feeder freight rates.

M/s. Paharpur Cooling Towers Limited

- (i). Vessel charge higher freight to bring imports to Haldia, due to draft limitation faced by the Port. Further, the unloading rate at Haldia is lower when compared to other Ports.
- (ii). Added to the existing problems of fertilisers the business also suffers by the abnormally high port charges levied at Haldia which is three time more than that charged at Vizag Port. The port charges in Haldia shall be reduced to the same level as in the other major ports in eastern coast.

M/s. Haldia Petrochemicals Limited

On Board charges in Haldia for import of bulk liquid cargo, including naphtha is unreasonably high at Rs.175/MT as compared to Rs.40/MT in JNPT, MBPT, KPT and COPT.

M/s. Hind Lever Chemicals Limited (HLCL)

- (i). Net freight at Haldia port is higher vis-à-vis other ports on West and East coast due to locational disadvantage.
- (ii). Over and above this constraint, the port charges at Haldia compare adversely to various other ports.
- (iii). A rebate of at least 25% in the port charges for DAP, MOP, MAP and all fertilizers input like Rock Phosphate, Ammonia, Sulphur, Phos, Acid etc. may be allowed.

3.2. The Asian Feeder Discussion Group (AFDG) has sent a letter through the Ministry of Surface Transport (MOST) expressing its concern over the increase in the vessel related charges proposed by the CPT and requested to defer the same.

4. The CPT has furnished its observations on the comments of various Port users/representative bodies of users. Salient points of the observations of the CPT are as follows:

- (i). Since no increase in the present rate of handling bulk fertiliser, through mechanical system, has been proposed in spite of overall increase in the operation cost of the Port, reduction in the rate as proposed by M/s. Hind Lever Chemicals Limited does not merit any consideration.
- (ii). The On-board charges realised at HDC in respect of cargo covers Unloading from vessel to shore / overside or loading from shore/overside into vessel and do not mean only Stevedoring charges, as contented by the BCCI. For non heavy lift machinery item, the on board charges will be Rs.110/- per ton.
- (iii). It is an accepted principle all over the world that the loadability of 40' container is 1.5 times the 20' container. Accordingly the box rate for 40' has been proposed 1.5 times the 20' container. But for demurrage, since the space occupied by 40' is twice that of the 20' container, it is reasonable to charge demurrage twice the cost of 20' containers.
- (iv). The CPT has fixed the box rate for containers both at CPY and Non-CPY on the basis of total container handling cost. As in the existing Scale of Rates the rates at non-CPY has been kept Rs.1000/- lower than that of CPY as it does not undertake certain services.
- (v).
 - (a). M/s. Indian Oil Corporation's contention that Rs.127.70 is paid for every tone of crude on account of lighterage operation and subsequent shore discharge is not correct. 50% of wharfage for lighterage operation and for subsequent landing on shore balance 50% of the wharfage is charged by the CPT and not 150% of wharfage as alleged by IOC.
 - (b). Wharfage on Crude and POL has always been charged on per Ton basis and not on *ad valorem* basis.
 - (c). As the rate proposed for incremental traffic is less than the existing rate, combining crude and POL for the purposes of rebate will have adverse impact on Port revenue.
 - (d). For transfer of Liquid cargo through pipeline between Haldia and Calcutta, the existing Scale of Rates prescribes 70% of Wharfage rates. In the proposed Scale of Rates, this has been reduced to 50%.

- (e). The IOC while applying for CPT's permission for laying down the pipeline through river bed confirmed that traffic to be transferred would be an additional traffic and in no way affect the existing traffic handled at Budge Budge. It has been observed that there is a gradual fall in traffic handled at Budge Budge jetties and the huge infrastructure developed by the CPT is becoming redundant.
- (vi). The vessel-related charges was revised by the Board which includes representatives of the SCI and the ASIC. The Board has agreed to approve the increase in the vessel-related charges by 45%, in the case of berth and mooring hire, 55% for in case of port dues and 25% in case of towage and pilotage. There is a huge deficit in port and dock facilities and there is no other alternative but to increase the vessel-related charges.
- (vii). There is no change in charging port dues on daughter vessel which runs between Sandheads and Haldia. The proposed provision of charging 25% of port dues in respect of vessel attending at Sandheads for lighterage is applicable only in respect of Mother vessel which enters the Port limit. This is actually a benefit given to the mother tanker.
- (viii). In view of the representation made by different Importers and Clearing Agent Association who had to bear the demurrage cost, it was agreed by the CPT Board to revert back to the earlier provisions of actual landing date, which was followed in CPT prior to 1996 revision of rates.
- (ix). 50% of the berth hire charges has been proposed for a vessel which is double banked or triple banked, as suggested by the ASIC.
- (x). Presently an additional amount of Rs.15/- / Rs.30/- is to be paid for subsequent discharge on Inland vessel wharves from the barges which need not be paid with the proposed wharfrage of 70% in case of overside discharge.
- (xi). Suggestion for levy of no demurrage in case of strike by shore workers, who are not employees of the Port, is not acceptable, as the CPT is no way responsible for the strike.
- (xii). Demurrage on detention of wagons are realised as per wagon demurrage rules approved by the Ministry of Railways.
- (xiii). Clearing agents is only an authorised agent to handled cargo on behalf on importer/exporter. The benefit of rebate should go to the actual shippers of goods through the Ports.
- (xiv). Any further extension of free period will only increase the congestion inside the docks. There are public/private CFS outside Port, where cargo can be removed pending documentation, thereby demurrage charges payable to the Port can be avoided.
- (xv). The Customs while arriving at the total assessable value, at 1% of the CIF value as handing charge for the purposes of determining import duty. The argument of TISCO is not correct since the Customs do not take into account the applicable Stevedoring charge of the Port.

5.1. A joint hearing in this case was held on 24 November 2000 in Calcutta. During the joint hearing the following submissions were made:

Calcutta Port Trust CPT)

- (i). CPT last 96 revision was based on 94-95 costs. Since then costs of operations has increased manifold. Establishment cost have sky-rocketed.
- (ii). The effective increase proposed is only 11%. CRC increase is 9%; VRC increase is 29%.

- (iii). TAMP Order on levying berth hire on a 8 hour unit has already been implemented.
- (iv). Historically in CPT cargo- related charges have been cross-subsidising vessel related costs, therefore, we have now proposed a good increase in VRCs to reach the levels of other nearby ports.
- (v). In case of heavy lift charges existing cut off point is 5 MT. TAMP has, however, fixed it at 20 M.T. this is a huge benefit given to users.
- (vi). We have introduced many performance related measures.
- (vii). Infrastructure development is badly needed at the port, for which we need funds.
- (viii). As regards railway rates, we will send a proposal very soon. Proposal for revision of Estate Rentals will be submitted very soon. They will also give additional data about HDC.
- (ix). The CAG has approved the “arrears” of salary and wages as an element of cost. TAMP may also include this element in the cost statement. If not, allow a separate surcharge to cover this liability.
- (x). As regards “amortised debts”, this is not an undischarged debt. This is the loan taken for HDC only interest is covered and not repayment of principal.
- (xi). As per IPA formula for capacity utilisation, it is more than 100% at the CDS.
- (xii). Volume discounts slabs are based on 99-00 actual. They are realistic.
- (xiii). Our staff strength is 13500; we need only 4500. We have frozen recruitments about 4000 employees will retired in the next 3-4 years.
- (xiv). The Port Railway system is antiquated. We are in the process of folding up most of the useless rail lines.
- (xv). Port roads are important link in the city. We spend about Rs.4 Crores per annum on these.
- (xvi). Charge of Rs.15/- per MT levied on IVW is justified.
- (xvii). At CDS, we offer other berths to Lash Barges. The CCAA argument is not correct.
- (xviii). At HDC, we have proposed to shift from stock pile rates to plot rate for coal. The TNEB should be happy.
- (xix). We have introduced night navigation. We have submitted a proposal for channel deepening which awaits PIB clearance.
- (xx). Discounts on fertilisers handled at HDC are not proposed since we have considered commodities handed in million tonnes only for such concessions. Increase in fertiliser traffic will not in any way affect us.

Association of Shipping Interest in Calcutta (ASIC)

- (i). We have proposed a specific amount of penalty for delay in submission of documents in a written submission.
- (ii). Segregate ballast tank vessels Order of TAMP must cover all marine dues and not only Port dues.

Engineering Export Promotion Council (EEPC)

- (i). Our cargo is low value. We are facing severe competition from China. October 96 increase was 150%. So, there shall not be any further increase.

- (ii). 25% discount should be there on factory stuffed containers. It has been reduced to 10%.
- (iii). Non - CPY rates are very high. No services are provided by the Port.
- (iv). Lash barges berth at the CDC is damaged . We have to go to HDC.

Container Shipping Lines Association (CSLA)

- (i). CPT rates compared to other ports are very high.
- (ii). Any increase in rates must be accompanied by increase in productivity. There is no mention of the productivity in the proposal.
- (iii). Serious attention is required with regard to staff down sizing, redeployment and retraining.

Calcutta Clearing Agents Association (CCAA)

- (i). Time limits for lodging claims shall be the same for both sides. Now it is more for the ports.
- (ii). MBPT model for free days shall be adopted.
- (iii). Demurrage shall be the same for containerised hazardous cargo and other 'open' cargo.
- (iv). Conditions of ports roads is very bad.
- (v). Volume discounts may be given to us and not directly to shippers. We will pass it on.
- (vi). Steel or non Steel, the heavy lift effort is the same. Why then have different rates?
- (vii). For overside discharge a very steep increase is proposed.
- (viii). Demurrage shall not be charged for delays caused by port employees.
- (ix). In CPT, equipments are hardly available. The CPT must bring in more modern equipment. The CPT must increase free days on equipment-oriented cargo.
- (x). In case of movement of cargo by rail, labour operates only from 9 a.m. to 5 p.m. We are made to pay detention charges. There shall be a provision for waiver.
- (xi). In case of LCL containers delay may be because of consignee not reporting. All are, however, made to pay demurrage. It should be charged to Shipping Agents.
- (xii). In case of movement of cargo, the HDC charges terminal handling charges. The CDC charges tariff plus terminal handling charges. Why this duplication within one port?
- (xiii). For ICD containers, the CPY at the CDS shall have some facilities at HDC
- (xiv). Wharfage on *ad valorem* basis unnecessarily increases costs for us. Abolish it.

Eastern India Shippers Association (EISA)

- (i). The CPT has done good works. Lately, several improvements have been made.
- (ii). There is still more scope for rationalising cargo related charges.
- (iii). We shall quickly shift from cost based tariffs to performance based tariff.
- (iv). Distinction between CPY and non-CPY rates is confusing. Why should non-CPY rates be higher? If at all, it should be lower.

Tata Iron and Steel Company Limited (TISCO)

- (i). Why three different rates for steel?
- (ii). Abolish heavy lift.
- (iii). Volume discount on vessel to vessel is not helpful because of draft constraint. It should be given on annual throughput basis.
- (iv). Rental charges per sq. Metre of land at HDC is too high.
- (v). In on board expenses, stevedoring and wharfage charges shall be shown separately.
- (vi). Security deposits on rentals are not refunded rather forfeited. Why HDC says it is as per TAMP Orders.
- (vii). For lighterage operation at anchorage, why should there be an additional charge even on barges going into HDC and CDS.

Tamil Nadu Electricity Board (TNEB)

- (i). There is inadequate draft at HDC. We are not fully able to utilise their ships (i.e. Poompuhar ships) resulting in wastage. Please give us special consideration.
- (ii). As regards demurrage areawise structure is not given. We are unable to work out costing details.

Hind Lever Chemicals Limited (HLCL)

- (i). Locational disadvantage, draft inadequacies and productivity problems at the Port cost 2-3 mt. for operations at HDC.
- (ii). (a). Fertiliser industry is not in pink of health. This must be reckoned with.
(b). Give a rebate of 25% for dap/mop/map.
(c). Traffic is mostly in HDC. But volume discounts are proposed at CDS. Fertiliser raw material should get discounts.

Haldia Petrochemical Limited (HPL)

- (i). Because of costs at HDC, petroleum manufacturers in the east suffer a great disadvantage vis-à-vis manufacturers in the west.
- (ii). On board charges for our raw material is Rs.175/MT; while it is Rs.110/mt at JNPT/ MBPT/ COPT/ KPT. Please reduce it at the HDC also.
- (iii). The HDC has three oil jetty. Third jetty is mostly unused resulting in under utilisation of assets. HDC tariffs support such under utilisation. So it must be reduced.

M/s. Paharpur Cooling Towers Limited

- (i). We came to Haldia with great expectations. But, we find the tariffs prohibitive.

- (ii). Give us some special consideration and concessions.
- (iii). The tariff is for 'sling system'; ours is a grab operations and more efficient. Give a cheaper rate. The 10% rebate is not adequate.

5.2. During the joint hearing, the CSLA offer to give a note on performance standards. The CPT assured to send a note on various points raised by the users and a note on performance standards adopted.

6.1. On a preliminary scrutiny of the proposal, the CPT was requested to furnish additional information/clarification.

6.2. Some of the important points on which additional information/clarification were sought are as follows:

- (i). The validity of traffic and cost estimates.
- (ii). Separate cost statements for CDS and HDS and also for major sub-activities.
- (iii). Details of capital employed.
- (iv). Basis of allocation of common expenditure.
- (v). Reasons for and the background of various existing and proposed conditionalities.

7.1. The CPT has submitted separate cost statement for CDS and HDC. Cost statements for major activity have also been submitted. The CPT has also revised the cost projections stating that the cost statements submitted along with the proposal at the end of December 1999 has to be revised in view of the changes in the traffic pattern and expenditure.

7.2. Some of the important points mentioned by the CPT in its reply are as follows:

- (i). Amortisation of capitalised debt charges in the F. & M. expenditure relates to interest and not principal portion of the loans
- (ii). The expenditure as well as income on account of dredging has not been considered in the cost estimation.
- (iii). Common expenditure, other than dredging expenditure, are shared between the CDS and HDC, as decided by the Port Administration.
- (iv). Revision of life of assets has been considered as per the directives of the Government.
- (v). In order to meet the liability on account of arrears payment due to revision of salary and pension, the Port has proposed to the Government to raise loans. The CPT has requested the TAMP to make a provision for recovery of entire amount of arrears payment through tariff.
- (vi). The limits for eligibility of discount for different commodities have been fixed on the basis of interaction had with the trade. Care has also been taken to keep the existing level of income.

8.1. As decided in the joint hearing, the CPT has submitted its comments on various points raised by the users vide its letter dated 6 December 2000.

8.2. Haldia Petrochemical Limited, Eastern India Shippers Association and Container Shipping Lines Association have submitted written submissions vide their letter dated 24.11.2000, 28.11.2000 and 4.12.2000 respectively reiterating their views already expressed in the joint hearing and earlier written submissions.

8.3. As agreed by it during the joint hearing, the CSLA has submitted a note on performance standards. It has suggested certain norms for conventional vessel operations, truck

turnaround and ICD despatch relating to handling of containers.

9.1. The CPT has sent a communication requesting to incorporate the Ministry of Shipping (MOS) definition of vessels engaged in Coastal Trade and vessels engaged in foreign trade in clause XXIV and XXV of Section 2 of the proposed Scale of Rates.

9.2. The CPT has mentioned that the MOS has directed that daughter vessels carrying goods from mother vessel arriving from foreign countries should be treated as foreign vessels. Based on a MOS communication mentioning that "any directive/instruction/guideline issued by the Ministry should have been included by the Port Trust in the Scale of Rates", the CPT has requested this Authority to include such prescription for 'coastal' and 'foreign' vessels in the proposed Scale of rates.

10.1. On a further examination of the replies furnished by the CPT, a number of points were identified which required clarifications. Accordingly, the CPT was requested to furnish the additional information / clarifications. The CPT had furnished all required details.

10.2. The CPT adopts a methodology approved by its management for allocation of certain common expenditure between the CDS and HDC. The Ministry of Shipping has recently issued directives to the CPT to formulate a proposal for equitable and rational apportionment of common expenditure between the two dock systems. The CPT has explained that the exercise of formulating the proposal is underway. Pending approval of the new apportionment formula by the Govt., the existing pattern of apportionment adopted by the CPT has been considered without any modification in our analysis.

10.3. On a preliminary scrutiny of the cost statements, certain modifications as detailed below were made:

- (i). The CPT has included unamortised capitalised debt charges in the capital employed and sought a return on this element also. Since capitalised debt charges are to be repaid to the Govt. in 20 equal instalments without any interest payment, this source has no cost to the port. Since annual repayment of capitalised debt charges to the tune of 1/20th of accumulation has been allowed in Finance and Miscellaneous expenditure, there is no justification for inclusion of this element under the capital employed. Accordingly, this element has not been considered for the purpose of return on capital employed.
- (ii). The inventory holding shown in the cost statement by the CPT amounts to almost two years' average consumption of stores. In other major ports, the stores inventory normally remains at the level of 40% to 60% of average annual consumption. Keeping in view the large fleet of floating craft maintained by the riverine port of Calcutta, which requires carrying of certain mandatory insurance spares, it appears that the inventory level equivalent to one year consumption on stores may be reasonable. In view of this, the inventory figures shown by the CPT under working capital have been restricted to one year consumption of stores.
- (iii). The sundry-debtors included in the working capital account for nearly 70% of the operating income. The CPT has explained that this position is mainly due to delay in receipt of dredging subsidy from the Govt. It has also pointed out that corresponding liability relating to dredging expenditure is shown under current liabilities which nullifies the effect of increase in working capital. It has been observed that the sundry debtor figures furnished shown by the CPT include substantial amount of unrecovered estate dues. Since estate rentals are not under revision, inclusion of the dues relating to estate activity for the purposes of revision of cargo and vessel related charges may not be appropriate. Since the outstanding estate dues accounts for nearly 10% of the sundry debtors, the total sundry debtor figures furnished by the CPT have been reduced by 10%.
- (iv). The cost statement submitted by the CPT for estate rental activity includes no provision for depreciation. The CPT explained that depreciation relating to this activity had been considered under the cargo related activity. To reflect the correct position, the depreciation relating to estate activity included under the cargo handling activity has been brought back to the estate activity.

