

KOLKATA PORT TRUST

Scale of Rates (as on 4 April 2001 G. No. -90)

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 purposed.
- (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 (exceptatInlandvessel wharves)shall be levied at the following rates :-

Sl.NO. Description

**Rate in Rs. Per
Tonne or part**

thereof

(A). Liquid/Gas handled through pipeline –85-00

1. 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. 2. POL/POL products, or any other liquid having a flash 175-00 point of less than 23°C (73.4°F)
3. 3. LPG 150-00
4. 4. Vegetable Oil 50-00
5. 5. Molasses 30-00
6. 6. Acid, Fatty Acids, Mineral Oil, Tallow, Alcohol, any 85-00 other liquid not specified above.

B. Cargo handled other than through Mechanical System

1. 7. Common Salt 20-00
2. 8. Coking Coal, all types of coal, Petroleum/ Metallurgical 90-00 or any type of coke, limestone.
3. 9. Mill Scale, Magnesite, Granite, Alumina, Block Mica, 100-00 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
4. 10. Rock phosphate, Sulphur, Asphalt, Pitch (including 120-00 Coal Tar Pitch), Liquids handled other than through pipeline, Ship's bunker & other dry bulk not specified.
5. 11. Wheat, Rice, Sugar, Pulses, Cereals & its products, 130-00 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
6. 12. Jute, gunnies, Jute Caddies/Waste, Hemp, Cotton 135-00 Yarn/ Twist/ Waste and other vegetable fibres, Jute carpet backing cloth, Carbon Black, Crude Drug.
7. 13. Iron and Steel, Pipes & Tubes, Timber, Log. 150-00
8. 14. Raw Wool, Synthetic Resin, Asbestos 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.
9. 15. CHARGES LEVIED ON ADVALOREM BASIS OTHER THAN ON COASTAL CARGO.

- a) Marine products, Woolen Carpet, Wool yarn /fabric/cutting.
- b) Ingots of all metals not specified Tea & Coffee and all other unspecified export cargo.
- c) All other unspecified import cargo

16. All unspecified coastal cargo
200-00

0.3% ad valorem 0.4% ad valorem

0.5% ad valorem

100-00

1. 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.
2. 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.

1. 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.
2. 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.

1. 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.
2. 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.
3. 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. 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,	Upto 75,000 Tonne
	Rice, Jute & Jute Products, Iron &	From 75,001 to
	Steel, Log, Sulphur, Rock Phosphate,	1,00,000 Tonne Above
	Finished Fertiliser, Vegetable Oil, CI Goods, LPG.	1,00,000 Tonne
(b).	Crude Oil, POL and its product	Upto 40,00,000 Tonne
		From 40,00,001 to 75,00,000 Tonne
		Above 75,00,000 Tonne

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 200.00 20 Tons.
- (3). Article/package weighing above 20 Tons and upto 400.00 40 Tons.
- (4). Article/package weighing above 40 Tons. 800.00

1. 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.

2. 6. **Demurrage on cargo :**

1. 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.
2. 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 , Three Clearing working Asbe- stoss imported in container and days after the date of delivered without destuffing in Port, 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 container
- 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 40.00
Wheat, Corn soya blend, Milk powder, Rock Phosphate, Log, Plywood, Cereals & their products, Bran, Vegetable Oil.
- (2). Waste paper, ship's stores, Newsprint, Dunnage, 75.00
Wool, Synthetic Resin, Cement, Wood-pulp, Finished Fertiliser, Pig Iron, Sponge Iron, Coal, Anthracite Coal, Coking Coal, Petroleum Coke or any other Coke/Coal.

Sl.No. Description of cargo Rate in Rs.

Per tonne per day or part thereof

- (3). All other non-hazardous cargo, Sulphur and Asbestoss 100.00 delivered in container without destuffing in Port.
- (4). All Hazardous cargo of Categories-II, III & IV except 140.00 those specified in Sl.Nos.1,2 and 3 above.
- (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.

