

INTERNATIONAL SEAPORT (HALDIA) PRIVATE LIMITED

SCALE OF RATES

PART I - GENERAL

1.1. Definitions –

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

- (i). “Authorised Representative” means employee or agent of Customer / Berth user and ISHPL designated from time to time by them, through a written notice to other party, to monitor, facilitate and direct their respective parties’ performance.
- (ii). “Berth” means the berth No 4A at Haldia Dock Complex, Kolkata Port Trust and the back-up area.
- (iii). “Conveyor System” means a series of belt conveyors extending from the berth to stackyard and to wagon loader.
- (iv). “Draft” means the draft prevailing at HDC on day to day basis.
- (v). “Haldia Dock Complex (HDC)” shall mean oil jetty, other jetties, wharves and berths at Haldia and River Moorings at Haldia Anchorage.
- (vi). “Metric Ton” means a weight of 2,204.623 pounds or 1,000 Kilogram.
- (vii). “Port” means 'Kolkata Port Trust (KOPT)', the corporate entity, and will include Kolkata Dock System and Haldia Dock Complex.
- (viii). “Terminal User” means any importer or exporter using the facilities of the Terminal operated by ISHPL to import and/ or export the cargo.
- (ix). “ISHPL” means International Seaport (Haldia) Private Limited, a Special Purpose Company (SPV) incorporated under of Laws of India having its Registered Office at 41, Jawahar Lal Nehru Road, Kanak Building, 3rd Floor, Kolkata – 700 071, its successors and permitted assignees, which has been granted license for construction, operation, management and maintenance of the berth No. 4A at Haldia Dock Complex of Kolkata Port Trust.
- (x). “ISHPL Premises” means the area licensed to ISHPL including the back-up area allotted under the License Agreement with Kolkata Port Trust.
- (xi). “Coastal vessel” means any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal license issued by the competent authority.
- (xii). “Foreign-going vessel” means any vessel other than coastal vessel.
- (xiii). “Day” shall be reckoned as a period from 6.00 a.m. of a day and ending at 6.00 a.m. the following day.
- (xiv). “Weather Working Day” (WWD) means Monday through Sunday, covering three shifts of eight hours each excluding Port Holidays and Custom holidays.
- (xv). “Week” shall mean 7 consecutive calendar days including holidays.
- (xvi). “Month” shall mean 30 consecutive calendar days including holidays unless otherwise specified.

- (xvii). "Shut-out" cargo shall mean export cargo left in the ISHPL premises having not been shipped on board the vessel for which it was received in ISHPL Premises.

1.2. General Terms & Conditions

- (i). All goods landed within the ISHPL premises shall be assessed on import application and the charges/ fees shall be paid before the goods are removed.
- (ii). All goods intended for shipment shall be assessed on export application and the statutory charges shall be paid before the goods are shipped.
- (iii) (a). The status of a vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for classifying into 'coastal' or 'foreign-going' category for the purpose of levying vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose. The corresponding vessel related charges shall be applied depending on the status of the vessel at the time of the incidence of such charge.
- (b). A foreign-going vessel of Indian Flag having a General Trading License can convert to Coastal run on the basis of a Customs Conversion Order.
- (c). A foreign-going vessel of Foreign Flag can convert to coastal run on the basis of Coastal Voyage License issued by the Director General of Shipping.
- (d). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
- (e). In cases of such conversion, coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign-going rates shall be chargeable by the discharge ports.
- (f). For dedicated Indian coastal vessels having a Coastal Licence from the Director General of Shipping, no other document will be required by her to be entitled to Coastal rates.
- (iv). Vessel related charges shall be levied on owners / agents of the vessel. Wherever rates have been denominated in US dollar terms, the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the market buying rate notified by the State Bank of India. The day of entry of the vessel into the port limit shall be reckoned as the day for such conversion.
- (v). A regular review of exchange rate shall be made once in 30 days from the date of arrival of the vessels in cases of vessels staying in the ISHPL for more than thirty days. In such cases the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (vi). No refunds shall be made unless the refund amount is Rs.100.00 or more.
- (vii). For the purpose of calculating the dues, the unit weight shall be 1 MT or 1,000 kilograms. Fraction of a MT will be rounded off to the nearest MT.
- (viii). In calculating the gross weight or measurement by volume or capacity of any individual item, fractions up to 0.5 be taken as 0.5 unit and fractions of 0.5 and above be treated as one unit, except where otherwise specified.
- (ix). Interest on delayed payments / refunds.
- (a). The user shall pay penal interest at the rate of 14.75% per annum on delayed payments of any charge under this Scale of Rates.