- (v). The allocation of salaries and wages between various cargo handling activities made by the HDC has been found to be not reasonable. The HDC has allocated more salary and wages to POL, less than that to dry bulk –mechanical and almost nil to general cargo. Since involvement of labour is more in general cargo and less in POL, the position given by the CPT has been revised.

11. In this backdrop, the case was considered by this Authority in its meeting held on 14 Feb. 2001. With reference to the position depicted by the cost statements, the following position emerged for consideration:

- (i). In general revisions of tariffs of some of the major port trusts, which have been decided so far, this Authority has allowed increases in those sub-activities, which showed a deficit. The percentage increase allowed was to make good the revenue deficit in that sub-activity. The sub-activities which showed surplus (e.g. POL handling, container handling, etc.) were not allowed any increase. This Authority has not yet taken a view on complete elimination of cross subsidisation between various activities / sub-activities. Pending a final view on this issue, increase in those activities, which showed surplus were not allowed to contain the extent of cross-subsidisation at the present level.
- (ii). In the CPT case, many of the activities, particularly vessel related activities show a huge deficit. The Port has not proposed rates to match of cost rendering services. This approach has, perhaps, been adopted by the Port due to its apprehension over diversion of traffic if tariffs are increased steeply.
- (iii). The position emerging in this case is as a result of wayward attention paid to tariff setting in the past. It is understood that there has been a very long time gap in tariff adjustments during the 70s and 80s. The strange position of cargo heavily subsidising vessels has come into being due to this accumulated irrationality. It is not logical to prescribe tariffs regardless of the cost of services, only to retain the traffic, sacrificing the reasonable financial health of a port.
- (iv). Even though some of the activities show a huge deficit, the rates for these activities cannot be increased to match the level of deficit in one go since it will put a heavy burden on users. At the same time, the CPT proposal of allowing only a small increases in these activities and allowing high level of cross-subsidisation to continue will only result in permitting the past irrationality to seep into the future. It is, therefore, inevitable in the interest of the Port's financial health to bring the rates closer more rapidly to the cost of rendering the services. Since total reforms at one go are not feasible in this case, this Authority has decided to deviate slightly from the cost based tariff setting approach adopted by its in case of other major ports.
- (v). As per the general practice followed at all major ports, coastal vessels tariffs are prescribed at 70% of the foreign going vessel tariffs. Further, coastal rates are prescribed in Rupees and foreign going vessel rates are denominated in US\$ terms. This Authority has already decided in cases relating to other major ports that the disparity is to be restored to the level of 30% at the time of revision, which widens due to depreciation of Indian Rupee vis-à-vis US\$ since last revision. The CPT has not followed the accepted practice of prescribing coastal rates at 70% of the foreign going vessel rates. The coastal vessel rates, therefore, need to be adjusted to restore the disparity to the level of 30%. Since coastal tariffs were not adjusted in the past revisions of tariffs to maintain a disparity of 30%, the increase for coastal vessels will be steeper after this revision, which is inevitable.
- (vi). (a). The CPT has to discharge a huge liability towards arrears salary and pension to its employees. In case of general revision of tariffs decided by this Authority so far, provision for arrears, salary and wages had not been allowed in the future projection of expenditure. This Authority has directed the ports to meet the arrears liability out of their reserve funds. Since arrear, salary and wages is a one time liability, inclusion of it as cost element and arriving at the tariff considering this effect will perpetuate this one time liability forever. Keeping this in view, this Authority has taken a stand not to allow the effect of

arrears, salary and wages to be built in the future estimation of cost and throughput in the tariffs.

- (b). In the case of CPT, arrear, salary & wages and retirement benefits have not been included in the cost projections for the years 2001-02 and 2002-03. The CPT has further pointed out that the liability on this account is estimated to be around Rs.263 crores. Out of Rs.263 crores, a sum of Rs.13 crores has already been discharged from the internal resources of the Port. The Port also anticipates to meet a further sum of Rs.32 crores from the reserve funds of Haldia. Of the remaining Rs.218 crores, the Port Trust is to recover Rs.8 crores from the dredging subsidy to be received from the Govt. of India. Thus, the liability remains uncovered works out to Rs.210 crores. The CPT does not have any free revenue reserves to meet the liability of this order. In view of the serious paucity of funds, the CPT has not yet discharged this liability.
- (c). Since the liability of Rs.210 crores cannot be considered as a cost element for arriving at the tariffs, it is met out of a special surcharge to be imposed. This approach has been adopted in the case of TPT where a special charge to cover the huge capital dredging cost has been prescribed. This Authority has found it appropriate to make a similar prescription in the case of CPT also to cover the specific liability.
- (d). Accommodating wage arrears by a special rate will no doubt further aggravate the position from point of view. The users may, however, welcome a special rate for a specified period rather than a perpetual burden in the tariff.
- (e). The proposed imposition of a special rate is also one of the constraints coming in the way of desired tariff reforms at the CPT. Once the wage arrears liability is discharged, the special rate will vanish. This will give a further scope at that time for a more rational readjustment of tariffs. That being so, for time being drastic revision of tariffs as warranted by the cost statements may not be considered and some adjustments in mind a desired ROCE may be made to keep down the increases.
- (vii). The cost statements reveal that Railway activity is not self sustaining both at CDS and HDC. The Port has not proposed any increase in tariffs under this activity. During the joint hearing, the CPT indicated that it would formulate a separate proposal on revision of Railway charges. The CPT may be advised to formulate such a proposal within 3 months with an objective of progressively reducing the revenue deficit under this activity. It is understood that the CDS Railway system is used more for carrying non-port bound cargo. It is worthwhile for the CPT to critically examine its tariffs for CDS railway activity and decide whether it should provide subsidy to the operation of other commercial organisations.
- (viii). Estate is a profitable activity and, in fact, it should contribute substantially to the coffers of an organisation. Contrary to this common position, the HDC is losing heavily in this activity. This Authority approved revision of estate rentals at HDC in Oct. 1999. Since the CPT could not furnish various cost details at that time, this Authority allowed an interim increase in rates for a period of two years pending receipt of information from the CPT. This Authority has, however, decided that the case will be reconsidered after receipt of relevant information from the CPT. The CPT could have sped up submission of relevant information, which would have enabled it to operate at a rates closer to the cost of the property. Unfortunately, the CPT has not taken any such initiative yet. The CPT may be urged to submit its proposal on revision of estate rentals at the HDC quickly. This will give a scope for the CPT to reduce its tariffs, particularly of vessel related activity, since in the HDC context at present, the estate activity remains cross subsidised by the cargo and vessel related activities.

12.1. Subject to the position explained above which emerged for consideration, the following approach for revision of tariffs in this case has been decided to be adopted:

- (i). As has been explained in paragraph 11 above, tariff reforms in the CPT case to set right the irrationalities cannot be done at one go. It has to be gradual; and, this revision may set such a process in motion.
- (ii). The CPT is not in sound financial health and at the same time not in a position to raise revenue to the desired level which will give it an accepted return of 19.5% on capital employed. The extraordinary cost deficit position is getting projected abnormally because of reckoning with a ROCE of 19.5% under each of the activities. In order to smoothen the blow of steep increase in tariffs, it is essential for the Port to forego its claim on part of its return on capital employed. Instead of 19.5% ROCE, it will, therefore, be reasonable in this case to look for a return of 10% which will include a 3% contribution towards each of the mandatory reserves and a 4% towards interest on investment. Accordingly, the ROCE target should be 10% for the port as a whole, even though individual activities may yield return at a different rate.

It is noteworthy that the CPT proposal, if implemented in toto without any modification, will result in a return of 9.93% to the Port as a whole.

- (iii). In line with this Authority's stated position, the rates of those activities which show revenue surplus will not be revised upwards. Notwithstanding this, cross-subsidisation from the HDC to the CDS will have to continue in view of the precarious condition of the CDS.
- (iv). In case of deficit activities the increases in revenue will be arrived at keeping in view the target of 10% ROCE for the Port as a whole and the revenue increase proposed by the CPT.
- (v). In case of CDS, the vessel related activities show a huge deficit. The rates for these sub-activities cannot be increased to match the level of deficit at one go. At the same time, the CPT proposal of allowing only a small increase in these activities cannot be seen to be in the right direction. In view of the extraordinary position obtaining in the CDS, the Port may have to forego at best the entire ROCE under CDS and seek recovery only of the operating cost.

12.2. Based on this approach, further analysis has been carried out. For this purpose, the estimated return on capital employed under each of the activity after allowing change in revenue position due to revision is considered in order to take into account the additional income generation due to adjustment of tariffs for coastal vessels. A comparative position showing the cost deficit, increase in revenue proposed by port and increase in revenue suggested is given in **Annex – I**.

12.3. If the suggested increases in revenue under each of the activity are allowed, the Port as a whole, cargo & vessel related activities will yield a return of 10.08%. In CDS, however, there will be a marginal deficit in ROCE to the tune of 0.19%, which may be wiped out when Railway charges proposal is taken up for consideration.

12.4. The revision of rates proposed by the CPT will fetch an additional income of Rs.132.16 crores in 2001-02 and 2002-03 taken together. The modified increases suggested in paragraph 8.1 above, if implemented will fetch an additional income of Rs.138.39 crores for the corresponding period.

12.5. It is noteworthy that the suggested increase is on revenue from the activity and not an across the board increase of rates under the activity. Within the maximum limit of increase in revenue approved under each of the activities, the CPT can propose rationalisation of individual tariff items under that activity, if found necessary.

13.1. The background of the special rate to be imposed to cover the liability towards arrears of salary and pension has already been discussed in paragraph 11(vi) above. During discussions, the CPT has indicated that commercial borrowings may be available for a maximum tenure of 4 years. To coincide with the tenure of loans to be availed for this purpose, it is found reasonable to allow the proposed special rate to continue for a period of 4 years. In any case, prescription of any time limit less than 4 years will put undue burden on the users since the funds to be generated out of this special rate will be of a very high order.

13.2. The uncovered liability of arrear, salary & wages and retirement benefits mainly pertains to the Calcutta Dock System (CDS). This liability is, however, to be considered as a liability of the employer i.e. the CPT. Viewed in this perspective, it is reasonable to levy this special rate on all the revenue earning activities of the employer. In other words, this special rate, if imposed, will be applicable on the rates prescribed for both CDS and HDC.

13.3. As has been mentioned above, all the revenue earning activities are to be subject to this special rate. Strictly speaking, estate rentals should also bear this burden. There may, however, be difficulties in imposing this special rate on estate rentals in view of the long-term leases entered into with the lessees. Further, lease cannot be considered a tariff. That being so, the special rate has only to be on the tariffs for handling cargo, vessel related charges and railway workings. It is noteworthy that the CPT has not proposed any revision of the railway charges. In spite of this position, the special rate will apply on the existing rates of railway workings of the Port also.

13.4. Considering the projected revenue (after revision of tariffs) for the years 2001-02 and 2002-03, this Authority has decided to prescribe the special rate at 10%. The quantum of the special rate to be levied thereafter will be determined after a review of revenue position at the end of initial two year period.

13.5. To summarise, the special rate to cover the liability towards arrears, salary and wages may be allowed under the following conditions and considerations:

- (i). The special rate will be for a period of four years commencing from the financial year 2001-02.
- (ii). The special charge for the financial years 2001-02 and 2002-03 shall be @ 10% of the respective charges payable by the Port users. The quantum of surcharge to be levied thereafter will be fixed after a review of revenue position at the end of the initial two- year period.
- (iii). The CPT shall apply the revenue generated out of this surcharge for the specific stated purpose. Towards this, the CPT is required to maintain a separate account showing the receipts and payments in this regard. Funds out of this account can be utilised for the purpose of servicing the debt to be raised for payment of arrears of salary and pension accrued upto 31 Dec. 2000. The liability already discharged out of Reserve Funds of the Port cannot be charged to this Account.
- (iv). The special rate will be on all the rates as notified in the revised Scale of Rates of the CPT.

14.1. The decisions of this Authority set out in paragraphs (11), (12), and (13) above have been conveyed to the CPT on 16 Feb. 2001 with an advice to revise its proposed Scale of Rates accordingly.

14.2. The CPT has forwarded the revised (proposed) Scale of Rates redrafted by it based on the guidelines / directives issued by this Authority. Revised cost statements based on the revised (proposed) Scale of Rates have also been furnished.

15. With reference to the totality of information collected during the processing of this case in general and the revised (proposed) Scale of Rates forwarded by the CPT in particular, the following position emerges for consideration:

- (i). In the normal course, this Authority would have revised the Scale of Rates based on the percentage of increases in rates decided. A deviation has been made in this case in view of the abnormal position emerging and the CPT has been advised to redraft the revised Scale of Rates in terms of the increases in revenue allowed by this Authority. This is to enable the port to suggest rates for individual activities keeping in view the rationalisation it wants to make and the overall revenue ceiling fixed by this Authority.
- (ii). The CPT deserves to be complimented for its quick response in furnishing all necessary information / clarification required for a proper approval of its proposal. It

has done well to rationalise its Scale of Rates, though to a limited extent, in spite of its difficult financial position.

- (iii). The CPT has reacted positively and favourably to many of the demands of users. Many of the users have demanded reduction in various charges. Even if one is willing to concede all such demands, the precarious financial position of the Port does not permit such action. Rationalisation of the different tariffs will be gradual and this revision may be seen as setting such a process in motion.
- (iv). A statement showing the increases in revenue under various activities as suggested by this Authority, and the increases in revenue proposed by the CPT in its revised (proposed) Scale of Rates, is attached as **Annex-II**. Particularly at the CDS, the revenue increases proposed are not to the level of increases approved by this Authority. The increases made by the CPT are closer to the levels prescribed but still on the lower side. The percentage increase in revenue proposed for dry bulk handling at the CDS is far less than the percentage increase approved by this Authority. The proposed rates are, however, not altered since the difference in terms of revenue will not be significant even after the rates are adjusted to the desired level. In case of Port dues, the CPT has proposed to increase revenue by 83% only against the increase of 100% approved by the Authority. The intention behind allowing hikes more than what the CPT had originally proposed is to rectify the irrational tariff structure. That being so, the rates proposed by the CPT have been modified to the level at which the increase in revenue will be 100. We have not altered the other rates in the revised (proposed) Scale of Rates submitted by the CPT on this account. The increases in revenue are only estimates and the Port may hope for further increase in revenue if it can attract more volume of cargo than estimated by it in the cost statements.
- (v). As has been mentioned in paragraph 11(v) above, the coastal vessel rates have been adjusted in the revised (proposed) Scale of Rates by allowing 30% concession in the foreign-going vessel rates.

The CPT has also applied this principle in case of Pilotage and Berth hire rates at HDC, the activities for which no increase in revenue has been approved by this Authority. This has resulted in an additional income under these activities even though the base foreign-going vessel rates do not undergo any upward revision. Since no revision in Pilotage and Berth Hire rates at the HDC has been allowed, the existing rates have been allowed to continue unaltered. Adjustment of the disparity in rates for foreign-going and coastal vessels to the level of 30% can be done only during the next revision of rates for these activities.

- (vi). Even though no increase in revenue has been allowed under POL handling activity, the wharfage rate for LPG has been reduced to Rs.150/- PMT from Rs.250/- PMT at the CDS and the HDC. At the HDC, the on-board charges for Naptha, N Hexane, Butadine and Butane have been reduced to Rs.110/- PMT from the existing rate of Rs.175/- PMT. Besides, on liquid cargo transferred between the HDC and the CDS through pipeline, the rate has been reduced from the existing level of 70% of wharfage to 50%. The financial loss on account of these reductions may be offset to a great extent by the expected increase in throughput. That being so, the proposed rates by the CPT under this activity are approved.
- (vii).
 - (a). Like POL activity, container handling activity at the CDS has also been not allowed any increase in revenue. The CPT, in deference to the demand of the trade, the EEPIC in particular, has introduced a new category under both import and export and reduced rates by Rs.500/- and Rs.900/- per TEU. The CPT has, however, proposed to enhance the rates for import containers loaded with hazardous cargo (category I) by Rs.1,000/- per TEU and proposed to abolish the existing system of levying separate charges for deployment of fire service personnel in such cases. The increase proposed is basically due to consolidation of rates and hence is approved.
 - (b). The container handling charges at the CDS are consolidated charges for various services rendered. However, this cannot be termed as 'box rate' in

a true sense, since the CPT adopts different rates based on the category of containerised cargo. The Port shall gradually attempt to move towards a single box rate for handling containers.