1. 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.
2. 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.
3. 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.
4. 7. **Transportation:**

7.1. On cargo transported by CPT trailer/transport, following charges shall be levied –

SI.No. Description Rate in Rs. per tonne or part thereof

- | | | |
|------|---|-------|
| (1). | From one berth/shed/yard to another 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 SI. No. 2 - KPD-I(EAST), KPD-I (WEST), KPD-II, Coal Dock and NSD/GRJ each shall be treated as separate dock enclosures.

1. 7.2. If the cargo is escorted by CPT staff charge for booking of staff as specified in Section-19 shall be levied.
2. 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 –

SI.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 i)
	Upto 10 cubic

metre
 capacity
 or part thereof
 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 ontainer a) Import load container with on quay, transportation from hook point to cntainer yard, lift-off thereat and lift-on for delivery or lift-on on CPT Trailor for transportation to Port CFS or vice Hazardous-I cargo. b) Import category I Load. c) Import category II Load.	7,000/- 5,500/- 6,000/-	i). Rate includes wharfage on container as also on cargo and is also applicable in case of direct transfer/delivery/shipment. No seperate charge is leviable for deployment of fire personnel in case of container

versa in case of export d) Export category I Load 3,600/-
 e) Export category II Load. f) Export category III Load. g) Empty 4,500/-
 6,000/-
 750/-

loaded with Hazardous-I cargo. Import category I means containers loaded with a) Waste paper, Newsprint, Vegetable oil.
 b) Gift consignment for organisation listed as relief agencies by CPT on which customs duty is exempted.

ii).

iii). Import category-II means container loaded with cargo other than those mentioned in Import Category-I.

iii)

iv). Export category-I means containers loaded with

a). Jute, Gunnies, Jute caddies/ waste/twist/ cuttings/jute carpet backing cloth.

b). C.I. goods.

SI. No.	Service	Type	Rate per TEU	Remarks
				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 mentioned 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 containers.

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. Service Type Rate per Remarks No. TEU

1.	3.	Lift on/lift off/ restacking not included under Sl.No.1.
2.	4.	Transportation of container not included under Sl.No.I.
3.	5.	Transshipment of container.
4.	6.	Overside discharge/ shipment of containers.

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.

a) Within the Terminal.	200/-		
b) Between Terminal & other berths.	400/-		
a). Loaded b). Empty	7500/- 1125/-	Includes wharfage on container and cargo and all handling charges at Terminal.	
a). Loaded b). Empty	50% of the rate specified at Sl.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. Service Type Rate per Remarks No. TEU

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	b). Import category- Load.	c). Import category-II Load	d). Export category-I Load	6,000/-	4,500/-	5,000/-	2,800/-	3,500/-	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. 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.
	e). Export category-II Load.				5,000/-					iii). Export categories I, & III shall mean II containers loaded with cargo as mentioned in Items (iv),(v)& (vi) under remarks column of Sl.No.1 of Section-9.1.
	f). Export category-III Load.				500/-					iv). 'Import' includes landing of coastal cargo containers and 'export' includes shipment of coastal cargo containers.
	g). Empty									
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. Service Type Rate per Remarks No. TEU

3. Lift on/Lift off/ a). Loaded 900/- 1. Restacking/removal

restacking by CPT

of containers will be
done by CPT if the b).
equipment.

Em
pty
300/
-
cont
aine
rs
are
not
rem
ove
d
fro
m
the
port
pre
mis
es
with
in
10
day
s of
rece
ivin
g/
dest
uffin
g in
cas
e of
imp
ort
cont
aine
rs
or
not
boo
ked
to a
sub
seq
uent
ves
sel

in
cas
e of
shut
out
cont
aine
rs.

ii). No charge shall
be levied if the
services are not
rendered by the
CPT equipment.