- (b). Likewise, the ISHPL shall pay penal interest at the rate of 14.75% per annum on delayed refunds.
 - (c). The delay in payments by the users will be counted only 10 days after the date of raising the bills by the ISHPL. This provision shall, however, not apply to the cases where payment is to be made before availing the services as stipulated in the Major Port Trusts Act and/or where payment of charges in advance is prescribed in this Scale of Rates.
 - (d). The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
- (x). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (xi). (a). The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
- (b). The cargo related charges for all Coastal cargo, other than thermal coal, POL including crude oil, Iron Ore and Iron pallets, should not exceed 60% of the normal cargo related charges.
- (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.
- (d). For the purpose of this concession, cargo from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo from/ to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (e). The charges for coastal cargo/ coastal vessels shall be denominated and collected in Indian Rupee.
- (xii). The users will not be required to pay charges for delays beyond a reasonable level attributable to ISHPL.
- (xiii). (a). Whenever a specific tariff for a service/ cargo is not available in the notified Scale of Rates, ISHPL can submit a suitable proposal.
- (b). Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
- (c). The ad hoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/ cargo; and, it must be mutually agreed upon by the ISHPL and the concerned user(s).
- (d). The final rate fixed by the TAMP will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.
- (xiv). Survey / testing services shall include drawing of on line sample, moisture analysis both at the time of discharge and loading and submission of report.

PART II -VESSEL RELATED CHARGES

SECTION – A – PORT DUES & SECTION – B – TOWAGE & PILOTAGE

2.1. These services will be rendered by the Kolkata Port Trust to the vessels entering the ISHPL's berth No. 4A, Haldia Dock Complex. The charges for these services shall be payable directly to KOPT by Ship owners / vessel agents as provided in the KOPT Scale of Rates in force.

Section - C - BERTH HIRE CHARGES

2.2. Berth Hire Charges at Berth No. 4A shall be payable to ISHPL by Masters/ owners/ agents of the vessel at the rates specified below.

Description	Unit Rate per GRT/ Per hour or part thereof	
	Foreign-going vessel (US\$)	Coastal vessel (Rs.)
Berth 4 A	0.0028	0.0743

General Notes relating to Berth hire:

- (i). The minimum berth hire payable is US\$280 in case of foreign going vessels and Rs.7430/- in case of coastal vessels.
- (ii). Berth hire for the period of 1 hour in which the vessel changes its status can be charged on the basis of the status of the vessel at the beginning of the relevant block of 1 hour period.
- (iii). The berth hire shall be leviable from the time the vessel occupies the berth till the time the vessel leaves the berth.
- (iv). Whenever a Vessel is double/ triple banked with another vessel occupying the 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.
- (v).
 - (a). No berth hire shall be levied on vessel after expiry of 4 hours from the time of signaling its readiness to sail.
 - (b). The time limit of 4 hours prescribed for cessation of Berth Hire shall exclude the ship's waiting time for want of favorable tidal conditions, inclement weather and due to lack of night navigation.
 - (c). The master / agent of the vessel shall signal readiness to ISHPL and HDC only in accordance with favorable tidal and weather conditions.
 - (d). There shall be a penal rate equal to one day's (24 hours) berth hire charge for a false signal.