While categorisation of box rates has been made in case of import and export containers, the CPT has proposed a separate single box rate for coastal cargo. Even if this proposed rate is not a concessional rate, there appears no need to treat coastal containerised cargo separately. The import and export categories available in the Scale of Rates covers all cargo and the meaning of 'import' and 'export' in this context may be taken to mean 'landed' and 'shipped' instead of referring to foreign trade. The separate rate proposed by the CPT for containers with coastal cargo is therefore, not approved.

- (c). The CPT has proposed to increase the rates for empty containers from Rs.500/- per TEU to Rs.750/- per TEU. The CPT has argued that the differential between the loaded container and the empty containers is very low in the CDS when compared to many other ports and even HDC. At HDC, handling charges on empty containers are levied at 50% of the rates prescribed for loaded containers. Likewise, CPT has proposed to increase the rate for supply of power to reefer containers from Rs.500/- per TEU per shift to Rs.750/- per TEU per shift in view of the increase in electricity charges. The reasons put forth by the CPT for enhancement of the rates under these two items appear to be acceptable. Further, the reduction in rates allowed in the box rate for low value commodities will cost some financial loss to the port, which can be off set by the increases in these two rates. That being so, the rates proposed by the CPT for empty containers and supply of powers to reefer containers are approved.
- (d). The CPT has proposed to enhance free period for ICD containers from 7 days to 15 days and also to reduce the storage charges in this case. This is approved.
- (e). At present, the date of landing of containers is taken as second day from the date of berthing of container vessel at the CDS and the free period and storage charges are determined accordingly. In its proposal, the CPT has proposed to change the general date of landing concept and to consider the actual date of landing of containers for this purpose. The CPT has mentioned that this change has been proposed to accommodate the demand of trade. The SCI has objected to this change on the ground that it will invite unnecessary paper work and dispute of various natures due to possible errors in the time recording. It is noteworthy that the proposed method is already in vogue in the CDS in respect of a break bulk cargo. That being so, there is no reason why such system will not work successfully in the case of containers. In most of the other container terminals at the other major ports, such system is already in vogue and no difficulties have been experienced. Viewed in this perspective, the proposed change in the date of landing of containers for the purpose of counting free days and storage charges deserves to be approved.
- (f). At the CDS, containers are handled at both the container terminal (CPY) and other berths (non-CPY). Many of the services provided by the CPT at the CPY are not done by it at the non-CPY. Though the rates are different for CPY and non-CPY, the differential appears to be not to the extent of services excluded. Since the container handling charges are not revised upward now, the existing position is allowed to continue. Notwithstanding this, the CPT is advised to rationalise further the container handling rates at the CPY and non-CPY at the time of next revision of its Scale of Rates.
- (g). The CSLA's comparison of the JNPT rates with the CPT is not tenable. Handling method, operating costs, extent of cross subsidisation, volume of traffic are all different at different places and the port tariffs will reflect all these factors.

- (viii). (a). The proposed wharfage schedule at the CDS has been slightly rationalised by the CPT. Further, the CPT at present levies 50% of wharfage on cargo discharged / shipped overside at CDS and a separate wharf toll for loading / unloading of such overside discharged cargo at inland vessel wharfs. The CPT has now proposed to increase the overside charges to 70% of the wharfage and to do away with the levy of separate wharf toll on such cargo.

The proposed rationalisation is found to be reasonable and is approved.

- (b). The CPT has proposed to levy 50% of the wharfage charges on cargo transshipment taking place at mooring / anchorages at CDS. Levy of wharfage on cargo transhipped midstream at anchorages at a slightly reduced rate is prevalent in many other major ports. That being so, such a prescription in the CPT as proposed by it is approved. This revision can, however, be required to be subject to the general decisions to be taken by this Authority on this issue with reference to the Working Group recommendations.
- (ix). The system of cargo handling is different at the HDC when compared to many other major ports. At the HDC, the port provides on board labour but shore labour is not provided by it in the normal course. In view of this position, the charges collected for cargo handling are termed as 'on board charges'. Even though the port is not handling cargo on shore, the cargo passes through its wharf. In this context, the users have demanded that the on board charges at the HDC should be bifurcated into stevedoring charges and wharfage. The CPT has not responded favourably to this demand of users. If the on board charges are only for stevedoring, then there is no justification for prescribing such charges on an *ad valorem* basis. Likewise, on liquid cargo, the on board services rendered may not justify the charges prescribed. The on board charges levied at the HDC is in fact a composite charge for on board services and wharfage. Since it is difficult at this juncture to go into segregation of costs of service rendered on board and wharfage and to prescribe separate rates, this Authority may like to direct the CPT to undertake such an exercise at the time of the next general revision of its Scale of Rates. Pending such action in future, the on board charges at the HDC are termed as on board and wharfage charges in the revised Scale of Rates.
- (x). In the Scale of Rates, demurrage on stockpile of coal / ore is prescribed as a monthly rate on a per tonne basis calculated on the maximum stock held during a month. The TNEB represented to this Authority stating demurrage must be levied based on the area allotted to it and not on the basis of maximum stock held by it. The CPT has conceded this demand of the TNEB; and, in its revised (proposed) Scale of Rates has included a provision to collect licence fee based on the Schedule of Rent applicable for the space in the Dock Interior Zone instead of demurrage charges. The proposal made by the HDC (through the CPT) in this regard deserves to be approved.
- (xi). The rationalisation proposed by the CPT in respect of charges relating to ship breaking and dry docking appears to be reasonable. Likewise, the time limits prescribed for completion of ship breaking for different categories of vessels are reportedly based on the average performances achieved in the past and accordingly are approved.
- (xii). (a). The CPT has proposed to introduce volume discounts on different types of cargo based on the tonnage handled during a financial year. Likewise, a volume discount scheme for containers is also proposed to be introduced. At the HDC, such a scheme is proposed for crude oil. In case of some other bulk cargo, a rebate wharfage charges is proposed to be allowed depending on the parcel size of the vessel. The proposed volume discount scheme is not generally based on the average performances achieved in the past. The CPT has explained that this scheme is based on its consultation with users. That being so, the proposal of the CPT is treated as an interim scheme and approved. Depending on the success of the interim scheme, the CPT is advised to come up with a more comprehensive and rational volume

discount scheme on a sliding scale of annual throughput for further consideration.

The benefit of volume discount in the form of rebate in wharfage has been proposed by the CPT to be passed to the importers / exporters. At the joint hearing the Clearing Agents' demanded that such benefits should be given to them since they actually brought the cargo to the port. There is no merit in this demand and the proposal of the CPT to pass on the benefit directly to the importers / exporters is more logical and hence is approved.

- (b). Earlier, the CPT had proposed a volume discount scheme for fertilisers at the CDS and not at the HDC. At the joint hearing, the concerned users demanded that volume discount on fertiliser and fertiliser raw material should also be extended at the HDC. Conceding this demand in the revised (proposed) Scale of Rates, the CPT has proposed to include fertiliser / fertiliser raw materials handled at the HDC also in the volume discount scheme formulated by it based on the parcel size of the vessel. This is approved.
- (xiii). (a). While proposing revised berth hire rates on 8-hour basis, the CPT has introduced a condition that the period of 8 hours will be calculated from the time when the vessel occupies the berth. This Authority has already issued a common adoption order for introduction of berth hire charges on 8-hour basis. In this order, the 8-hour period is to mean an 8-hour shift. Instead of calculating berth hire on shift basis, the CPT has proposed a block of 8-hour period commencing from the vessels occupation of berth. This proposition is more reasonable and is in line with the objective of introducing berth hire charges of 8-hour basis. In other ports also, such a system will be introduced along with the general revision of their Scales of Rates, which will give an opportunity to the ports to do revenue adjustments. Since it is being proposed by the CPT along with the general revision of rates, the proposal is approved.
- (b). The CPT has proposed to introduce a levy of 15% of berth hire as anchorage fee for occupancy of river anchorages. Levy of anchorage fee is in vogue in most of the major ports but a separate charge is prescribed without linking it to the berth hire. The CPT must classify its river anchorages according to the depth available, proximity to the dock, etc. and prescribe separate rates. This Authority may like to approve the proposed rate and direct the CPT to propose a more rationalised anchorage fee within six months.
- (c). In the revised Scale of Rates, the CPT has proposed not to levy berth hire on LASH barges. This Authority has considered levy of berth hire on LASH barges in a case relating to the COPT and ordered that berth hire should be levied on lash barges also; and, port may prescribe separate fleet charges for the LASH barges, which may be different from the berth hire charges. The same instruction holds good in the case of the CPT also. Accordingly, the proposed conditionality relating to not levying berth hire charges on LASH barges can not be approved and the port is advised to propose separate fleeting charges for the LASH barges.
- (xiv). The ASIC has suggested a formulation for restricting incidence of berth hire charges in case of strike and stoppages of work by the Port employees, if the vessel sailing is delayed. This Authority has already passed an Order for common adoption by all major ports prescribing that berth hire will not accrue beyond 4 hours after the vessel signals readiness to sail. This prescription will take care of all eventualities including Port employees' strikes, out of commission of lock gates, non-availability of tugs and pilots, etc., excluding favourable tide to sail.
- (xv). Like other major ports, the CPT also has a system of priority / ousting priority berthing for an additional charges. This arrangement is in vogue with reference to a Govt. instruction on the subject. In the case of CHPT and PPT general revision of

tariffs, this Authority observed that in the context of limited availability of berthing facilities at present, there would always be any number of vessels ready to pay additional charges; and, this would give scope for exploitation of (discretionary) powers. Since a final view on this issue has not yet been taken by this Authority, as has been done in the case of CHPT and PPT, it does not approve or disapprove the priority berth arrangement at the CPT. The CPT can continue to levy the charge as hithertofore until this Authority takes a final view for common adoption by all the ports. That being so, the existing provisions in this regard in the Scale of Rates can be allowed to remain unaltered for the time being.

- (xvi). It is generally accepted that the pilotage charges cover inward pilotage, outward pilotage and one shifting within docks. In the Scale of Rates of the CPT this provision is not clearly made and shifting charges are proposed to be levied only in case of some specified moves. In order to prescribe the commonly accepted position with reference to the pilotage charges, the Scale of Rates has been amended to specify that one shifting of the vessel within the dock is included in the pilotage charges and second and subsequent shiftings other than for port's convenience shall be liable to pay shifting charges at the rates specified in the Scale of Rates.
- (xvii). While deciding a representation received from M/s. Mercator Lines (Case No. TAMP/108/99-CPT), this Authority directed the CPT that the status of vessel was the deciding factor for classifying into 'coastal' or 'foreign going' category for the purpose of levying charges and the nature of cargo or its origin would not be of any relevance for this purpose. This Order of this Authority has already been notified in the Gazette of India on 25 May 2000.

The CPT has now referred to a letter it had received from the Ministry of Shipping which states that the Order in reference issued by this Authority will be examined by the Government in due course and till such time the MOST instructions given in 1986 will apply for recovery of outstanding dues. In 1986, the Ministry of Surface Transport advised the Ports to levy charges at 'foreign going vessel' rates on daughter vessel, which carry foreign cargo even if transshipment has taken place from mother vessel at Indian Port.

In view of this communication received from the Government, the CPT has requested to make such a provision in its Scale of Rates for classifying coastal and foreign going vessels.

This issue has already been dealt with by this Authority in its Order in reference. Relevant portion of paragraph 8(xi) of the Order is reproduced below:

"At the joint hearing, the CPT has incidentally referred to an old communication from the Ministry of Surface Transport to the effect that cases of such 'transhipped cargo' should be deemed to be cases of 'foreign-going' vessels. This instruction appears to have been the consequence of an audit objection about loss of revenue caused by wrong classification of vessels. In the light of what has been stated above, the said communication cannot be said to have correctly appreciated the legal position. In any case, an executive circular of the Government cannot restrict the scope of statutory jurisdiction of this Authority".

Orders passed by this Authority are quasi-judicial in nature; and, once published in the Gazette of India, they stand enforced. They can be modified by the Govt. in exercise of its powers under Section 54 of the MPT Act. The Govt. can also issue policy directives to this Authority as provided under Section III of the Act but after prior consultation with it. In the instant case, neither of these developments has taken place.

In this backdrop, the communication cited by the CPT can only be seen as an executive instruction, which cannot supersede the statutory order passed by this Authority. That being so, there is no reason for this Authority to review its decision relating to the classification of vessels for the purpose of levying charges. The

proposed amendment in this regard made by the CPT is therefore, rejected. In the revised Scale of Rates, the prescription already made by this Authority in this regard shall continue.

- (xviii). As has been already been mentioned under para 11(vii) above, the CPT has not proposed revision of Port Railway charges as a part of this exercise. That being so, the existing rates and conditionalities relating to port railway activity have not been scrutinised by us. This will be done when the CPT submits its proposal for revision of port railway charges.
- (xix). The revised Scale of Rates, the various provisions prescribed by this Authority for common adoption have been incorporated. The Following are some of the main inclusions:
- (a). Levy of penal interest on delayed payment by the users as well as on delayed refund by the Port Trust.
 - (b). Time limit upto which storage charges on containers can be levied.
 - (c). Time limit of 4 hours beyond which berth hire charges will not accrue.
 - (d). Definition of coastal and foreign vessel for the purpose of levy of charges.
 - (e). Heavy lift charges on packages weighing more than 20 tonnes.
 - (f). Review of exchange rate once in 30 days in case of US dollar denominated charges for the purpose of billing.

16. Subject to the observations and modifications mentioned above, and based on a collective application of mind, the revised Scale of Rates of the CPT is approved. A copy of the revised Scale of Rates of the CPT is attached as **Annex- III**.

17. The revised cargo-related charges and conditionalities will come into effect immediately after notification of the decisions of this Authority in the Gazette of India. The revised vessel-related charges and conditionalities will come into effect 30 days after notification of the decision of this Authority. The special rate on cargo-related charges and Railway charges will come into effect immediately after notification of this Authority's decision and it will apply on vessel-related charges after expiry of 30 days from such notification.

(**S. Sathyam**)
Chairman

Statement showing the activitywise Surplus/ Deficit and return on capital employed under tariff revision proposed and suggested.											
PARTICULARS	Surplus(+) /Deficit(-) (without change) as per cost statements (In %)			%inc proposed by CPT	ADDITIONAL INCOME		ROCE	%inc suggested by TAMP	ADDITIONAL INCOME		ROCE
	2001-02	2002-03	AVERAGE		2001-02	2002-03	AVERAGE		2001-02	2002-03	AVERAGE
	CDS										
A. Cargo											
(i). POL & Liquid	79.24	82.06	80.65	11.03	414.89	405.00	147.41	0.00	0.00	0.00	132.07
(ii). Dry Bulk	-908.73	-930.52	-919.63	11.04	8.84	8.63	-77.67	50.00	39.04	40.05	-73.51
(iii). Break Bulk & Ship Breaking	-23.02	-28.42	-25.72	12.08	314.21	304.82	-44.22	12.08	314.21	304.82	-44.22
(iv). Container	41.32	45.29	43.31	12.62	1273.39	1393.00	454.37	0.00	0.00	0.00	357.23
Total Cargo	36.04	37.24	36.14		2011.33	2111.46	179.94		353.25	344.87	148.59
B. PDF											
(i). Pilotage	-195.00	-198.00	-196.50	28.04	496.45	603.78	-171.48	100.00	2068.53	2189.70	-79.99
(ii). Berth Hire	-530.00	-509.00	-519.50	13	154.18	223.97	-98.64	100.00	989.65	1047.24	-80.55
(iii). Port Dues	-1665.00	-1619.00	-1642.00	34.13	182.61	193.4	-12.71	100.00	615.23	651.62	-11.29
(iv). Dry Docking	-125.00	-125.00	-125.00	46	161.00	161.00	-26.07	50.00	469.00	469.00	20.70
Total PDF	-483.00	-485.00	-484.00		994.24	1182.16	-31.30		4142.41	4357.56	-22.47
Total CDS(Cargo & PDF)					3005.57	3293.6	-3.48		4495.66	4702.43	-0.19
C. Railways	-781.00	-810.00	-795.50	0	0	0	-10.22	0.00	0.00	0.00	-10.22
D. Estate	714.00	958.00	836.00	0	0	0	39.74	0.00	0.00	0.00	39.74
TOTAL(CDS)	-88.5	-83.11	-85.81		3005.57	3293.6	-2.71		4495.66	4702.43	-0.68

Statement showing % Increase suggested and Incorporated by CPT in SOR (RS IN LACS)

PARTICULARS	% increase suggested by TAMP	% increase by CPT	Additional income suggested		Additional income by CPT	
			2001-02	2002-03	2001-02	2002-03
CDS						
1)POL & OTHER LIQUIDS BULK	0	0	0	0	0	0
2) DRYBULK	50	18.72	39.04	40.05	17.42	16.03
3)BREAKBULK	11.58	11.58	314.21	304.82	314.21	304.82
4)CONTAINER	0	0	0	0	0	0
PILOTAGE	100	88.3	2068.53	2189.7	1631.12	1725.81
BERTH HIRE	100	92.9	989.65	1047.24	850.26	899.94
PORT DUES	100	(*)100	615.23	651.62	615.23	651.62
DRY DOCKING	50	42.24	469	469	455	455
TOTAL CDS(CARGO&PDF)			4495.66	4702.43	3883.24	4053.22
RAILWAYS(CDS)	0	0	0	0	0	0
ESTATE(CDS)	0	0	0	0	0	0
TOTAL(CDS)			4495.66	4702.43	3883.24	4053.22
HDC						
POL	0	-2.2	0	0	-160	-200
OTHER LIQUID BULK	0	0	0	0	0	0
DRY BULK (MECH)	7.08	7.08	275	275	275	275
DRY BULK (MANNUAL)	1.76	1.76	44	46.5	44	46.5
BREAK BULK	0.75	0.75	0	16.65	0	16.65
CONTAINERS	50	50	316.35	316.35	316.35	316.35
PILOTAGE	0	0	0	0	0	0
BERTH HIRE	0	0	0	0	0	0
PORT DUES	100	(*)100	1608.55	1742.55	1608.55	1742.55
TOTAL HDC(CARGO &PDF)			2243.9	2397.05	2083.9	2197.05
RAILWAYS(HDC)	0	0	0	0	0	0
ESTATE(HDC)	0	0	0	0	0	0
TOTAL(HDC)			2243.9	2397.05	2083.9	2197.05
CPT(AS A WHOLE)			6739.56	7099.48	5967.14	6250.27
CPT(CARGO & PDF)			6739.56	7099.48	5967.14	6250.27

(*) modified by the TAMP

Calcutta Port Trust **Scale of Rates**

GENERAL

1. Short title and commencement

The Scale of Tolls, Dues and Rates set out herein shall be called "SCALE OF RATES" of the Calcutta Port Trust and charges shall be levied by Calcutta Port Trust in terms of provisions of the Scale of Rates.