- .4. Transportation of a). Within the 200/- container by CPT same berth. trailer.
.b). From one berth 400/- to another.
2. 5. Transhipment of a). Loaded 6,000/- Includes wharfage on container.
b). Empty 750/-
container and cargo.
- .6. Overside discharge/ a). Loaded shipment of containers.
b). Empty
.50% of Includes wharfage on the rate container and cargo. specified at Sl.No.1
In case of use of
3. 7. Shifting of containers a). Loaded 800/-
200 Ton cantilever/ floating crane respective
on board vessel/ barge by CPT equip-
ment other than by b). Empty 400/-
hire charge under
200 Ton cantilever/ floating crane. Section 19.1 shall be
levied extra.
8. Shifting of containers a). Loaded
2,000/-
ners from one hatch
to another hatch
through quay. b). Empty 500/-
9. Supply of power to Loaded/Empty 750/- Per
reefer containers. 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

b). From 10th day onwards 4.85

NOTE FOR SECTION 12.1 AND 12.2

1. 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. 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. 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. 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. 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
---------------	----------------	--------------------	----------------

- | | | |
|---|--|--|
| <p>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.</p> | <p>Loaded 4,500/-
Empty 750/-</p> | <p>(i). Includes wharfage on container and cargo.
(ii). Includes consolidated charge on cargo carried by Railway wagons and local haulage.</p> |
| <p>2). Consolidated handling charge on ICD containers at berths other than 7/8 NSD including hooking/unhooking on quay for shipment/ landing.</p> | <p>Loaded 3,350/-
Empty 500/-</p> | <p>(i). Includes wharfage on container and cargo.
(ii). Includes consolidated charge on cargo carried by Railway wagons and local haulage.</p> |
| <p>3). Supply of power to reefer container.</p> | <p>Loaded/ 750/-
Empty per shift
or part thereof</p> | |

NOTE

- (i). The above ICD rates shall be applicable 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**

CHARGES LEVIED ON WEIGHT BASIS

Liquid or Gas handled through pipeline

- (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 175 than 23 } C(73.4 } F) excluding items mentioned at Sl. No.(3)b. (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 65

not specified above--

Liquids handled other than through Pipeline

- (8). All liquids including ship's bunker 105

Cargo handled through mechanical system

- (9). Iron ore --55 (10). Coal, Coking Coal, Fertilizer, Fertilizer Raw Materials, Soda Ash 90 and other dry bulks. -Cargo handled other than through mechanical system
- (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,

9

0 Bone & Bone Meal, Bran, Fire Bricks & other refractory materials, non-ferrous metals of all kinds except Ingots of Zinc/Aluminium/ Copper/Lead

- (13). Pig Iron, Sponge Iron and other Ferrous metals, Coking Coal, 70 Limestone, all types coke and ore.

(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
valore
m

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.

1. 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.
2. 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.
3. 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.

1. 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)
2. 15.6. 25% rebate shall be allowed for the charges leviable under section 15.1 (10) on goods imported by Ministry Of Agriculture.
3. 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.
4. 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.

5. 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.

1. 15.10. On unspecified non-heavy lift cargo or consignment consisting both heavylift and non-heavylift cargo where CIF/FOB value of nonheavylift cargo cannot be ascertained, on board charges shall be levied @ Rs.200/-per tonne on non-heavylift cargo.

2. 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.

3. 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.

4. 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.

5. 15.14. On-board handling charges on Heavylift articles/packages shall be levied at the following rates:-

6. 16. **DEMURRAGE**

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/-

1. 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.

2. 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:-

SI.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

1. 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.

2. 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.

3. 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 partthereof 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.

4. 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.

5. 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.

1. 16.10. If a vesel 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.

2. 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.

3. 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 :-

SI.No. Description	Rs. per tonne
i). Non-heavy lift	50
-56	
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.

1. 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.

