

PARADIP PORT TRUST
SCALE OF RATES
As on 23rd May, 2011, G. No. 111

CHAPTER-I

1.1. Definitions:

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

- (i). **“Board”** will mean Board of Trustees of Paradip Port Trust.
- (ii). **‘Board with reference to vessel’** will mean “On board the Vessel”.
- (iii). **‘Coastal/coasting vessels’** shall mean any vessel exclusively employed in trading between any port or place in India to another port or place in India having a valid coastal license issued by Competent Authority.
- (iv). **“Cold Move”** shall mean the movement of the vessels without the main engines in operation.
- (v). **‘Day’** will mean 6 A.M to 6 A.M of the following day, unless in the context otherwise specified.
- (vi). **“Demurrage”** shall mean charges payable for storage of cargo within port premises beyond free period, as specified in the scale of rates.
- (vii). **‘Entry’** means entering in to the Port limits.
- (viii). **‘Foreign vessel’** means a vessel other than a Coasting Vessel.
- (ix). **“Full Container Load” (FCL)** shall mean a container containing cargo belonging to one consignee in the vessel’s manifest.
- (x). **‘General shift’** means the period of eight hours i.e. from 7 A.M. to 12 Noon and from 2 P.M to 5 P.M.
- (xi). **“Hazardous Container”** shall mean a container containing hazardous goods as classified under IMO.
- (xii). **“Holiday”** will mean the days notified by the management on which the Port Trust offices will remain closed.
- (xiii). **“Less than a Container Load” (LCL)** shall mean a container containing cargo belonging to more than one consignee in the vessel’s manifest.
- (xiv). **“Port”** will mean Port of Paradip.
- (xv). **“Port Management”** will mean Chairman of Paradip Port trust or any other official acting under the Authority of Chairman.
- (xvi). **“Reefer Container”** shall mean a refrigerated container used for carriage of perishable goods with provision for electrical supply to maintain the desired temperature.
- (xvii). **‘Shift’** will mean duration of eight hours with a recess of 30 minutes after the fifth hour. For the port’s operation the first shift is from 6.A.M. to 2 P.M, second shift from 2 P.M to 10 P.M and third shift is from 10 P.M to 6 A.M of the next day.

- (xviii). **“Transshipment”** shall mean any cargo not originally manifested for the port of Paradip, but landed at Paradip and subsequently reshipped to other ports.
- (xix). **“Transshipment container”** shall mean any container, which is discharged from one vessel, stored in the yard and transported by road, rail or by sea through other vessel.
- (xx). **“Vessel”** will have the same meaning as defined under MPT Act-1963.

1.2. General terms and conditions.

- (i)(a). 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.
- (b). A foreign going vessel of Foreign Flag can convert to coastal run on the basis of a Coastal Voyage License issued by the Director General of Shipping.
- (c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.
- (d). In cases of such conversion, coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations, immediately thereafter foreign going rates shall be chargeable by the discharge port.
- (e). For dedicated Indian coastal vessels having a Coastal License from the Director General of Shipping, no other document will be required to be entitled to Coastal rates.
- (ii). The Status of a vessel, as borne out by its certification by the Customs or Director General of Shipping shall be the deciding factor for classifying into “coastal” or “foreign-going” category for the purpose of levy of vessel-related charges. The nature of cargo or its origin will not be of any relevance for this purpose.
- (iii)(a). All dollar denominated tariff will be recovered in Indian Rupees after conversion of charges in dollar terms into its equivalent Indian Rupees at the market buying rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector banks as may be specified from time to time.
- (b). The day of entry of the vessel into port limits shall be reckoned as the day for such conversion. In respect of charges on containers, the day of entry of the vessel in the case of import containers and the day of arrival of containers into the port in the case of export containers shall be reckoned as the day for such conversion.
- (iv). A regular review of exchange rate shall be made once in 30 days from the date of arrival in cases of vessels staying in the port for longer period. The basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
- (v). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The Port Trust may, if it so desires, charge lower rates and/or allow higher rebates and discounts.
- (b). The Port Trust may also, if it so desires, rationalize the prescribed conditionalities governing the application of rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
- (c). The Port Trust should notify the public such lower rates and/or rationalization of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities

- governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the Authority.
- (vi). (a). The vessel related charges for all coastal vessels should not exceed 60% of the corresponding charges for other vessels,
- (b). The cargo/container related charges for all coastal cargo/containers, other than thermal coal and POL including crude oil, Iron ore and Iron ore pellets should not exceed 60% of the normal cargo/container related charges.
- (c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.
- (d). In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, from/to quay to/from storage yard as well as wharfage on cargo and containers.
- (e). Cargo/container from a foreign port which reaches an Indian Port `A` for subsequent transshipment to Indian Port `B` will be levied the concession charges relevant for its coastal voyage. In other words, cargo/containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.
- (f). The charges for coastal cargo/containers/vessels shall be denominated and collected in Indian Rupee.
- (vii). The users shall not be required to pay charges for delays beyond reasonable level attributable to PPT.
- (viii). Goods shall not be delivered/ allowed to be shipped until all the admissible charges under the rules have been paid and the receipt in support of the same is produced.
- (ix). Vessels shall not be granted clearance for sailing until and unless all the admissible dues/charges as per rules have been paid.
- (x). All charges worked out shall be rounded off to the next higher rupee on the grand total of each bill.
- (xi). For the purpose of charges, 'Gross' and not the 'Net' tonnage of cargo shall be taken.
- (xii). All dues in respect of services required will have to be paid in advance or within the stipulated time as per demand.
- (xiii). Interest on delayed payments/refunds:
- (a). Users shall pay penal interest on delayed payments and port shall pay penal interest on delayed refunds at the rate of 14.75% per annum.
- (b). The rate of interest will be 2% above the Prime Lending Rate of the State Bank of India. The penal interest will apply to both the PPT and the port users equally.
- (c). The delay in payments by user will be counted beyond 10 days after the date of raising the bills. This provision will not apply to cases where payment is to be made before availing of the services/use of port properties as stipulated in the MPT Act, 1963 and/or prescribed as conditions in the tariff.
- (d). The delay in refunds by the port will be counted beyond 20 days from the date of completion of services or on production of all documents required from the user, whichever is later.
- (xiv). Application for refund of any type of due/charge already paid must be submitted in writing by the claimant or his representative within six calendar months after the month of first payment/adjustment. No refund shall be made unless amount refundable is ₹ 100/- or more.

- (xv). The charges are to be paid on per ton basis. The fraction of a ton will be rounded off to next higher tonnage.

CHAPTER II

CARGO RELATED CHARGES

2.1 Wharfage other than on containers and containerised cargo:

Sl. No.	Description of goods		Rate per MT or part thereof	
			Foreign rates	Coastal rates
1.	a)	Chrome Ore /Chrome Concentrate	51.00	30.60
	b)	Manganese ore.	50.80	30.50
2.		Charge Chrome/ Ferro alloys and other processed Ores/High Carbon Ferro Chrome	61.20	36.70
3.		All types of Coal/Coke		
		Per party import upto 5 lakhs tonnes per annum	43.00	25.80
		Per party import between 5 lakhs and 7.5 lakhs per annum	36.20	21.70
		Per party import above 7.5 lakhs tonnes per annum	29.40	17.65
		Per party shipment of all types of coal upto 3.5 million tonnes per annum - conventional handling.	46.90	28.15
		Per party shipment of all types of coal above 3.5 million tonnes per annum - conventional handling.	39.10	23.45
4.		Coal through MCHP [®]		
	a)	Unloading of coal wagon through the coal handling system Shipment of coal through coal handling plant	51.70	51.70
	b)	(i)Up to 7.5 million tonnes	77.50	77.50
		(ii)From 7.5 million tonnes to 10 million tonnes	71.05	71.05
(iii)Beyond 10 million tonnes		64.60	64.60	