2. Definition

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

- (i). 'Ad Valorem' in respect of exports shall mean FOB value of exports, as accepted by the Customs on the Shipping Bill.
- (ii). 'Ad Valorem' in respect of imports shall mean CIF value of imports, as accepted by the Customs on the Bill of Entry.
- (iii). 'Board' shall have the same meaning as assigned to it in the Major Port Trust Act, 1963.
- (iv). 'Calcutta Dock System(CDS)' shall mean Netaji Subhas Dock, Kidderpore Docks, River Anchorages, River Moorings, Budge Budge Petroleum Wharves, Inland Vessels' Wharves and all other establishments excepting those specifically under Haldia Dock Complex.
- (v). 'Calcutta Port Trust(CPT)' shall mean the corporate entity and will include Calcutta Dock System and Haldia Dock Complex.
- (vi). 'Clear Working Day' shall mean days other than Sundays and Holidays declared as such by the Calcutta Port Trust.
- (vii). 'Coastal Vessel' shall mean any vessel exclusively employed in trading between any Port or place in India to any other Port or place in India.
- (viii). 'Day' in respect of Calcutta Dock System shall mean the period starting from 6.30 A.M. of a day and ending at 6.30 A.M. on the next day. 'Day' in respect of Haldia Dock Complex shall mean the period starting from 6.00 A.M. of a day and ending at 6.00 A.M. on the next day.
- (ix). 'Demurrage' shall mean charges payable for storage of cargo and container within port premises beyond free period as specified in the Scale of Rates.
- (x). 'Foreign going Vessel' shall mean any vessel other than coastal vessels.
- (xi). 'Full Container Load(FCL)' shall mean a container having cargo of one importer/ Exporter.

- (xii). 'Haldia Dock Complex(HDC)' shall mean Oil Jetty, other jetties, Wharves, Berths at Haldia and River Moorings at Haldia Anchorage.
- (xiii). 'Hazardous-I,II,III & IV' shall mean the cargo categorised as Hazardous-I,II,III & IV in the list of Hazardous Cargo adopted by the Board from time to time.
- (xiv). 'Heavy lift' shall mean any package or article weighing more than 20 tonnes (20000 Kgs.).
- (xv). 'Holiday' shall mean holidays declared by the Calcutta Port Trust for the purpose.
- (xvi). 'Less than a Container Load (LCL)' shall mean a container having cargo of more than one Importer/Exporter.
- (xvii). 'Month' shall mean 30 consecutive calendar days including holidays unless otherwise specified.
- (xviii). 'On Board and wharfage Charge' at HDC shall mean charges on cargo/ commodity/ article/ package and shall cover any one of the followings:
 - (a). Unloading from vessel to shore/overside or loading from shore/overside into vessel.
 - (b). Discharging/Loading/Transfer/passing of liquid through pipeline within the jurisdiction of the Port.
- (xix). 'Overside Discharge/Shipment' shall mean the operation of unloading/loading of cargo ex/into vessel without passing through the quay at the time of discharge/ shipment operation.
- (xx). 'Shut-out' cargo shall mean export cargo left in the Port having not been shipped on board the vessel for which it was received in Port Premises.
- (xxi). 'Stock Cargo' shall mean cargo received at the Port for shipment without export documents.
- (xxii). 'TEU' shall mean Twenty Feet Equivalent Unit of container.
- (xxiii). 'Transshipment' shall mean transfer of cargo/ container from a sea going vessel /barge to another sea going vessel /barge for destination to other Port.
- (xxiv). 'Wharfage' shall mean charges on cargo/commodity and shall cover any one or combination of more than one of the following:-
 - (a). Unhooking/hooking on quay;
 - (b). Transporting cargo between hook point and stacking point and unloading thereat or vice versa;
 - (c). One operation of restacking except as specified at Section 5;
 - (d). Weighment /measurement done by CPT for correct assessment of charges;
 - (e). One operation of loading/unloading into/from vehicle/ wagon for delivery/receiving except as specified at Section 5;
 - (f). Discharging /loading /transfer /passing of liquid cargo through pipeline within the jurisdiction of port.

- (xxv). 'Week' shall mean seven consecutive calendar days including holidays.

3. General Principles of Assessment:

- (i). Rates chargeable on weight shall be leviable on the gross weight of each package/article in case of heavy lift and on full consignment in case of non-heavy lift.
- (ii). The minimum weight chargeable shall be one tonne although the gross weight may be less than one tonne. Where the gross weight is not an exact multiple of 100 Kgs. this will be rounded off to the next higher multiple of 100 Kgs.
- (iii). The aggregate of all charges payable by any one consignment shall be subject to a minimum of Rs.85/-.
- (iv). Rates applicable for a period/unit other than weight shall be applicable to the part of a period/unit thereof.
- (v). At CDS if port equipment is used for loading/unloading of barge/boat, other than LASH barge specified under Note (vii) of section 23, equipment hire charge as specified at section 19.1 shall be levied.
- (vi). Where the cargo is shipped/discharged into/from barges/boats/flats at HDC through quay without involving HDC's equipment and labour, 50% of the normal 'on board' charges shall be levied. However, in case of equipment support by HDC, equipment hire charges shall be recovered as per 'Scale of Rates' in addition.
- (vii). Cargo related charges shall be levied on the owners of the cargo or their Clearing & Forwarding Agents except where specified or in cases where Ship Owners/Steamer Agents agree to pay such charges.
- (viii). At CDS box rate charges on FCL container shall be recovered from the Consignor/ Consignee/their C&F Agent and the box rate for LCL container and empty container shall be recovered from the Container Agents/Main Line Operator/slot charterer. Demurrage on import cargo in containers shall be levied on the cargo owners or their agents. Storage charge on containers (Box only) in the case of loaded Import or empty containers and storage charge on loaded export containers (including cargo) shall be levied on the MLOs. On shipper's own containers, demurrage shall be levied on the consignee/consignor or their C&F Agents. If, however for certain reasons, export/stock cargo is destuffed from containers and subsequently disposed of by the consignors or their agents, demurrage shall be recovered from the consignor or their Agents at the rates specified at Section 6.4 of Part I of this Scale of Rates as the case may be.
- (ix). Storage charge on containers have been denominated in U.S.Dollar term. However, the charge in such case shall be recovered in Indian Rupee after conversion of U.S. Currency to Indian Rupee at market buying (T.T) rate of State Bank of Mysore or any Nationalised Bank as may be specified from time to time. The exchange rate prevalent on the date of entry of the vessel in

case of import containers and on the date of arrival of containers in the Port area in case of export containers shall be reckoned for this purpose.

- (x). Vessel related charges shall be levied on ship owners/Steamer Agents. Wherever rates have been denominated in U.S. dollar terms, the charge shall be recovered in Indian Rupees after conversion of U.S. Currency to Indian Rupee at market buying (T.T) rate of State Bank of Mysore or any Nationalised Bank, as may be specified from time to time. The date of entry of vessel into port limit shall be reckoned as the date for such conversion.
- (xi). In all cases where charges are levied in U.S. Dollar term, the exchange rate shall be reviewed once in thirty days from the date of the applicable exchange rate adopted initially in respect of storage charge for containers staying inside the port for more than thirty days or in respect of vessel related charges for 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 the review.
- (xii). When a vessel is moved between a berth/dock buoy/ river mooring/ anchorage, the berth hire or buoy or mooring or anchorage charge shall be levied for the 8 hrs. period covering stay at both the points based on the rate applicable at the beginning of the such 8 hrs block period.
- (xiii). Where specific rates for any Dock System has not been provided rates applicable for the other Dock System shall be levied.
- (xiv). Samples, Catalogues and other articles for which Shipping Companies charge no freight and on customs duty is payable, diplomatic mail bags, crew baggages and all goods meant for CPT use shall be exempted from payment of all cargo related charges.
- (xv). No charges shall be levied on stores/provisions supplied on board CPT crafts/vessels.
- (xvi). No demurrage shall be charged for the day/s during which delivery cannot be effected due to strike by the Port Employees, provided the importer or his Authorised Agent files the delivery application on payment of all Port Charges before commencement of the strike.
- (xvii). No berth hire shall be levied beyond 4 hours after the Master/ Agent of the vessel signals the vessel's readiness to sail in accordance with favourable tidal and weather conditions. The time limit of 4 hours prescribed for cessation of berth hire shall exclude the waiting period for want of favourable tidal and weather condition. A penalty of one day's berth hire shall be levied for false signal raised.
- (xviii). All charges shall be paid before the operation or prior to availing of the Port services/facilities. However, where Port charges are payable subsequent to the operation or subsequent to availing of the services/facilities or there is an undercharge, the user shall pay penal interest @ 24% per annum if the payment is not made

within 20 days from the date of issuance of the bill/demand by the Calcutta Port Trust.

Likewise Calcutta Port Trust shall pay penal interest @24% per annum if the refund is not made within 20 days from the date of completion of the operation or availing of the services/facilities or on production of all the documents required from the user, whichever is later

- (xix). Before classifying any cargo under 'unspecified category' in the wharfage / on board and 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
- (xx). (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 Directorate 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 cargo. Likewise, in cases of such conversion, coastal rates shall be chargeable only till the vessel completes discharging operations; immediately thereafter, foreign going rates shall be chargeable by the discharge port.
- (d). For dedicated Indian coastal vessels having a Coastal Licence from the Directorate General of Shipping, no other documents will be required to be entitled to coastal rates.

PART - I

CHARGES ON BREAK BULK AND BULK CARGO AT CDS

4. Wharfage:

4.1. Wharfage on cargo handled at CDS (except at Inland vessel wharves) shall be levied at the following rates :-

Sl No.	Description	Rate in Rs. Per Tonne or part thereof
(A)	<u>Liquid/Gas handled through pipeline –</u>	85-00
1.	Crude Oil, POL/POL products, CBFS or any other liquid having a flash point of 23°C (73.4°F) and above, ship's bunker	
2.	POL/POL products, or any other liquid having a flash point of less than 23° C (73.4° F)	175-00
3.	LPG	150-00
4.	Vegetable Oil	50-00
5.	Molasses	30-00
6.	Acid, Fatty Acids, Mineral Oil, Tallow, Alcohol, any other liquid not specified above.	85-00
B.	<u>Cargo handled other than through Mechanical System -</u>	
7.	Common Salt	20-00
8.	Coking Coal, all types of coal, Petroleum/ Metallurgical or any type of coke, limestone.	90-00
9.	Mill Scale, Magnesite, Granite, Alumina, Block Mica, Mica Scrap/Waste/Flakes splitting/powder, All Scraps, Oil cake, Bone & Bone meal, Fire bricks & other refractory materials, Bran, Aluminium Hydrate, pig iron, sponge iron, CI goods, Newsprint	100-00
10.	Rock phosphate, Sulphur, Asphalt, Pitch (including Coal Tar Pitch), Liquids handled other than through pipeline, Ship's bunker & other dry bulk not specified.	120-00
11.	Wheat, Rice, Sugar, Pulses, Cereals & its products, Bulgar Wheat, Corn soya blend, Milk powder, Natural spring water, Ship's stores/provisions/Dunnage, Finished Fertiliser, Soda (Caustic or Ash), Cement, clinker, Lead concentrate	130-00
12.	Jute, gunnies, Jute Caddies/Waste, Hemp, Cotton Yarn/ Twist/ Waste and other vegetable fibres, Jute carpet backing cloth, Carbon Black, Crude Drug.	135-00
13.	Iron and Steel, Pipes & Tubes, Timber, Log.	150-00

- | | | |
|----|---|------------------------------------|
| 1 | | 200-00 |
| 4. | Raw Wool, Synthetic Resin, Asbestoss raw/fibre, synthetic yarn/rags, Cotton piece goods, Waste Paper.Woodpulp, Plywood, Shellac, Seedlac, Glass sheets, glass ware/products, Hides & Skins, Leather, Hosiery goods, Garments. | |
| 1 | | |
| 5. | CHARGES LEVIED ON ADVALOREM BASIS OTHER THAN ON COASTAL CARGO. | |
| | a) Marine products, Woolen Carpet, Wool yarn /fabric/cutting. | 0.3% ad valorem
0.4% ad valorem |
| | b) Ingots of all metals not specified Tea & Coffee and all other unspecified export cargo. | 0.5% ad valorem |
| | c) All other unspecified import cargo | |
| 1 | | 100-00 |
| 6. | All unspecified coastal cargo | |
- 4.2. When the entire consignment (jetty challan/dock challan quantity) is delivered direct on landing or shipped direct from trucks without involving any port equipment (except shore crane working on the vessel), a rebate of 10% on Wharfage shall be allowed. No such rebate shall be allowed, if port equipment is provided for any part of the consignment. For this purpose, the consignee/exporter or his C&F Agents have to declare on the Jetty/Dock Challan at the time of payment of port charges that they intend to take direct delivery/effect direct shipment of the entire consignment.
- 4.3. In case of overside discharge/ shipment, 70% of wharfage, as specified under Section 4.1. of the Scale Of Rates, as overside charge shall be levied on the cargo except for liquid/ LPG cargo. However, if such cargo is unloaded at any berth subsequent to overside discharge or loaded at any berth prior to overside shipment single wharfage shall be levied for the two operations.
- For loading/unloading at Inland Vessel Wharves in CDS, no wharf toll shall be levied on cargo on which overside charge as specified above has been levied.
- 4.4. 50% of wharfage as per Section 4.1 of the Scale Of Rates shall be levied on liquid cargo/ LPG discharged/shipped overside. If such cargo is unloaded at any berth/place subsequent to overside discharge or loaded at any berth/place prior to overside shipment, within the jurisdiction of port, either at CDS or at HDC, 50% wharfage as per Section 4.1 or 50% of on board and wharfage charge as per Section 15.1,as the case may be,shall be levied in addition.
- 4.5. On transshipment cargo landed and shipped through quay/ jetty at CDS, 1.5 times of the charges as applicable under Section-4.1 shall be levied.
- On transshipment cargo at moorings/ anchorages in CDS, 50% of the charges as applicable under Section-4.1 shall be levied.
- 4.6. On shut-out cargo which are taken back from Port premises, 50% of wharfage shall be levied. No separate charge shall be levied for loading on party's vehicle or as gate delivery charge. No additional wharfage shall be levied on shutout cargo if the same is subsequently shipped without being removed from port premises.

- 4.7. On unspecified cargo which is sold by auction/tender or otherwise where the CIF/FOB value is not available, wharfage shall be levied @ Rs.200/- per tonne or part thereof.
- 4.8. On liquid cargo transferred through pipeline between Haldia and CDS or from any other point to CDS or vice-versa, 50% of wharfage shall be levied at CDS.
- 4.9. Importer/Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through CDS as mentioned below, during a financial year.

	Type of Cargo	Tonnage handled	Quantum of Rebate on applicable wharfage
(a).	Coking Coal, Sugar Pulses, Wheat, Rice, Jute & Jute Products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, CI Goods, LPG.	Upto 75,000 Tonne	NIL
		From 75,001 to 1,00,000 Tonne	10%
		Above 1,00,000 Tonne	15%
(b).	Crude Oil, POL and its product	Upto 40,00,000 Tonne	NIL
		From 40,00,001 to 75,00,000 Tonne	10%
		Above 75,00,000 Tonne	15%

Note:- The foresaid rebate shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1st April to 31st March) on submission of documents by the Importers/Exporters in support of the through-put achieved.

5. **Lifting Charges:**

- 5.1. Lifting charges shall be levied on packages/articles weighing 5 Tons and above in addition to wharfage as per Section-4 at the following rates if port equipment is used at the time of delivery/ receiving/restacking or for any other operation except for stacking on landing or lifting for shipment.

SL.No	Description	Rate in Rs.per ton or part thereof
(1).	Article/package weighing Tons and upto 10 Tons.	100.00
(2).	Article/package weighing above 10 Tons and upto 20 Tons.	200.00
(3).	Article/package weighing above 20 Tons and upto 40 Tons.	400.00
(4).	Article/package weighing above 40 Tons.	800.00

5.2. For any additional loading/unloading/restacking of packages/articles weighing less than 5 Tonne other than the operations covered under "Wharfage" as defined under Section-2(xxiv), an additional charge @ Rs.60/- per tonne or part thereof shall be levied if done by port Labour/equipment.