2. 18. **CONTAINER HANDLING CHARGES AT HDC**

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

SI.No. Service	When Port equipment/ labour is used in		
	When Port equipment/ labour is used	When Port equipment/ labour is not used	When Port equipment/ labour is part
	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	500	350	150

	zone in the dock.			
(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.		

1. 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.

2. 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.

3. 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.

4. 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 than that of 20 ft. containers.

5. 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).

6. 18.7. Container carrying barges including assisting tugs entering Haldia Dock Complex will be allowed 10 days free time. Overstays 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.

7. 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.

8. 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.

1. 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.

2. 18.11. For export/stock cargo in containers demurrage shall be levied as per Section 16.

3. 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.

4. 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 –

SI.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.
- 300/- per axle.
- b) . Railway weighbridge at HDC (inclusive of handling of wagon to weighbridge & back).
7. 25/- per tonne.
- Gate delivery/receiving of cargo on which wharfage/on board charge or loading/unloading charge is not levied.
8. Hire of locomotive 2000/- per hour subject to a minimum of Rs.8000/-.

-60

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.

1. 10. Infringement, local haulage and wagon demurrage charge.
2. 11. Consolidated charge on railborne cargo on wagons arriving in CDS Rly.System.

- a). On Wagons, not carrying ontainers loaded or unloaded at berth/shed inside the Dock/Jetty or loaded/ unloaded at the Block Rake Rly. Terminal at EJC.

b). On Wagon not carrying containers loaded or un-loaded at sidings or places outside the Docks excluding the Block Rake Terminal at EJC.

Hire/Booking of Port Equipment:-

12.

- (a). Mobile/wrecking crane – (i). upto 10 MT SWL (ii). above 10 MT and upto 30 MT SWL
(iii). above 30 MT SWL (b). Tractor/Forklift/Shore Crane. (c). Trailer
(i). upto 10 MT SWL
(ii). above 10 MT SWL (d). Trucks (e). Pay loader
(i). upto 1 Cu.m capacity
(ii). above 1 Cu.m capacity (f). Hand Trucks (g). Air Compressor (h). Bull Dozer(D30A-12/TLT) (i). Bull Dozer(D31A-17/MED) (j). Cantilever Crane (k). Floating Crane
(i). upto 30 tonnes capacity.
(ii). above 30 tonnes capacity. (l). Toplift Truck/Reach Stacker (m). Spreader (20 Ft.) (n). Use of fire fighting apparatus and equipment excluding use of fire floats.

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.

12/- per tonne on marked carrying capacity of the wagon.

35/- per tonne on the marked carrying capacity of the wagon.

6500/- per equipment per shift.

9000/- -do

13000/- -do

1200/- -do

800/- -do

1000/- -do

1200/- -do

2500/- -do

5000/- -do

25/- per hand truck per shift. 1250/- per equipment per shift. 7000/--do- 3500/--do- 20000/-per shift.

25000/- per equipment per shift. 30000/--do-13000/--do-1500/--do- 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.

1. 19.3. At CDS for haulage of wagon to any Railway weighbridge for weighing/ 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.

2. 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.

3. 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.

4. 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.

5. **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 stay).	25/-per daily permit 2,000/- per annual permit
4.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter for handling container (inclusive of overnight stay)	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

SI.No.	Description	Rate in Rs.
1.	6. Dock Permit for cart	10/- per daily permit (inclusive of overnight stayal).1,100/- per annual permit
2.	7. Permit for Hawkers/Vendors.	750/- per annual permit
3.	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.
4.	11. Ship Repairing/Ship Chandling/Ship General on Board services (GOS)/Ship Breaking Licence.	2,200/- per licence per year. Survey/
5.	12. Stevedoring Licence	10,000/- per licence for 2 years.
6.	13. Licence for occupation of Panda seats	30/- per monthly licence. at CDS.
7.	14. Licence for occupation of 1 Sq.mtr. of construction at any place in the Inland Vessel Wharves	6/- per day. space or for temporary at CDS.
8.	15. Licence for occupation of 1 Sq.mtrs. of construction at any place in the Inland Vessel Wharves	270/- per quarter. 5/- per day. space or for temporary at HDC. 150/- per quarter.
9.	16. Permit for using Truck Terminal at HDC	15/- per daily permit. Per truck/ lorry/trailer. 300/- per monthly permit.