'False Signal' would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reason attributable to the vessel. This excludes the signaling readiness when a ship is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions.
- (vi). In case a vessel idles due to non availability or breakdown of the ISHPL's equipment or power failure at ISHPL or any other reasons attributable to ISHPL, rebate equivalent to berth hire charges accrued during the period of idling of the vessel shall be allowed.

2.3. Penal Berth Hire Charges

2.3.1. Penal berth hire charges shall become payable for over-stayal of the vessel beyond the berth occupancy as per the norms given in clause 2.5 if the norms cannot be achieved due to any reasons attributable to the vessel.

2.3.2. Vessels, which require closing hatches/draft survey, shall be permitted to occupy the berth after completion of cargo operation without attracting penal berth hire charges for four hours.

2.4. Penal berth hire charges shall be levied in addition to normal berth hire for the period of over-stayal at the rates prescribed below.

Sl. No.	Particulars	Rate per GRT per hour	
		Foreign-going vessel (in US \$)	Coastal vessel (in Rs.)
(i).	Upto 6 hours	0.0050	0.1338
(ii).	Above 6 hours & upto 12 hours	0.0100	0.2676
(iii).	Above 12 hours & upto 18 hours	0.0200	0.5352
(iv).	Above 18 hours per day or part thereof	0.0400	1.0704

2.5. Commodity wise per day output rates

Sl. No.	Nomenclature	Output per WWD (in MT)
(i).	Coking coal	14000

Note: (i) The above output is based on two workable hatches or pro-rata, if less.

PART - III CARGO RELATED CHARGES

SECTION A – SUPPLY OF MANPOWER AND MOBILE EQUIPMENT

3.1. These Charges shall be payable by the importer/ exporter of cargo to ISHPL on the draft survey quantity of cargo at the rates specified below for supply of man power and mobile equipment inside the holds of the vessel.

Sr. No.	Particulars of Commodity	Rate per metric tonne (Rs.)	
		Foreign cargo	Coastal Cargo
(i).	Coking coal	9.57	5.74

Notes:

- (i) The weight to be charged shall be computed on the basis of the draft survey weight on arrival of the vessel and on completion of cargo discharge/shipment

SECTION B - WHARFAGE CHARGES

3.2. Wharfage charges shall be payable by the importer/ exporter of cargo to ISHPL on the draft survey quantity of cargo at the rates specified below, and shall cover transfer of cargo up to 2nd Transfer Point (TP-2), i.e.,

- (i) Unloading of cargo from Vessel to Berth or vice versa,
- (ii) Movement of cargo from Berth till TP-2 or vice versa, and
- (iii) Cleaning Charges
- (iv) Dust suppression services wherever necessary and provided.

Sr. No.	Particulars of Commodity	Rate per metric tonne (Rs.)	
		Foreign cargo	Coastal Cargo
(i).	Coking coal	78.30	46.98

Notes:

- (i) The weight to be charged shall be computed on the basis of the draft survey weight on arrival of the vessel and on completion of cargo discharge/shipment.

SECTION C - SHORE HANDLING CHARGES

3.3. Shore Handling Charges shall be payable to ISHPL by the importer/exporter on the draft survey quantity of cargo at the rates specified below and will cover

- (i) Conveying from TP-2 to the stack yard in ISHPL Premises
- (ii) Stacking the same with the help of Stacker & Reclaimer and other mobile equipments to avoid mix up and contamination.
- (iii) Heaping the cargo, dozing, covering the cargo with tarpaulin to avoid sliding during rain and flying away during wind, extra dozing for accommodating more cargo and dozing in while loading wagon, to enable reclaiming by the reclaimer, water sprinkling, system cleaning, keeping the cargo grade-wise at different bay, keeping drainage system in proper working condition with continuous maintenance.