6. **Demurrage on cargo :**

6.1. When import cargo is landed on a Sunday or a Holiday or in the second or third shift of a day, the next working day shall be treated as the date of landing.

6.2. Import cargo shall be demurrage free for the period specified below:-

SL.NO.	Description	Demurrage free period
(a).	Hazardous - I cargo -	Date of landing
(b).	Hazardous - II, III & -IV cargo except Sulphur	One clear working day after the date of landing.
(c).	Non-Hazardous cargo for -Nepal and Bhutan.	Seven clear working days after the date of landing.
(d).	All other non-hazardous - cargo, Sulphur , Asbe- stoss imported in container and delivered without destuffing in Port,	Three Clearing working days after the date of landing.
(e).	Cargo imported by Missionaries of Charity.	Thirty days after the date of landing.
(f).	Non-Hazardous transshipment - cargo.	Twelve clear working days after the date of landing.
(g).	Cargo in LCL container	Seven clear working days after the date of landing of

6.3. Demurrage on import cargo shall be levied after the expiry of demurrage free period at the following rates:-

Sl. No.	Description of cargo	Rate in Rs. Per tonne per day or part thereof
(1).	Scrap of all kinds, Foodgrain, Sugar, Pulses, Bulgar Wheat, Corn soya blend, Milk powder, Rock Phosphate, Log, Plywood, Cereals & their products, Bran, Vegetable Oil.	40.00
(2).	Waste paper, ship's stores, Newsprint, Dunnage, Wool, Synthetic Resin, Cement, Wood- pulp, Finished Fertiliser, Pig Iron, Sponge Iron, Coal, Anthracite Coal, Coking Coal, Petroleum Coke or any other Coke/Coal.	75.00

Sl. No.	Description of cargo	Rate in Rs. Per tonne per day or part thereof
(3).	All other non-hazardous cargo, Sulphur and Asbestoss delivered in container without destuffing in Port.	100.00
(4).	All Hazardous cargo of Categories-II, III & IV except those specified in Sl.Nos.1,2 and 3 above.	140.00
(5).	All Hazardous cargo Category-I	170.00
6.4.	No demurrage on export or stock cargo other than Hazardous-I category shall be levied if the cargo is shipped within 30 days of receipt of the cargo. After 30 days demurrage on such cargo shall be levied at the rate of Rs.50/- per tonne per week or part thereof from the date of receipt till the date of shipment. In case the cargo is not shipped and taken out of the docks either as shut out or otherwise, demurrage at the rate of Rs.200/- per tonne per week or part thereof shall be levied from the date of receipt till the date of removal from the port premises.	
6.5.	Export cargo of Hazardous-I category shall be received only for direct shipment. In case such cargo is not shipped on the date of receipt, demurrage shall be levied at the rate of Rs.170/- per tonne per day or part thereof from the day following the date of receipt upto the date of shipment of cargo or removal from the port premises.	
6.6.	On cargo/commodity which is neither received as import nor as export nor as stock for shipment, demurrage shall be levied at the rate of Rs.40/- per tonne per day or part thereof from the date of receipt upto the date of removal of the cargo from the port premises.	
6.7.	On cargo sold by Auction or Tender or Private Agreement or in any other manner, demurrage shall be levied at the rate specified at Section- 6.3 after allowing free time of 7 clear working days after the date cargo is made available for delivery.	
7.	Transportation:	
7.1.	On cargo transported by CPT trailer/transport, following charges shall be levied –	

Sl.No.	Description	Rate in Rs. per tonne or part thereof
(1).	From one berth/shed/yard to another berth/shed/yard within the same dock.	35.00
(2).	From one berth/shed/yard of one dock enclosure to another dock enclosure.	50.00
(3).	For any other transportation not included in the wharfage.	60.00

NOTE: For Sl. No. 2 - KPD-I(EAST), KPD-I (WEST), KPD-II, Coal Dock and NSD/GRJ each shall be treated as separate dock enclosures.

7.2. If the cargo is escorted by CPT staff charge for booking of staff as specified in Section-19 shall be levied.

8. **Wharf Toll:**

8.1. For loading/unloading of cargo and placement of craft at Inland Vessels' Wharves, charges at the following rates shall be levied –

Sl.No.	Description	Rate in Rs.
(1).	On cargo	20.00 per tonne or part thereof
(2).	On Non-propelled craft	15.00 per craft per day or part thereof
	i) Upto 10 cubic metre capacity	
	ii) Above 10 cubic metre capacity	40.00 " "
(3).	On propelled craft	70.00 " "

NOTE :

- i). No wharf toll on cargo shall be levied for which charge for overside discharge/ shipment has been levied as per Section 4.3.
- ii). No wharf toll shall be levied on a craft, working at the Inland Vessels' wharves inside the Docks, for which Dock Toll and Stayal charges have been levied as per Section-26 of the Scale of Rate.

PART-II

CHARGES ON CONTAINER AND CONTAINERISED CARGO HANDLED AT CDS

9. Charges on container and containerised cargo handled at Container Terminal of CDS, which include operational area of 7/8 NSD and its back up area inclusive of areas of West Link Gate and 8 NSD Gate, shall be levied at the following rates -

Sl. No.	Service	Type	Rate per TEU	Remarks
1)	Unhooking container on quay, transportation from hook point to container yard, lift-off thereat and lift-on for delivery or lift-on on CPT Trailer for transportation to Port CFS or vice versa in case of export	a) Import load container with Hazardous-I cargo.	7,000/-	i). Rate includes wharfage on container as also on cargo and is also applicable in case of direct transfer/delivery/shipment.
		b) Import category I Load.	5,500/-	No separate charge is leviable for deployment of fire personnel in case of container loaded with Hazardous-I cargo.
		c) Import category II Load.	6,000/-	Import category I means containers loaded with
		d) Export category I Load	3,600/-	a) Waste paper, Newsprint, Vegetable oil.
		e) Export category II Load.	4,500/-	b) Gift consignment for organisation listed as relief agencies by CPT on which customs duty is exempted.
		f) Export category III Load.	6,000/-	iii). Import category-II means container loaded with cargo other than those mentioned in Import Category-I.
		g) Empty	750/-	iv). Export category-I means containers loaded with
			a). Jute, Gunnies, Jute caddies/ waste/twist/cuttings/jute carpet backing cloth.	
			b). C.I. goods.	

Sl. No.	Service	Type	Rate per TEU	Remarks
				<ul style="list-style-type: none"> c). Crude drugs dried flower/ fruit/plants. d). Fire bricks/ Refractory materials. e). Cotton, Cotton yarn/ twist/waste. v). Export category-II means container loaded with cargo listed under Sl.Nos.7 to 13 of Sec.4.1 of Part-1 of the Scale of Rates except those metioned in Export category-I. vi). Export category-III means container loaded with cargo other than those mentioned in export category-I and II. vii) 'Import' includes landing of coastal cargo containers and 'export' includes shipment of coastal cargo contaiehrs.
2.	Transportation from container yard to Port CFS, Destuffing, transporting empty containers after destuffing to empty yard and lift off of empty container thereat or vice versa.		3,000/-	Rate includes services of equipment, clerkage, port and CDLB workers.

Sl. No.	Service	Type	Rate per TEU	Remarks
3.	Lift on/lift off/ restacking not included under SI.No.1.	a). Loaded b). Empty	900/- 300/-	Restacking/removal of containers will be done by CPT if the containers are not removed from the Port premises within 10 days of receiving, destuffing in case of import containers or not booked to a subsequent vessel in case of shut out container.
4.	Transportation of container not included under SI.No.1.	a) Within the Terminal. b) Between Terminal & other berths.	200/- 400/-	
5.	Transhipment of container.	a). Loaded b). Empty	7500/- 1125/-	Includes wharfage on container and cargo and all handling charges at Terminal.
6.	Overside discharge/ shipment of containers.	a). Loaded b). Empty	50% of the rate specified at SI.No.1	Includes wharfage on container and cargo
7.	Shifting containers on board vessel/barge by CPT equipment other than by 200 T cantilever/	a). Loaded b). Empty	800/- 400/-	In case of use of 200 Ton cantilever/floating crane respective hire charge under Section-19.1 shall be levied extra.
8.	Shifting of container from one hatch to another hatch through quay	a). Loaded b). Empty	2000/- 500/-	Includes wharfage on container and cargo.
9.	Supply of power to reefer container.	Loaded / Empty	750/- Per shift or part thereof	

10. Charges on container and containerised cargo handled at area other than Container Terminal of CDS shall be levied at the following rates :-

Sl. No.	Service	Type	Rate per TEU	Remarks
1.	Unhooking container on quay, transportation from hook point to container yard by party's vehicle, life-off thereat by party's equipment & life-on for delivery to warehouse/ CFS outside the Docks or viceversa.	a). Import load container with hazardous-I Cargo -	6,000/-	i). Rates include wharfage on container as also on cargo and is also applicable in case of direct transfer/delivery/ shipment. No separate charge is leviable for deployment of fire personnel in case of container landed with Hazardous-I cargo. ii). Import Category-1 & II shall mean containers loaded with cargo as mentioned in Items (ii)&(iii) under remarks column of Sl. No.1 of Section 9.1. iii). Export categories I, II & III shall mean containers loaded with cargo as mentioned in Items (iv),(v)& (vi) under remarks column of Sl.No.1 of Section-9.1. iv). 'Import' includes landing of coastal cargo
		b). Import category- Load.	4,500/-	
		c) Import category-II Load	5,000/-	
		d). Export category-I Load	2,800/-	
		e). Export category-II Load.	3,500/-	
		f). Export category-III Load.	5,000/-	
		g). Empty	500/-	
2.	Destuffing/stuffing at port shed/yard.	a). Done by Port	3,000/-	a). Includes services of equipment, clerkage, port & CDLB workers when done by Port.
		b). Other than by Port.	1,000/-	b). Includes services of equipment, clerkage and port workers out side container when done other than by Port.

Sl. No.	Service	Type	Rate per TEU	Remarks
3.	Lift on/Lift off/ restacking by CPT equipment.	a). Loaded	900/-	1. Restacking/removal of containers will be done by CPT if the containers are not removed from the port premises within 10 days of receiving/ destuffing in case of import containers or not booked to a subsequent vessel in case of shut out containers. ii). No charge shall be levied if the services are not rendered by the CPT equipment.
		b). Empty	300/-	
4.	Transportation of container by CPT trailer.	a). Within the same berth.	200/-	
		b). From one berth to another.	400/-	
5.	Transshipment of container.	a). Loaded	6,000/-	Includes wharfage on container and cargo.
		b). Empty	750/-	
6.	Overside discharge/ shipment of containers.	a). Loaded	50% of the rate specified at Sl.No.1	Includes wharfage on container and cargo.
		b). Empty		
7.	Shifting of containers on board vessel/ barge by CPT equipment other than by 200 Ton cantilever/ floating crane.	a). Loaded	800/-	In case of use of 200 Ton cantilever/ floating crane respective hire charge under Section 19.1 shall be levied extra.
		b). Empty	400/-	
8.	Shifting of containers from one hatch to another hatch through quay.	a). Loaded	2,000/-	
		b). Empty	500/-	
9.	Supply of power to reefer containers.	Loaded/Empty	750/-Per shift or part thereof.	

NOTE FOR SECTION : 9 & 10

- (i). Charge for handling of container above 20' and upto 40' in length shall be 1.5 times the rates specified at Section 9 & 10. Charge for handling of container above 40' shall be two times the rate specified at Section 9 & 10. Charge for supply of power to reefer container above 20' in length shall be levied at twice the rate specified at Sl.No.9 of Section 9 & 10.
- (ii). Container received either at container terminal or at places other than container terminal, if subsequently shipped through places other than where it was originally received, charges as specified in Section 9, Sl.No.1 shall be levied. No separate charge for be levied.

In similar cases, ICD (Inland Container Depot) container, originally received either at container terminal or at places other than container terminal, if subsequently delivered/shipped through places other than where it was originally received, charges as specified in Section 13, shall be levied instead of charge as specified in Section-9, Sl.No. 1.
- (iii). In case of import container containing more than one "Import Category" the rate applicable to the higher "Import Category" shall be levied.
- (iv). In case of export container containing more than one 'Export Category' the rate applicable to the higher 'Export Category' shall be levied.
- (v). Importer/Exporter shall be granted, on the additional TEUS handled in excess of 1200 TEUS in a financial year, a rebate of 10% on rates specified under SL.No.1 of Section 9 and 10.

The aforesaid rebate shall be granted in the form of refund at the end of every financial year (i.e. 1st April to 31st March) on submission of documents by the Importers / Exporters in support of throughput achieved.

11. **LANDING DATE**

The date of landing of import empty containers/import loaded containers shall be the actual date of landing. However, if such container is landed on Sunday or a holiday or in the second or third shift of a day, the next working day shall be treated as the date of landing .

12. **STORAGE CHARGE ON CONTAINER OTHER THAN ICD CONTAINER**

- 12.1. Storage charge on loaded import and empty container (BOX only) shall be levied at the following rates -

	PERIOD	U.S. \$ per TEU per day or part thereof
a).	For the first 3 days from the date of landing or receiving.	NIL
b).	From 4th to 9th day.	2.0
c).	From 10th to 15th day.	4.5
d).	From 16th day onwards.	6.0

12.2. Storage charge on loaded export container/loaded containers received as stock without shipment document (including cargo) shall be levied at the following rates -

PERIOD	U.S. \$ per TEU per day or part thereof
a). From 1st to 9th day.	NIL
b). From 10th day onwards	4.85

NOTE FOR SECTION 12.1 AND 12.2

1. On container above 20' in length, loaded or empty Storage charge shall be levied at twice the rates specified at 12.1 and 12.2 above.
2. Demurrage on containerised import / transshipment cargo shall be levied as per conditions and rates specified at Section 6.2 & 6.3 of the Scale Of Rates. The date of landing for the containerised import cargo shall be same as that of the container.
3. Date of receiving of export load container or date of commencement of stuffing with export cargo shall be reckoned as the 1st day to ascertain rates as per Section 12.2.
4. In case, loading of import loaded container for the purpose of delivery cannot be done by CPT at 7/8 NSD due to non-availability of CPT equipment within 24 hours from the time of entry of the vehicle as indicated in Entry Gate Pass (EGP), 50% rebate on demurrage on cargo in containers shall be allowed for the period during which such containers are not loaded beyond 24 hours of entry.
5. 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 the container, whichever is earlier subject to the following condition:-
 - (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 Custom 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 line/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.

13. HANDLING CHARGES ON ICD CONTAINERS

Sl. NO	Service	Rs. Per TEU	Remarks
1).	Consolidated handling charges on ICD containers at 7/8 NSD including unhooking of containers on quay, transportation from hook point to container yard (CY) and lift-off or vice-versa as also lift-on /lift-off of container for delivery, receiving or restacking.	Loaded 4,500/- Empty 750/-	(i). Includes wharfage on container and cargo. (ii). Includes consolidated charge on cargo carried by Railway wagons and local haulage.
2).	Consolidated handling charge on ICD containers at berths other than 7/8 NSD including hooking/unhooking on quay for shipment/ landing.	Loaded 3,350/- Empty 500/-	(i). Includes wharfage on container and cargo. (ii). Includes consolidated charge on cargo carried by Railway wagons and local haulage.
3).	Supply of power to reefer container.	Loaded 750/- / Empty per shift or part thereof	

NOTE

- (i). The above ICD rates shall be applicable provided such container moves by wagon to/from docks or CPT Block Rake Terminal.
- (ii). Charge for handling of container above 20' and upto 40' in length shall be 1.5 times the rates specified at Section 13 and charge for handling of container above 40' shall be 2 times the rates specified at Section 13. Charge for supply of power to reefer container above 20' length shall be levied at twice the rate specified at Section 13, Sl.No.3.
- (iii). The rates specified under Section 13 shall also be applied to containers carried by Railway from/to destinations other than ICD which are landed/shipped at CDS.

13.1. **STORAGE CHARGE ON ICD CONTAINERS**

	Rate per TEU per Day or part thereof
(i). Loaded container including cargo(import) other than of Hazardous Category-I. For the first 15 days from the date of landing.	NIL
From 16th to 30th day.	\$ 12.0
From 31st day onwards.	\$ 16.0
(ii). Loaded Container including cargo (export/stock) For the first 15 days from the date of receiving in Port premises.	NIL
From 16th to 30th day.	\$ 5.0
From 31st day onwards.	\$ 8.0
(iii). Rates as provided in Section 12.1 of Scale of Rates shall apply on empty container.	
(iv). On containers containing Hazardous-I Cargo, either import or export, demurrage at the highest slab shall be levied as specified in (i) & (ii) above after allowing a free time of 1 day after the date of landing or receiving.	

NOTE

- (1). Demurrage on wagons will be in terms of provision of existing CPT Railway Demurrage Rules.
- (2). Demurrage on container above 20' shall be twice the rate specified at Section 13.1.
- (3). The rate for demurrage on ICD container shall also apply to containers carried by Railway wagons which are landed or shipped at CDS.

14. **SUBMISSION OF DOCUMENTS**

A charge at the rate of Rs.500/- per container scheduled to be covered in the relevant documents as indicated below shall be levied on the container MLO for failure to -

- (a). Submit Import General Manifest (IGM) in time;
- (b). Submit landing papers/shipment papers in time; and
- (c). Submit amended papers where required for shipment of shut-out containers on to a subsequent vessel.