1. 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
2. 20.3. For any amendment in the permit/licence, amendment charge as mentioned at section-19.1, SI.No.1 shall be levied.
3. 20.4. In case of licenses issued under SI.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:-

- Vessels upto 2000 LDT Rs.450/- per LDT subject to a minimum of Rs.4.5 lakh.
- 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. 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. 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. 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 shipbreaking
bert
h.
(ii).
For
ves
sel
s of
200
1 to
400
0
LD
T. -
30
day
s "

(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 "

- 1. 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.
- 2. 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.
- 3. 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

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)

1. 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.

2. 22.5. Charges for removal or repositioning of each block:

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

1. 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.

2. 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.

3. 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.

4. 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
-----------------------	---	--	-------------

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:- specified in Sl. No. 1 & 2 hire rate. hire rate. above

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	2.0 Cents per GRT subject to a	ii)Rs.0.30 per GRT subject to a
	GRT	minimum of 69.90 Dollars	minimum of Rs.1100/-
	iii)Above 10000	1.67 Cents per GRT subject to a	iii)Rs.0.23 per GRT subject to a
	GRT	minimum of 200 Dollars	minimum of Rs.3000/-
3.	Exhibition vessel occupying berth/jetty	50% of the applicable berth	50% of the applicable berth

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 nonworking 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 stay 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 stay 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. Description of vessel and Place of Rate No. occupancy

1. Sea going vessel moored at any dock 50%of berth hire for respective buoy or anchored at lock barrel at HDC. category as specified under Section
23.1 above.
- .2. Sea going vessel moored at any 25% of berth hire for respective river mooring/any other mooring category as specified under Section
.23.1. above.
- .3. Sea going vessel anchored at any river 15% of berth hire for respective anchorage or any

other anchorage. category as specified under Section
.23.1 above.

2. 4. Inland vessel/fishing trawler moored at Rs.363/ per day. dock buoy.
3. 5. Inland vessel/fishing trawler i). Rs.181/ per day. moored at moored at river mooring.

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

1. 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.
2. 25.2. Charges for extension of any certificate/licence shall be levied at 25% of the annual licence fees per month.
3. 25.3. Other charges on non-propelled crafts shall be levied at the following rates:-
4. **26. Dock Toll & Stayal charges on boats, flats, non-propelled barge and motor launches :**

SI.No.	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.	

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

	SI.No. CAPACITY	RATE IN RS.
1.	1. Upto 30 Cubic Metre	Rs.200/- per boat/ flat/barge/motor launch per entry.
2.	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.

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

per day. Rs.75/- per craft per day Rs.150/-per craft per day

27. Miscellaneous.

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

SI.No. Service Foreign going vessel Coastal vessels Rate in US dollars Rate in Rupees

- 1. 1. Laying/relaying/ attending moorings, 500.00 per day 16,100/- per day buoys, pontoons
- 2. 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

- 1. 3. Hire of Launch for special job on re-100.00 per hour 3,220/- per hour quision
- 2. 4. Hire of Fire Float 1000.00 per day 32,200/- per day
- 3. 5. Skin Diver 10.00 per hour 320/- per hour
- 4. 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 5.00 per unit plus installation charge of installation charge of 30.00 500.00
- 5. 9. Use of portainer crane 145.00 per hour 4670.00 per hour
- 6. 10. Additional charge on vessel carrying NIL 7500.00 per complete passengers between Andaman and voyage or 3750.00 for Calcuttaeach leg.