Sr. No.	Particulars Of Commodity	Rate per metric tonne for Import/ Export (Rs)	
		Foreign	Coastal
(i).	Coking coal	91.35	54.81

SECTION D - DELIVERY CHARGES

3.4.1. For delivery of cargo by mechanized wagon loading system charges shall be payable to ISHPL by the importer/ exporter on the draft survey quantity of cargo at the rates specified below.

3.4.2 Delivery Charges will cover

- (i) Reclaiming cargo from the Stack Yard within ISHPL Premises by Stacker & Reclaimer.
- (ii) Conveying and loading into the wagon, through the wagon loader, maintaining proper profile of loading as per the carrying capacity of the wagon.
- (iii) Loading of cargo as per grade and as per requirement for various plant destination.

Sr. No.	Particulars of Commodity	Rate per metric tonne (Rs.)
(i).	Coking coal	30.45

3.5.1. For delivery of cargo by loading trucks by conventional method charges shall be payable to ISHPL by the importer/ exporter on the draft survey quantity of cargo at the rates specified below.

3.5.2. Delivery Charges will cover

- (i) Reclaiming from the Stack Yard within ISHPL Premises by front end loader.
- (ii) Loading into the trucks through the front-end loader maintaining proper profile of loading as per the carrying capacity of the truck.
- (iii) Loading as per grade and plant site requirement

Sr. No.	Particulars of Commodity	Rate per metric tonne (Rs)
(i).	Coking coal	17.40

SECTION E - GROUND RENT / STORAGE CHARGES

3.6. All the cargo, which is received at ISHPL Berth No. 4A for export / outward and/or import / inward handling, shall be stored in the stack yard at ISHPL Premises. The charges for Storage / Ground Rent for the stack yard at ISHPL Premises shall be charged as follows:

Sr. No.	Particulars of Commodity	Rate per metric tonne per day for the period beyond 21 st day for the balance cargo (Rs)
(i).	Coking coal	43.50

NOTE:

- i) Twenty-one free days shall be allowed after the complete discharge of vessel's cargo in case of imports and the date of arrival of cargo at the yard in ISHPL Premises in case of exports.
- ii) For the purpose of calculating the free period Customs notified holidays and Port/ ISHPL Berth non-working days shall be excluded.
- iii) Ground rent /storage charges shall be payable for all days including Sundays, customs notified holidays and Port/ISHPL non-operational days for stay of cargo beyond the prescribed free days.

SECTION F – MISCELLANEOUS (OPTIONAL SERVICES)

Sr. No.	Particulars	Rate per metric tonne (Rs.)
(i).	Weighment charges for in-motion weigh bridge empty and loaded including weighment certificate	5/-
(ii).	Loading, unloading & restacking of cargo	20/-
(iii).	Taking Photograph of loaded wagons converting into CD and supplying 2 CDs wagon wise / rake wise.	100/- per Wagon
(iv).	Siding Charges	5/-
(v).	Retrieving cargo which spills over in transit to the conveyor system / stack yard to minimize loss	5/-
(vi).	Charges for on-line sampling & moisture analysis of Receipt and Despatch cargo	5/-
(vii).	Despatch related services for rail bound cargo through Berth No. 4A, including trimming, cleaning, labeling & lime spraying	10/-
(viii).	Quarterly survey of stock by approved surveyor	3/-

PART – IV - CHARGES FOR OTHER SERVICES

4.1. Visitor Entry Pass:	Yearly	Monthly	Daily
(a) Per Application	Rs. 200	Rs. 50	Rs.20
(b) Per Replacement	Rs. 50	Rs. 50	Rs.20

4.2 Vehicle Entry Pass (for vehicles other than the vehicles entering the terminal for delivery/dispatch of cargo): Rs.75 per entry

4.3 Photography:

(i). Film shooting and photography	Rs. 8500 per day
(ii). Taking photographs of Crews and Others	Rs. 225 per day
(iii). Video-graphy (related to operational activities)	Rs. 2500 per day