Timely submission of the documents mentioned above shall mean -

- (i). For (a) above, one day prior to arrival of vessel at the berth.
- (ii). For (b) above, one shift prior to commencement of landing/shipment operation.
- (iii). For (c) above, one shift prior to commencement of shipment.

PART - III

CHARGES ON BREAK BULK, BULK, CONTAINERISED CARGO AND CONTAINER HANDLED AT HDC.

15. ON BOARD AND WHARFAGE CHARGES

15.1. On Board and wharfage charges for handling non-heavy lift cargo shall be levied at the following rates -

Sl.No.	Description	Rate in Rs. per tonne or part thereof
<u>CHARGES LEVIED ON WEIGHT BASIS</u>		
<u>Liquid or Gas handled through pipeline</u>		
(1).	Crude Oil, POL/POL products, CBFS or any other liquid having a flash point of 23° C(73.4° F) and above, ship's bunker	85
(2).	POL/POL products or any other liquid having a flash point of less than 23° C(73.4° F) excluding items mentioned at Sl. No.(3)b.	175
(3).	Naptha, N-Hexane, Butadine, Butane .	110
(4).	LPG --	150
(5).	Vegetable Oil --	50
(6).	Molassess --	30
(7).	Acid, Fatty Acids, Mineral Oil, Tallow, Alcohol or any other liquid not specified above--	65
<u>Liquids handled other than through Pipeline</u>		
(8).	All liquids including ship's bunker	105
<u>Cargo handled through mechanical system</u>		
(9).	Iron ore --	55
(10).	Coal, Coking Coal, Fertilizer, Fertilizer Raw Materials, Soda Ash and other dry bulks. --	90
<u>Cargo handled other than through mechanical system</u>		
(11).	Salt	15

SL.No	Description	Rate in Rs. Per Ton or part thereof
(12).	Mill Scale, Megnesite, Granite, Scrap other than of Mica, Oil Cake, Bone & Bone Meal, Bran, Fire Bricks & other refractory materials, non-ferrous metals of all kinds except Ingots of Zinc/Aluminium/ Copper/Lead	90
(13).	Pig Iron, Sponge Iron and other Ferrous metals, Coking Coal, Limestone, all types coke and ore.	70
(14).	Finished Fertilizer, Lead Concentrate, Soda (Caustic or Ash), Rock Phosphate, Sulphur, Asphalt Pitch (including Coal Tar Pitch), Newsprint, C. I. Goods, Cement, Clinker, Block Mica, Gunnies, Jute (products), waste / caddies/twist/cuttings) Cuttings, Hemp.Cotton, Cottonyarn/twist/waste, other vegetable fibres, Wheat, Rice, Sugar, Pulses, Cereals, and their products, Bulger Wheat, Corn Soya Blend, Milk Power, Seeds of all kinds, Iron & Steel, Tubes & Pipes, Ship's stores & provisions, Dunnage, Wool & Synthetic Resin, Wood Pulp, Mica(scrap, waste, flakes, splitting, powder) Timber, Log, Plywood, Shellac, Seedlac, Leather & its products, hides & Skins, Porcelain Ware/products, Glassware/products, Asbestoss raw / fibre, Synthetic yarn/rags, Carbon black, Cotton piece goods, Waste paper, Hosiery goods, Garments, Coffee, Woolen Carpet & other dry bulk not specified above, Polymers & other chemicals in bag, Machinery and Spares parts.	110
(15).	All other cargo not mentioned above	0.4% Ad valorem
15.2.	If any consignee/consignor handles Crude Oil more than 6.5 million ton per financial year, on-board and wharfage charges shall be levied @ Rs.85/- per tonne on first 6.5 million tonne and @ Rs.75/- per tonne on quantity beyond 6.5 million tonne.	
15.3.1.	If a vessel discharges more than 25000 tonnes of cooking coal/limestone/ Fertiliser/Raw Material for fertiliser in a single call at HDC, a rebate of 10% shall be allowed on on-board charges on quantity exceeding 25000 tonnes.	
15.3.2.	If a vessel loads more than 25000 tonnes of Thermal Coal in a single call at HDC, a rebate of 10% shall be allowed on on-board charges on quantity exceeding 25000 tonnes.	
15.4.	70% on Board and wharfage charge shall be levied on cargo discharged / shipped overside. If such cargo is unloaded at any berth subsequent to overside discharge or loaded at any berth prior to overside shipment 1.2 times the on board and wharfage charges shall be levied for the two operations. However, for loading / unloading of such cargo at Inland Vessel wharf, charges interms of Section 15.5 shall be levied in addition to charge payable for overside discharge / payment.	

- 15.5. For cargo loaded/unloaded at Inland Vessel Wharves a charge of Rs.25/- per tonne shall be levied. Wharf Toll on craft shall be levied as per rates applicable at CDS as per Sec8.1 SI No. (2) & (3)
- 15.6. 25% rebate shall be allowed for the charges leviable under section 15.1 (10) on goods imported by Ministry Of Agriculture.
- 15.7. For transshipment of cargo or shifting of cargo on board, charges shall be recovered at 1.5 times the rates specified under Section 15.1 and 15.14.
- 15.8. Transfer of cargo from hook point to stack yard or vice-versa shall be arranged by the importer or exporter. If equipment support is provided by HDC, equipment hire charges shall be levied as per Section 19.1 of the Scale of Rates.
- 15.9. For removal of shut out cargo from port premises at HDC, loading and unloading charges under Section 17 shall be levied when the operations are done by HDC. Otherwise, receiving / delivery charge @ Rs.25/- per tonne per operation shall be levied.
- 15.10. On unspecified non-heavy lift cargo or consignment consisting both heavy lift and non-heavy lift cargo where CIF/FOB value of non-heavy lift cargo cannot be ascertained, on board charges shall be levied @ Rs.200/- per tonne on non-heavy lift cargo.
- 15.11. Wherever equipment support, is given by HDC excepting for coking coal under Section 15.1(13) additional charge for equipment hire under Section 19.1 of the Scale of Rates shall be levied.
- 15.12. All types of homogeneous dry bulk cargo excepting coking coal, limestone, all types of cokes and ores, discharged by semi-mechanical means (utilising grabs or magnets) 90% of the on-board and wharfage charges under Section 15.1 shall be levied.
- 15.13. For handling coking coal, all types of coke, limestone, sulphur, rock phosphate & cement in bulk, cleaning charge @ Re.1/- per tonne shall be levied in addition to the on-board and wharfage charges leviable under Section 15.1.
- 15.14. On-board handling charges on Heavy lift articles/packages shall be levied at the following rates:-

DESCRIPTION OF ARTICLES/PACKAGES	Rate in Rs. per ton or part thereof
----------------------------------	-------------------------------------

- | | | |
|------|--|-------|
| i). | Weighing above 20 tonnes and upto 35 tonnes: | |
| (a). | Iron & Steel | 125/- |
| (b). | Others | 250/- |
| ii). | Weighing above 35 tonnes | 400/- |

16. **DEMURRAGE**

- 16.1. When import cargo is landed on a Sunday or a Holiday or in the second or third shift of a day, the next working day shall be treated as the date of landing.

16.2. Import cargo shall be demurrage free for the period specified below.

	Description of cargo	Demurrage free period
(a).	Hazardous-I cargo	Date of landing
(b).	Hazardous-II, III & IV cargo except Sulphur	One clear working day after the date of landing.
(c).	Non-Hazardous transshipment Cargo.	Twelve clear working days after the date of landing.
(d).	Non-Hazardous cargo for Nepal and Bhutan.	Seven clear working days after the date of landing.
(e).	All other non-Hazardous cargo ,Sulphur ,Asbestos imported in Container and delivered without destuffing in port.	Three clear working days after the date of landing.
(f).	Cargo imported by Missionaries of Charity.	Thirty days after the date of landing.

16.3. Demurrage of import cargo shall be levied after the expiry of the demurrage free period at the following rate:-

Sl.No.	Description of cargo	Rs. per tonne per day or part thereof
(1).	Foodgrains, Sugar, Pulses, Seeds, Bran, Cereals and their products.	40.00
(2).	Newsprint, Wastepaper, Rock Phosphate, Woodpulp, Log, Pig Iron, Fertilizer.	75.00
(3).	All other non-Hazardous cargo and Sulphur.	100.00
(4).	All Hazardous cargo	150.00

16.4. No demurrage shall be levied on export cargo of non-Hazardous (except coal/ore) /or Hazardous-II, III & IV category, if the cargo is shipped by the vessel for which it is received.

16.5. For Stock pile of Export Coal/ore in the open or covered space in the Dock Interior Zone, licence fees shall be recovered as per Schedule of Rent applicable for Land and Building at Haldia.

- 16.6. Demurrage shall be levied on export cargo of non-hazardous, Hazardous-II, III & IV category shut out by a vessel, at the rate of Rs.50/- per tonne per week or part thereof from the date of receipt of cargo upto the date of removal of cargo from port premises. If the cargo is booked to a subsequent vessel, demurrage shall be levied at the same rate from the date of receipt of cargo upto the date on which complete documents are submitted for the vessel by which the cargo is finally shipped. Bills will be raised vessel-wise.
- 16.7. On cargo except Hazardous-I received for shipment without export documents (stock), demurrage shall be levied at the rate specified in Section 16.6 from the date of receipt of cargo till the date complete documents are submitted. After the documents are submitted such cargo will be treated as export and demurrage, if accrued shall be levied in terms of Section 16.6.
- 16.8. Export cargo of Hazardous-I category shall be received only for direct shipment. In case, such cargo is not shipped on the date of receipt, demurrage shall be levied at the rate of Rs.40/- per tonne per day or part thereof from the date of receipt of cargo upto the date of shipment or removal of cargo from the port premises.
- 16.9. On cargo which is neither import nor export nor stock demurrage shall be levied at the rate of Rs.30/- per tonne per day or part thereof from the date of receipt of the cargo upto the date of removal of cargo.
- 16.10. If a vessel for which exports have been opened and the cargo has been received in shed does not arrive at Haldia Dock Complex and is substituted by another vessel (to be named with Rotation No. within 10 days of the scheduled date of arrival of the vessel which did not arrive), no demurrage shall be levied on the goods if these are shipped by the substituted vessel. One such substitution will be allowed for the purpose of charging demurrage under this section. If, however, no such vessel is substituted within the date stipulated above and goods are shipped by another vessel or are removed from the port premises, demurrage shall be levied in terms of Section 16.6 and 16.7 above.
- 16.11. On import/export cargo sold by auction or tender, demurrage shall be levied in terms of Section 16.3/16.6 after allowing free time of 7 clear working days after the date the cargo is made available for delivery.

17. **Loading/unloading/restacking**

- 17.1. At HDC loading/unloading/restacking charges shall be levied at the following rates when operations are done by HDC :-

Sl.No.	Description	Rs. per tonne
i).	Non-heavy lift	50
ii).	Article/package weighing	
	(a). above 20 tonnes and upto 35 tonnes	125
	(b). above 35 tonne	250

NOTE : For direct delivery/receiving of cargo at the hook point no loading/unloading charges shall be levied under this section.

17.2. When loading/unloading is not done by Port on goods brought into the port premises which are neither export nor import, receiving/delivery charge @ Rs.25/- per tonne shall be levied.

18. CONTAINER HANDLING CHARGES AT HDC

18.1. Charge for handling containers shall be levied at the following rates :-

Sl.No.	Service	When Port equipment is used	When Port equipment/ labour is used in part	When Port equipment/ labour is not used
		Rs.per TEU	Rs. per TEU	Rs.per TEU
(1).	Landing/Shipment operations.	1600	1500	1500
(2).	Transportation of containers from quay to yard including stacking or vice-versa.	900	600	300
(3).	Stuffing/unstuffing of container.	300	150	125
(4).	Movement of container from one stacking zone to another stacking zone in the dock.	500	350	150
(5).	Shifting of container within the container terminal.	350	200	175
(6).	Shifting of container on Board.	550	400	350
(7).	Landing/shipment of containers direct from barges to ship or vice-versa.	800	750	650
(8).	Delivery/receiving of container by road transport or lift-on/lift-off into/from Railway wagon.	350	250	200
(9).	Storage charge on containers.	US \$ 2.000 per TEU per day or part thereof from date of landing/receipt for loaded & empty container.		
(10).	Power supply to reefer container.	Rs.600/- per TEU per shift or part thereof.		

18.2. If an M.L.O. handles between 51 TEUs to 100 TEUs in a single call of a vessel at HDC by way of import and/or export, a rebate of 5% shall be allowed on charges at Sl.No.1 above.

- 18.3. If an M.L.O. handles above 100 TEUs in a single call of a vessel at HDC by way of import and/or export, a rebate of 10% shall be allowed on charges at Sl.No.1.
- 18.4. Actual landing date or receipt date of container shall be treated as date of landing/receipt for the purpose of realisation of rent/demurrage on container and cargo in containers.
- 18.5. The basic rate under Section 18.1 is applicable for 20 ft. loaded container. For 40 ft. loaded containers the rate would be 50 percent more than what has been stated under Section 18.1 except Sl.No.9 & 10 above for which the rate will be 100% more. For containers exceeding 40 ft., rates would be 100% more that of 20 ft. containers.
- 18.6. For empty containers the rate would be 50 percent of the rate of loaded containers except for rate under Section 18.1(9).
- 18.7. Container carrying barges including assisting tugs entering Haldia Dock Complex will be allowed 10 days free time. Overstayal charges is recoverable thereafter at the normal rates. Dock Toll charges will be recovered on such barges and tugs at 50 percent of the normal rates.
- 18.8. Export cargo received in break-bulk for containerization and import cargo received in container and delivered in break-bulk after destuffing will attract loading/unloading charges as per Section 17 when such loading/unloading is done by Port. Otherwise Gate delivery/receiving charges as per Section 19.1 will be recovered.
- 18.9. Non-hazardous import cargo in FCL/LCL containers shall be demurrage free for 20 days from the actual date of landing. Thereafter, demurrage on cargo in containers shall be levied as per Section 16.
- 18.10. In case of hazardous cargo in containers demurrage free time shall be allowed as per Section 16 and demurrage shall be levied accordingly.
- 18.11. For export/stock cargo in containers demurrage shall be levied as per Section 16.
- 18.12. Transshipment containers or containers shipped immediately after landing by the same vessel shall not be counted for the purpose of rebate as stated above.
- 18.13. 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 the container, whichever is earlier subject to the following condition:-
- (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 Custom 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 line/consignee from the port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.

PART-IV

MISCELLANEOUS CHARGES AND CHARGES FOR PERMITS/LICENCES

19. Miscellaneous charges

19.1. Charge at the following rates shall be levied for miscellaneous services –

Sl.No.	Description	Rate in Rs.
1.	Issue of duplicate short landing certificate/Out-Turn Report or any certificate or amendment.	40/- per certificate/ report/ amendment.
2.	a). Gazette & Advertisement cost of sale.	100/- per publication.
	b). Cost of sale of berthing list/movements/ gate notice to the trade.	2/- each Monthly subscription Rs.40/- each. Yearly subscription Rs.450/- each.
3.	Supply of tally staff for tallying loading/unloading of wagon at siding.	200/- per axle.
4.	Supply of staff for escorting of lorry.	400/- per shift per head
5.	Deployment of extra labours (on requisition by Agent).	300/- per shift per head
6.	Use of CPT Weighbridge -	
	a). Road Weighbridge	4/- per tonne subject to a minimum of Rs.20/- for an empty vehicle and Rs.40/- for a loaded vehicle.
	b) . Railway weighbridge at HDC (inclusive of handling of wagon to weighbridge	300/- per axle.
7.	Gate delivery/receiving of cargo on which wharfage/on board charge or loading/unloading	25/- per tonne.
8.	Hire of locomotive	2000/- per hour subject to a minimum of Rs.8000/-.
9.	Stabling charge on non-commissioned wagon or wagon owned by party other than Indian Railway.	12/- per axle per day, For haulage of such wagon locomotive hire charge shall be levied as specified under Sl.No.8.

Sl.No.	Description	Rate in Rs.
10.	Infringement, local haulage and wagon demurrage charge.	Rate as decided/sanctioned by the Rly. Board from time to time shall be levied & will be effective from the date of receipt of Rly. Notification by CPT.
11.	Consolidated charge on railborne cargo on wagons arriving in CDS Rly. System.	
	a). On Wagons, not carrying containers loaded or unloaded at berth/shed inside the Dock/Jetty or loaded/unloaded at the Block Rake Rly. Terminal at EJC.	12/- per tonne on marked carrying capacity of the wagon.
	b). On Wagon not carrying containers loaded or un-loaded at sidings or places outside the Docks excluding the Block Rake Terminal at EJC.	35/- per tonne on the marked carrying capacity of the wagon.
12.	Hire/Booking of Port Equipment:-	
	(a). Mobile/wrecking crane –	
	(i). upto 10 MT SWL	6500/- per equipment per shift.
	(ii). above 10 MT and upto 30 MT SWL	9000/- -do-
	(iii). above 30 MT SWL	13000/- -do-
	(b). Tractor/Forklift/Shore Crane.	1200/- -do-
	(c). Trailer -	
	(i). upto 10 MT SWL	800/- -do-
	(ii). above 10 MT SWL	1000/- -do-
	(d). Trucks	1200/- -do-
	(e). Pay loader -	
	(i). upto 1 Cu.m capacity	2500/- -do-
	(ii). above 1 Cu.m capacity	5000/- -do-
	(f). Hand Trucks	25/- per hand truck per shift.
	(g). Air Compressor	1250/- per equipment per shift.
	(h). Bull Dozer(D30A-12/TLT)	7000/- -do-
	(i). Bull Dozer(D31A-17/MED)	3500/- -do-
	(j). Cantilever Crane	20000/- per shift.
	(k). Floating Crane -	
	(i). upto 30 tonnes capacity.	25000/- per equipment per shift.
	(ii). above 30 tonnes capacity.	30000/- -do-
	(l). Toplift Truck/Reach Stacker	13000/- -do-
	(m). Spreader (20 Ft.)	1500/- -do-
	(n). Use of fire fighting apparatus and equipment excluding use of fire floats.	2000/- per hour plus consumables at cost.
19.2.	If cantilever crane/floating crane is booked by ship owner/steamer agent for landing/shipment of cargo or for any other purpose, the hire charge for such equipment as stated above shall be levied.	