6.	Dress Diver	200.00 per hour	6,440/- per hour
----	-------------	-----------------	------------------

SI.No.	Service	Foreign going vessel Rate in US dollars	Coastal vessel Rate in Rupees
--------	---------	---	-------------------------------

- 1. 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.
- 2. 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 Foreign going vessel Coastal vessel Rate in vessel in GRT Rate in US dollarsRupees

Vessel upto 5000 GRT 480 per vessel 15,450/-per vessel Vessel above 5000 GRT900 per vessel 28,900/- per vessel upto 20000 GRT Vessel above 20000 GRT 4500.00 per vessel 1,45,000/-per vessel

- 1. 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.

2. 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	Coastal vessel	Rate in
	Rate in US dollars per GRT	Rupees per GRT	

1. 1. Vessel Upto 5000 GRT 123 cents subject to a 40 subject to a minimum of minimum of 2460 Rs.80,000/-dollars.
 2. Vessel above 5000 and upto 15,000 GRT 115 cents subject to a 37 subject to a minimum of minimum of 6150 Rs.2,00,000/-dollars.

2. 3. Vessel above 15,000 GRT 105 cents subject to a 34 subject to a minimum of minimum of 17250 Rs 5,55,000/-dollars.

1. 28.2 Charges for piloting a vessel from Sandheads to any point in Haldia Dock Complex shall be levied at the following rates:-
2. 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.
3. 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.
4. 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.
5. 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.
6. 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.
7. 28.9. In case of LASH vessels the above rates are inclusive of charge for berthing and fleeting of barges.

Capacity of Vessel	Foreign going vessel Rate in US dollars per	Coastal vessel Rate in Rupees per GRT
--------------------	---	---------------------------------------

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.
-76		
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/-

1. 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.
2. 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.
3. 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:-
4. 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.
5. 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.
6. 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.

Sl. No.	Nature of Shifting	Foreign going vessel Rate in US dollars per GRT	Coastal vessel in Rupees per GRT	Rate
---------	--------------------	---	-------------------------------------	------

(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/-	

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

- (a). Between any two points in the Rs.5,000 per shifting Dock not involving services of River Pilot.

- (b). Between any two points in the Rs.8,000 per shifting docks, jetty, river moorings involving services of Harbour Pilots.

1. 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.
2. 28.18. For use of the Calcutta Port Trust tugs/despach vessel/survey vessel/ anchorage vessel / dredgers on requisition by the Shipowner/Agent/ Charterer, charges shall be levied at the following rates :
3. 28.19. An additional charge of 25% shall be levied when Calcutta Port Trust tug/vessel is deployed for salvage operation.
4. 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.
5. **29. Port Dues**

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.

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

Description	Foreign going vessel Rate in US dollars	Coastal vessel Rate in Rupees	Frequency of payment in res-dollars per GRT per GRT pect of the same vessel.
(i). Sea going vess-18 G.R.T.	5.80	This due is payaels upto 3000 ble on each entry into the port.	
(ii). Sea going vess-30 G.R.T.	9.70	This due is payable on each entry into the Port.	
(iii). Vessels entering 75% of the res-75% of the res-This due is payain ballast and pective rates pective rates ble on each entry not carrying mentioned in(i) mentioned in into the Port. Passengers and (ii)above. (i) and (ii)			above.
(iv). Vessels entering 50% of the res-50% of the res-This due is payabut not pective rates pective rates ble on each entry discharging or mentioned in(i) mentioned in into the Port. taking any cargo and (ii)above. (i) and (ii) or Passengers above. therein (with the			

exception of such unshipment and reshipment as may be necessary for purposes of repair)

- (v). Vessels attend-25% of the resing at sandhead pective rates for lighterage mentioned in operation. (i) and (ii) above.

25% of the res-This due is pective rates payable mentioned in on each entry into (i) and (ii) the Port. above.

NOTE

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

FURTHUR ORDERS