Any other operation in which port equipment has been used and if such operation is not covered by "Wharfage" and/ or "Lifting charge", equipment hire charge as specified above shall be levied.

- 19.3. At CDS for haulage of wagon to any Railway weighbridge for weighment/ re-weighment, locomotive hire charge, as specified under Sl.No.8 of Section-19.1, shall be levied. This is in addition to re-weighment charge as fixed by the Railway Board from time to time.
- 19.4. In case a wagon on arriving in Calcutta Dock, Railway system is re-booked without unloading, consolidated charge, as specified under Sl.No.11 of Section-19.1, shall levied only once.
- 19.5. On wagon carrying export cargo unloaded at places other than berth/shed inside the Dock/Jetty or at the Block Rake Terminal and if shipped subsequently through CDS, consolidated charge at the rate specified under Sl.No.11(a) of Section-19.1 shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to CPT.
- 19.6. Where Surveyor/Valuer has been appointed by CPT for valuation of any cargo for the purpose of sale, the cost of such valuation shall be recovered from the Importer or his Clearing Agent if the cargo is taken delivery by them prior to sale.

20. Permit Licences

- 20.1. Charges shall be levied at the following rates for issue/renewal of permits/licences for entering into or operating at Docks, Jetties, Wharves and Ghats Where applicable.

Sl.No.	Description	Rate in Rs.
1.	Dock Permit per person	5/- per daily permit (maximum 12 hrs. validity). 135/- per monthly permit 375/- per quarterly permit 160/- per biennial permit
2.	Dock Permit for Watchman on board the vessel.	400/- Per biennial permit
3.	Dock Permit per vehicle/ trailer and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	25/- per daily permit 2,000/- per annual permit
4.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter for handling container (inclusive of overnight stayal)	100/- per daily permit 9,000/- per annual permit
5.	Dock Permit for Fork-lift/ Container carrying trailer or any other handling equipment (inclusive of overnight stayal).	60/- per daily permit 5,400/- per annual permit

Sl.No.	Description	Rate in Rs.
6.	Dock Permit for cart (inclusive of overnight stayal).	10/- per daily permit 1,100/- per annual permit
7.	Permit for Hawkers/Vendors.	750/- per annual permit
8.	Ship personnel permit book (consisting of 50 ermits).	500/- per book
9.	Clearing & Forwarding/ Handling Agents Licence.	200/- per licence for 1 month 2,160/-per licence for 1 year 5,400/-per licence for 3 years 7,200/-per licence for 5 years
10.	Jetty Sircar's/Cooper Licence (inclusive of Dock entry).	120/- per licence for 1 month. 1,080/- per licence for 1 year. 2,600/- per licence for 3 years. 3,600/- per licence for 5 years.
11.	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking Licence.	2,200/- per licence per year.
12.	Stevedoring Licence	10,000/- per licence for 2
13.	Licence for occupation of Panda seats at CDS.	30/- per monthly licence.
14.	Licence for occupation of 1 Sq.mtr. of space or for temporary construction at any place in the Inland Vessel Wharves at CDS.	6/- per day. 270/- per quarter.
15.	Licence for occupation of 1 Sq.mtrs. of space or for temporary construction at any place in the Inland Vessel Wharves at HDC.	5/- per day. 150/- per quarter.
16.	Permit for using Truck Terminal at HDC Per truck/ lorry/trailer.	15/- per daily permit. 300/- per monthly permit.
20.2.	In case of damage/loss, charge for issue of duplicate/ triplicate permit/licence shall be levied at 50% of the rate applicable for the original. For permit issued free of cost such charge shall be 25% of the rate provided for similar permit at section-20.1	
20.3.	For any amendment in the permit/licence, amendment charge as mentioned at section-19.1, Sl.No.1 shall be levied.	
20.4.	In case of licenses issued under Sl.No.11 & 12 of section-20.1 the application for renewal shall be submitted at least one month before the date of expiry of the licence. Application received after the period specified above, shall be liable to an additional fee of 25% of the original.	

PART - V

CHARGES RELATED TO SHIP - BREAKING

Section 21. - Ship-breaking charges.

Section 21.1 - For Ship-breaking activities in CDS the following rates shall be levied:-

- (i). Vessels upto 2000 LDT Rs.450/- per LDT subject to a minimum of Rs.4.5 lakh.
- (ii). Vessels of 2001 LDT to 4000 LDT Rs.425/- per LDT subject to a minimum of Rs. 9 lakh.
- (iii). Vessels of 4001 LDT to 6000 LDT Rs.400/- per LDT subject to a minimum of Rs. 17 lakh.
- (iv). Vessels above 6000 LDT Rs.350/- per LDT subject to a minimum of Rs. 24,00,000/-.

Notes:

1. The above rates shall be applicable on the date on which complete papers for dismantling of the vessel passed out of Custom's control are submitted for dismantling in CPT. The vessels awaiting dismantling shall be charged as provided under note VII.
2. The charges for occupation of land, shifting of vessel, use of Port equipment, supply of electricity, deployment of Port fire service and Port fire personnel shall be levied extra as per respective extant scale of rates.
3. The above rate shall be levied provided that the ship-breaking is completed within the specified period as mentioned below:-

(i).	For vessels upto 2000 LDT	- 25 days at the ship-breaking berth.
(ii).	For vessels of 2001 to 4000 LDT.	- 30 days "
(iii).	For vessels of 4001 LDT to 6000 LDT	- 40 days "
(iv).	For vessels of 6001 LDT to 8000 LDT	- 50 days "
(v).	For vessels of 8001 LDT and above	- 60 days "
4. For completion of ship-breaking before the specified days as per Note 3 above a rebate @ 1% of the rate as provided in section 21.1 above shall be allowed for each day of savings subject to maximum of 10% of the rates.
5. If breaking of any vessel is extended beyond the specified period as provided in Note - 3 above, an additional charge @ 1% of the rate as provided in Section - 21.1 above shall be levied for each day of extension.
6. If any ship-breaker achieves ship-braking of more than 25,000 L.D.T. in any financial-year a rebate @ 5% of the rate per L.D.T. shall be allowed at the end of each financial year.

7. Vessels awaiting dismantling shall be charged @ 50% of the rates as per Section-23.1 or 24.1 of part VII of the Scale of Rates. Vessels awaiting dismantling shall mean and includes the period a vessel awaiting for dismantling after discharge of cargo and in case of a vessel which arrives in ballast for dismantling the period of awaiting in the river mooring, Dock mooring or in any berth other than dismantling berth.

Once a vessel is brought to the ship breaking berth, no berth hire or mooring hire will be charged as per Section-23 or Section-24 of Scale of Rates.
8. The charges for Section-21.1 above shall be paid in advance before commencement of the ship breaking.
9. Taxes, duties etc. as may be levied by the State or Central Govt. or any legal/statutory authority from time to time shall be levied extra.
10. Ship-breakers will be allowed to take adjacent backyard of the respective ship-breaking berth for the period specified at Note 3 above plus 15 days on short-term licence at the rate of the extant land rent schedule and the said licence fees must be paid in advance.
11. C.P.T. reserves the right to terminate the aforesaid licence as per Note-X above, after serving a notice of 15 days if the ship breaking berth adjacent to the licence land remains vacant for a period of 30 days continuously.

PART - VI
CHARGES FOR DRY DOCKS

22. Dry Dock Charges.

22.1. Charges for Docking & Undocking:

1 & 2 N.S. Dry Dock		1 & 2 K.P.Dry Dock		3 K.P.Dry Dock	
Foreign going vessel	Coastal Vessel	Foreign going vessel	Coastal Vessel	Foreign going vessel	Coastal Vessel
	Rupees		Rupees		Rupees
US Dollar.		US Dollar.		US Dollar.	
8,000	2,57,600	7,000	2,25,400	5,000	1,61,000

22.2. Dry Dock Hire Charge:

- (i). During 1st 10 days of occupancy of vessel (per day or part thereof):-

1 & 2 N.S. Dry Dock		1 & 2 K.P.Dry Dock		3 K.P.Dry Dock	
Foreign going vessel	Coastal Vessel	Foreign going vessel	Coastal Vessel	Foreign going vessel	Coastal Vessel
	Rupees		Rupees		Rupees
US Dollar.		US Dollar.		US Dollar.	
1,800	58,000	1,500	48,300	900	29,000

- (ii). From 11th to 15th day of occupation : 125% of rates as stated in Section 22.2(i) for per day or part thereof.
- (iii). From 16th day to 20th day of occupation : 150% of rates as stated in Section 22.2(i) for per day or part thereof.
- (iv). From 21st day to 25th day of occupation : 175% of rates as stated in 22.2(i) for per day or part thereof.
- (v). From 26th day to 35th day of occupation : 200% of rates as stated in 22.2(i) for per day or part thereof.
- (vi). From 36th day to 45th day of occupation : 225% of rates as stated in 22.2(i) for per day or part thereof.

(vii). Beyond 45 days of occupation : 275% of rates as stated in 22.2(i) for per day or part thereof.

22.3. In case of vessel requiring laying of special keel Block due to their configuration, extra rental charges at the following rates would be charged :-

- (a). 2 days hire charge* For any change from standard layout.
- (b). 5 days hire charge* For meeting specific requirement of Ship Owner/Agent/Charterer/Repairer booking the dry dock.

* Hire Charge means rates prescribed in Section-22.2(i)

22.4. Charges for each operation of redocking or part of such activity is to be paid as per Docking & Undocking rates prescribed in Section-22.1.

22.5. Charges for removal or repositioning of each block:

For Foreign Going Vessel	100 US Dollar.
For Coastal Vessel	Rs. 3,200.00

22.6. The period of Vessel's occupation of a dry dock counts from the time the Caisson is placed in position after she enters the dry dock, upto the time she vacates the dry dock.

22.7. The rates under Section-22.2(i) above are inclusive of charges for supply of unfiltered water through 'One Hose Only' and Capstan. If supply of unfiltered water is required through more than one hose, charges for such supply shall be levied extra @ 50 US Dollar per day per hose for Foreign Going Vessel and Rs.1600/-per day per hose for Coastal vessel.

22.8. In case a vessel is detained in No.2 N.S.Dry Dock owing to No.1 N.S. Dry Dock being occupied by another vessel, mooring hire charges as per Section-24.1, Sl.No.1 shall be levied instead of usual dry dock hire charges for the period the vessel is so detained.

22.9. When more than one vessel are using the same dry dock as a common operation facility a rebate of 25% of the rate specified under Section 22.2 above shall be allowed for each vessel. This rebate shall also be applicable when a dry dock is shared with a C.P.T. vessel.

22.10. Services of dry dock crane can be made available for dry dock repair and other work at the following rates:-

Crane Capacity	Foreign Going Vessel Rate per 8 hour shift	Coastal Vessel per 8 hour shift	Rate
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a) 25 - Tonne	200 US Dollar	Rs.6,500/-
b) 7 - Tonne	100 US Dollar	Rs.3,200/-

Note :

Crane facility is strictly as per availability and shall have no bearing on dry dock occupancy or hire charges.

22.11. Vessel shall pay for the electricity supplied to it by the CPT at actuals.

PART - VII
VESSEL RELATED CHARGES

23. BERTH HIRE

23.1. BERTH HIRE ON VESSEL AT DOCK BERTH / RIVERSIDE JETTY
SHALL BE LEVIED AT THE FOLLOWING RATES:-

SL. NO.	PLACES OF OCCUPANCY	VESSEL GRT	FOREIGN GOING VESSEL. RATES IN US \$ PER 8 HOURS OR PART THEREOF.	COASTAL VESSEL RATES IN RS. PER 8 HOURS OR PART THEREOF.
1.	VESSEL OCCUPYING BERTH AT KIDDERPORE DOCK-I, KIDDERPORE DOCK-II, NETAJI SUBHAS DOCK, BUDGE BUDGE JETTY, DIAMOND HARBOUR JETTY, ROYCHOWK JETTY.	I)UPTO 3000 GRT	4.08 CENTS PER GRT SUBJECT TO A MINIMUM OF 81.60 DOLLARS	I)RS. 1.31 PER GRT SUBJECT TO A MINIMUM OF RS 2620/- FOR VESSELS EXCEEDING 500 GRT AND RS 2100/- FOR VESSEL UPTO 500 GRT.
		II)3001-10000 GRT	3.5 CENTS PER GRT SUBJECT TO A MINIMUM OF 122.40 DOLLARS	II)RS.1.13 PER GRT SUBJECT TO A MINIMUM OF RS. 3930/-
		III)ABOVE 10000 GRT	2.92 CENTS PER GRT SUBJECT TO A MINIMUM OF 350 DOLLARS	III)RE.0.94 PER GRT SUBJECT TO A MINIMUM OF RS 11300/-
2.	VESSEL OCCUPYING HALDIA OIL JETTY AND BERTHS AT HALDIA DOCKS.	I)UPTO 3000 GRT	2.33 CENTS PER GRT SUBJECT TO A MINIMUM OF 46.60 DOLLARS	I)RS.0.36 PER GRT SUBJECT TO A MINIMUM OF RS.720/- FOR VESSELS EXCEEDING 500 GRT AND RS.600/- FOR VESSEL UPTO 500 GRT.
		II)3001-10000 GRT	2.0 CENTS PER GRT SUBJECT TO A MINIMUM OF 69.90 DOLLARS	II)RS.0.30 PER GRT SUBJECT TO A MINIMUM OF RS.1100/-
		III)ABOVE	1.67 CENTS PER	III)RS.0.23 PER

	10000 GRT	GRT SUBJECT TO A MINIMUM OF 200 DOLLARS 50% OF THE APPLICABLE BERTH HIRE RATE.	GRT SUBJECT TO A MINIMUM OF RS.3000/- 50% OF THE APPLICABLE BERTH HIRE RATE.
3. EXHIBITION VESSEL OCCUPYING BERTH/JETTY SPECIFIED IN SL. NO. 1 & 2 ABOVE			

NOTE:

- (i). The period of 8 hours shall be calculated from the time the vessel occupies berth / jetty.
- (ii). The above rates are inclusive of use of any shore based installation at berth except Portainer and Cantilever Crane.
- (iii). Whenever, a vessel is double/triple banked with another vessel occupying a berth, the vessel so double / triple banked will be charged at the rate of 50% of the berth hire charges specified above provided the vessel is in non-working condition.
- (iv). For Flat/barge/boat/fishing trawler occupying barge jetty/ anchorage jetty at H.D.C. or any other river side jetty (other than those specified in Sl.No.1 & 2 above) or landing stage or buoy at Budge Budge, Diamond Harbour and Roychowk, RS.100/- per 8 hours shall be levied.
- (v). Vessel other than those specified at (4) above, if berthed at any river side jetty other than those specified in Sl.No.1 & 2, berth hire shall be levied at the rate of US 53.17Dollar per 8 hours in case of vessel engaged in Foreign Trade and Rs.1712/-per 8 hours in case of vessel engaged in Coastal Trade.
- (vi). Tourist/Ferry launch using river side jetty shall be charged Rs.150/- per visit per day.

23.2. Priority/Ousting priority charges.

Charges for according 'Priority/Ousting Priority' berthing for vessels shall be levied at the following rates in addition to berth hire charges as per Section 23.1 of the Scale of Rates.

Priority Berthing :

A Charge equivalent to 75% of berth hire charges calculated for the total period of actual stayal at the berth subject to a minimum of 24 hours berth hire charge.

A charge equivalent to 100% of berth hire charges calculated for the total period of actual stayal at the berth and shifting charges at the rates under Section 28.10 for 'Shifting In' and 'Shifting Out' of the vessels.

NOTE : The above charges shall not be leviable for 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 Surface Transport.
- (v). The fee for according 'Priority/'Ousting Priority' is not leviable on the vessels which carry a specified cargo and are berthed at the berth reserved for handling that type of cargo as per general policy. However, whenever 'Priority/' Ousting Priority' is accorded to any vessel within the category of specified cargo or otherwise, the port shall collect the fee for according 'Priority/'Ousting Priority' as the case may be.

The fee for according 'Priority/'Ousting Priority' is leviable if an exclusive facility has been given on any berth to a particular user. The fee shall also be leviable if any other vessel is berthed by according 'Priority/'Ousting Priority' at a berth where exclusive facility has been given to a particular user.

- (vi). The fee for according ' Priority/'Ousting Priority' is not leviable on the vessels where though the necessary directions have been issued for according Priority/Ousting Priority', but on arrival such vessels are berthed in normal course on their turn.
- (vii). The fee for according 'Priority/'Ousting Priority' is not leviable on the vessels which are berthed at the berth leased on long term basis with the approval of the Government and are on account of lessee . However, the fee shall be leviable if any vessel on account of any user is berthed at the leased berth by according Priority/'Ousting Priority'.

24. MOORING | ANCHORAGE

24.1. When vessel is moored/anchored at dock buoy/river mooring or any other mooring/anchorage in CDS/HDC or lock barrel at HDC charges at the following rates shall be levied :-

Sl. No.	Description of vessel and Place of occupancy	Rate
1.	Sea going vessel moored at any dock buoy or anchored at lock barrel at HDC.	50%of berth hire for respective category as specified under Section 23.1 above.

- | | | |
|----|--|--|
| 2. | Sea going vessel moored at any river mooring/any other mooring | 25% of berth hire for respective category as specified under Section 23.1. above. |
| 3. | Sea going vessel anchored at any river anchorage or any other anchorage. | 15% of berth hire for respective category as specified under Section 23.1 above. |
| 4. | Inland vessel/fishing trawler moored at dock buoy. | Rs.363/ per day. |
| 5. | Inland vessel/fishing trawler moored at moored at river mooring. | i). Rs.181/ per day.
ii). Rs.3625/ per month per mooring subject to one month's notice of vacation. |

Note: The period of 8 hours shall be calculated from the time the vessel is moored/anchored.

25. Charges on non-propelled crafts

- 25.1. Registration fees/annual licence fees shall be levied @ Rs.20/- per cbm. subject to a minimum of Rs.1000/- per craft and maximum of Rs.10,000/- per craft.
- 25.2. Charges for extension of any certificate/licence shall be levied at 25% of the annual licence fees per month.
- 25.3. Other charges on non-propelled crafts shall be levied at the following rates:-

	Service	Rate in Rs.
1.	Manjhi's licence/licence plate for passenger craft/duplicate licence	100/- per issue
2.	Endorsement of change of ownership on certificate of Registry & Licence.	500/- per issue
3.	Issue of duplicate certificate of Registry	300/- per issue
4.	Surveying at owner's workshop	
	(a). Within port limit	1000/- per visit
	(b). Outside port limit	2000/- per visit

5.	Fees for Certificate of Fitness to boats carrying explosives -	
	(a). If the application is made at the time of annual survey	1000/-
	(b). If the application is made at any other time.	1500/-
6.	Fee for special survey and issue of permit to carry scrap from or to work below Diamond Harbour.	1000/-
7.	Fee for technical advice regarding repairs after inspection at owner's workshop/ shipway.	2000/-
8.	Fee for scrutiny and approval of drawing and plans for new construction.	2000/- per craft
9.	Fee for inspection during construction/reconstruction by the process of cannibalisation.	1000/- per craft
10.	Supply of Manjhi Book	25/- per copy
11.	Supply of instruction book for guidance and rules of construction/ re-construction and survey.	200/- per copy
12.	Charges for re-Registration fees	300/-
Note:	Charges for infringement of any of the provisions indicated above beyond a period of one month shall be recovered at twice the rate of respective charge.	

26. Dock Toll & Stayal charges on boats, flats, non-propelled barge and motor launches :

26.1. Dock Toll for entry of boat, flat, non-propelled barges and motor launch shall be levied at the following rates:-

Sl.No.	CAPACITY	RATE IN RS.
1.	Upto 30 Cubic Metre	Rs.200/- per boat/ flat/barge/motor launch per entry.
2.	Above 30 Cubic metre	Rs.3/- per cbm.subject to a minimum of Rs.200/-per boat/flat/barge/motor launch per entry.

26.2. Stayal charge at the following rates shall be levied on boat/flat/non-propelled barge/motor launch for stayal inside the docks.

Sl.No.	PERIOD	RATE IN RS.
(i).	Upto 5 days from the date of entry	Rs.25/- per craft per day.
(ii).	6th to 15th day	Rs.75/- per craft per day
(iii).	16th day onwards	Rs.150/-per craft per day

27. Miscellaneous.

27.1. Charges shall be levied at the following rates for miscellaneous services to vessels -

Sl. No.	Service	Foreign going vessel Rate in US dollars	Coastal vessels Rate in Rupees
1.	Laying/relaying/ attending moorings, buoys, pontoons	500.00 per day	16,100/- per day
2.	Salvage operation of Anchors/Chains		
	(a). Upto Budge Budge	1000.00 per day	32,200/- per day
	(b). Below Budge Budge	2000.00 per day	64,400/- per day
3.	Hire of Launch for special job on requisition	100.00 per hour	3,220/- per hour
4.	Hire of Fire Float	1000.00 per day	32,200/- per day
5.	Skin Diver	10.00 per hour	320/- per hour
6.	Dress Diver	200.00 per hour	6,440/- per hour

Sl. No.	Service	Foreign going vessel Rate in US dollars	Coastal vessel Rate in Rupees
7.	Supply of filtered water		
	a) Through pipeline	5.60 per 1000 ltrs.	180.00 per 1000 ltrs.
	b) Through water barge	7.00 per 1000 ltrs.	225.00 per 1000 ltrs.
8.	Supply of electricity	0.25 per unit plus installation charge of 30.00	5.00 per unit plus installation charge of 500.00

9. Use of portainer crane 145.00 per hour 4670.00 per hour
10. Additional charge on vessel carrying passengers between Andaman and Calcutta NIL 7500.00 per complete voyage or 3750.00 for each leg.

27.2. Charge for cancellation of any requisition under Section 27.1 (1 to 9) shall be levied at the rate of 10% of the charge applicable for the particular service.

27.3. Charges for treatment of ballast-water from P.O.L. tanker /other vessels handled at Haldia Oil Jetties/ any point at HDC shall be levied at the following rates –

Capacity of the vessel in GRT	Foreign going vessel Rate in US dollars	Coastal vessel Rate in Rupees
Vessel upto 5000 GRT	480 per vessel	15,450/-per vessel
Vessel above 5000 GRT upto 20000 GRT	900 per vessel	28,900/- per vessel
Vessel above 20000 GRT	4500.00 per vessel	1,45,000/-per vessel

27.4. Charges for cancellation of any requisition under Section 27.3 shall be levied at the rate of 20% of the charge applicable for the particular service.

28. TOWAGE & PILOTAGE OF VESSELS

28.1. Charges for piloting a vessel from Sandheads to any point in Calcutta Dock System either directly or via any other point during inward journey and back to Sandheads either direct or via any other point during outward journey and one shifting within the dock shall be levied at the following rates:-

Capacity of Vessel	Foreign going vessel Rate in US dollars per GRT	Coastal vessel Rate in Rupees per GRT
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1. Vessel Upto 5000 GRT	123 cents subject to a minimum of 2460 dollars.	40 subject to a minimum of Rs.80,000/-
2. Vessel above 5000 and upto 15,000 GRT	115 cents subject to a minimum of 6150 dollars.	37 subject to a minimum of Rs.2,00,000/-
3. Vessel above 15,000 GRT	105 cents subject to a minimum of 17250 dollars.	34 subject to a minimum of Rs 5,55,000/-

28.2 Charges for piloting a vessel from Sandheads to any point in Haldia Dock Complex shall be levied at the following rates:-

Capacity of Vessel	Foreign going vessel Rate in US dollars per GRT	Coastal vessel Rate in Rupees per GRT
1. Vessel Upto 5000 GRT	70 cents subject to a minimum of 1400 dollars.	13.00 subject to a minimum of Rs.26,000.
2. Vessel above 5000 and upto 15,000 GRT	65 cents subject to a minimum of 3500 dollars.	12.00 subject to a minimum of Rs.65,000
3. Vessel above 15,000 GRT	60 cents subject to a minimum of 9750 dollars.	11.00 subject to a minimum of Rs.1,80,000/-

- 28.3. Vessel availing of pilotage from Sandheads to Saugor or Diamond Harbour Anchorage and back only but not requiring pilotage to any other point in Calcutta Dock System or Haldia Dock Complex shall be allowed a rebate of 25% in pilotage rate specified in section 28.1 above.
- 28.4. Vessel availing of pilotage from Sandheads to Haldia Anchorage and back only but not requiring pilotage to any other point in Calcutta Dock System or Haldia Dock Complex shall be allowed a rebate of 20% in pilotage rate specified in section 28.2.
- 28.5. 50% of the rates at section 28.1 or 28.2, as the case may be, shall apply to inward or outward journey.
- 28.6. Vessel in its inward journey to CDS via HDC, shall pay 50% of the rates specified at section 28.2 at HDC and 25% of the rates specified at section 28.1 at CDS. In case of outward journey from CDS via HDC, 25% of the rates specified at section 28.1 shall be levied at CDS and 50% of the rates specified at section 28.2 shall be levied at HDC.
- 28.7. Vessels which enters or leaves the port without requiring the services of river pilots in terms of the exemption granted under provision of Section 31 of the Indian Ports Act, 1908 shall be allowed a rebate of 30% of the

- above rates including the minimum charges for the inward or outward journey as the case may be.
- 28.8. One shifting of vessel within the dock is included in the Pilotage charges. Second and subsequent shiftings, other than for Ports convenience, shall be charged as provided under section 28.12.
- 28.9. In case of LASH vessels the above rates are inclusive of charge for berthing and fleeting of barges.
- 28.10. Charges for piloting a fishing trawler shall be payable @ 50% of the rate under Section 28.1 or 28.2 or 28.7, as the case may be.
- 28.11. Vessel availing pilotage from HDC to Budge Budge/ Diamond Harbour/Roychowk or any point of CDS or vice-versa, which is not forming a part of inward or outward journey pilotage shall be charged a special pilotage fee @ of 12.5% of the rate specified under section 28.1 shall be levied by the Dock System for each leg where the journey commences. The journey will form a leg from Calcutta to Haldia or vice-versa.
- 28.12. Charge for shifting a vessel between a berth / buoy/ mooring / dry docks at Calcutta Dock System or Haldia Dock Complex shall be levied at the following rates:-

Sl. No.	Nature of Shifting	Foreign going vessel Rate in US dollars per GRT	Coastal vessel Rate in Rupees per GRT
(1)	At Calcutta Dock System	10 Cents subject to a minimum of 200 Dollars	3.20 subject to a minimum of 6,400/-
(2)	At Haldia Dock Complex	10 Cents subject to a minimum of 1000 Dollars.	2 subject to a minimum of Rs.20,000/-

- 28.13. If the booking of a pilot is cancelled by the Agent/ Shipowner/Charterer less than 24 hours before the appointed time of hauling out from berth/buoy/river mooring/anchorage, a charge of 210 US Dollars or Rs.6750/- per cancellation shall be levied on Foreign going vessel or Coastal vessel, as the case may be. No cancellation charge for pilot booking shall be levied if sailing is cancelled due to non-availability of pilots/tugs or for lock-gate being out of commission or for any reasons attributable to Port.
- 28.14. For piloting a vessel undergoing trials, a charge of Rs.10,000/- shall be levied for trials above and upto Garden Reach and Rs.30,000/- per trial below Garden Reach.

28.15. For vessel doing lighterage operation at Sandheads an all inclusive charge (including anchorage charge) of 5 cent per GRT or Rs.2.3 per GRT in case of foreign going vessel or coastal vessel, shall be levied for the vessel except Port Dues as per section 29.

28.16.1. For shifting an inland vessel, charges shall be levied at the following rates:-

- (a). Between any two points in the Dock not involving services of River Pilot. Rs.5,000 per shifting
- (b). Between any two points in the docks, jetty, river moorings involving services of Harbour Pilots. Rs.8,000 per shifting

28.17. The rates under Section 28.1,28.2, 28.7, 28.12 , 28.14& 28.16 are inclusive of services of tugs/launches and mooring/ unmooring of vessels and turning if necessary except when services of additional tugs or launches is provided against specific requisition of the Shipowner/Agent/ Charterer.

28.18. For use of the Calcutta Port Trust tugs/despatch vessel/survey vessel/ anchorage vessel / dredgers on requisition by the Shipowner/Agent/ Charterer, charges shall be levied at the following rates :-

Sl. No.		Foreign going vessel Rate in US dollars	Coastal vessel Rate in Rupees
(i).	Vessel not exceeding 1,000 IHP	200 dollars per hour subject to a minimum of 600 dollars per operation.	6,440/- per hour subject to a minimum of 19,320/- per operation.
(ii).	Vessel exceeding 1,000 IHP	250 dollars per hour subject to a minimum of 750 dollars per operation.	8,050/- per hour subject to a minimum of 24,150/- per operation.

28.19. An additional charge of 25% shall be levied when Calcutta Port Trust tug/vessel is deployed for salvage operation.

- 28.20. Shipowners/Agent/ of vessels shall be required to pay the actual Insurance premium plus 20% whenever Calcutta Port Trust tug/vessel is deployed on requisition for towage assistance/salvage operation. In such cases claims for damages shall not be made against the hirer in case of accident.

29. Port Dues

29.1. Port dues shall be levied on vessels entering the Port of Calcutta at the following rates :-

Description of vessel	Foreign going vessel Rate in US dollars per GRT	Coastal vessel Rate in Rupees per GRT	Frequency of payment in respect of the same vessel.
(i). Sea going vessels upto 3000 G.R.T.	18 Cents	5.80	This due is payable on each entry into the port.
(ii). Sea going vessels exceeding 3000 G.R.T.	30 Cents	9.70	This due is payable on each entry into the Port.
(iii). Vessels entering in ballast and not carrying Passengers	75% of the respective rates mentioned in(i) and (ii)above.	75% of the respective rates mentioned in (i) and (ii) above.	This due is payable on each entry into the Port.
(iv). Vessels entering but not discharging or taking any cargo or Passengers therein (with the exception of such unshipment and reshipment as may be necessary for purposes of repair)	50% of the respective rates mentioned in(i) and (ii)above.	50% of the respective rates mentioned in (i) and (ii) above.	This due is payable on each entry into the Port.
(v). Vessels attending at sandhead for lighterage operation.	25% of the respective rates mentioned in (i) and (ii) above.	25% of the respective rates mentioned in (i) and (ii) above.	This due is payable on each entry into the Port.

NOTE

- (i). For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" Column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levy of Port dues.

- (ii). LASH Vessel making a "Second Call" to pick up empty LASH barges shall not be charged any Port dues.
- (iii). In case of vessel visiting both CDS and HDC 50% of the applicable port dues shall be payable both at CDS and HDC.

Part VIII
Special Rate

1. To meet the liability accrued upto 31st December 2000 on account of arrears of salary, wages and retirement benefits arising out of various Govt. Orders in this regard, a special rate as a percentage of the various charges notified in the Scale of Rates under Part-I to Part-VII shall be levied for a period of 4 years commencing from the financial year 2001-2002. This rate shall also be levied on the Haulage charges on Railway activity(not covered in Parts I to VII) in force from time to time.
2. The special rate for the financial years 2001-2002 and 2002-2003 shall be @ 10% of the respective charges payable by Port users. The quantum of the special rate for subsequent periods shall be fixed by the Tariff Authority for Major Ports after a review of the financial position at the end of the initial two-year period.
3. The Calcutta Port Trust shall apply the revenue generated through this special rate only for the specified purpose. This revenue shall not, be utilised for recoupment of expenditure already incurred for this purpose for own fund. For this purpose, the Calcutta Port Trust shall maintain a separate account covering the receipts and payments in this regard.

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Statement showing the activitywise Surplus/ Deficit and return on capital employed under and suggested.

PARTICULARS	Surplus(+) /Deficit(-) (without change) as per cost statements (In %)			%Inc proposed by CPT	ADDITIONAL INCOME		ROCE		%Inc suggested by TAMP
	2001-02	2002-03	AVERAGE		2001-02	2002-03	AVERAGE		
HDC									
A. Cargo									
(i). POL	26.00	29.00	27.50	6.67	532.5	552.5	49.26	0	
(II). Liquid (others)	45.00	25.00	35.00	0	0	0	43.12	0	
(III). Dry Bulk(Mech)	-50.00	-55.00	-52.50	7.08	275.00	275.00	-13.82	7.08	
(iv). Dry Bulk (Convention)	-26.00	-32.00	-29.00	1.76	44.00	46.50	-13.35	1.76	
(v). Break Bulk	2.00	14.00	8.00	0.75	0	16.65	24.05	0.75	
(vi). Containers	-86.00	-90.00	-88.00	54	316.35	316.35	7.20	54	
TOTAL Cargo	-4	-4	-4.00		1187.85	1207.00	22.02		
B. PDF									
PILOTAGE	27.97	21.48	24.73	30.13	1764.00	1879.8	234.70	0	
BERTH HIRE	-5.99	0.83	-2.58	7.49	181.46	229.77	22.26	0	
PORT DUES	-153.28	-170.80	-162.04	21.92	244.49	262.01	-772.99	100	
TOTAL PDF	-1.84	-8.22	-5.03		2189.95	2371.58	47.46		
TOTAL HDC(CARGO &PDF)					3337.8	3578.58	27.79		
C. Railways	-131	-143	-137.00	0	0	0	-10.18	0	
D. Estates	-115	-117	-116.00	0	0	0	-25.46	0	
TOTAL(HDC)	-28.90	-29.44	-28.17		3337.8	3578.58	11.80		
CPT(AS A WHOLE)	-45.07	-44.02	-44.545		6343.37	6872.18	3.50		
CPT(CARGO & PDF)					6343.37	6872.18	9.93		