Sl.No.	Description of goods		Rate per MT or part thereof.	
			₹	
			Foreign rates	Coastal rates
5.	a)	Iron Ore [through IOHP] (i) Shipment Up to 1.0 MTPA	23.45	23.45
		(ii) Shipment between 1.0 MTPA and 1.5 MTPA	20.05	20.05
		(iii) Shipment above 1.5 MTPA	16.65	16.65
	b)	Tippling Charges	20.40	20.40
	c)	Iron Ore (Manual)	23.45	23.45
6.		Iron & Steel [Steel coils, slabs, steel pipes, steel rails, pig iron, plates, iron rods etc.]	51.00	30.60
7.		Iron & Steel Scraps	27.20	16.30
8.		Cement, Clinker, Limestone, Dolomite and other fluxing materials. Up To 2.00 Lakhs Tons (per party)	54.40	32.65
		Above 2.0 Lakhs Tons (per party)	47.60	28.55
9.		Aluminum Ingots	19.55	11.75
10.		Finished Fertilizer / Ammonium Nitrate	27.20	16.30
11.		Food grains, Oil seeds, cereals, pulses, Edible oil etc. Upto 50,000 MT (per party)	68.00	40.80
		Above 50,000 MT(per party)	40.80	24.50
12.		Rice/sugar	20.40	12.25
13.		Salt	6.80	4.10
14.	a)	POL and Products Crude oil, petroleum and its products having flash point of 23 degree C [73.4 degree F.] and above In bulk Upto 2.00 MTPA	30.60	30.60
		In bulk Above 2.00 MTPA	28.55	28.55
		In barrel	40.80	40.80
	b)	Petroleum and its products having flash point of less than 23 degree C [73.4 degree F.]	68.00	68.00
15.		POL through SBM constructed by operators within port limits.	5.45	5.45
16.		LPG and LNG	68.00	40.80
17.		Liquid bulk including Acid, Fatty Acid and Ammonia.	50.85	30.50
18.		Timber [per cum]	34.00	20.40
19.		Drilling materials and chemicals.	54.40	32.65
20.		All types of fish including shrimps	39.10	23.45
21.	i)	Other General Cargo (Bulk and Break Bulk) By Slings	34.00	20.40
	ii)	By Grabs	23.80	14.30
22.		Transshipment [crude and POL] from mother to daughter vessel.	6.80	4.10
23.		Barging [loading and unloading]	-	10.20
24.		All types of project cargo including over dimensional consignment [ODC]	57.80	34.70

Note: @The rate at 4b (ii) and 4b (iii) will apply if traffic of a single user in a year exceeds the slab limits.

2.2 Wharfage on Containers and Containerised cargo:-

Sl. No.	Description	Container having length upto 20 feet (₹)		Container having length over 20 feet but upto 40 feet (₹)		Container having length above 40 feet (₹)	
		Foreign	Coastal	Foreign	Coastal	Foreign	Coastal
1.	Wharfage on Container (Box only)	68.00	40.80	102.00	61.20	136.00	81.60
2.	Wharfage on reefer cargo(Per Box)	544.00	326.40	816.00	489.60	1088.00	652.80
3.	Wharfage on non-reefer cargo(Per Box)	442.00	265.20	663.00	397.80	884.00	530.40

Notes to Sections 2.1 and 2.2. above.

- (1). Wharfage shall also be payable on the following specified goods at normal rates:
 - (a) On cargo abandoned
 - (b) On cargo excess landed and over loaded
 - (c) On cargo confiscated by Customs
 - (d) On cargo salvaged
 - (e) On serviceable empty drums, empty bottles and other ship stores disposed off by vessels in the Port.
 - (f) On sweeping collected on board of vessels and landed at this port where the entire cargo is not discharged at the Port.
 - (g) On all cargo admitted to the Board's transit areas for shipment where it is shipped or having been brought is taken out without being shipped.
 - (h) On cargo entering the Board's premises by rail or road and taken out from the Port without shipment.
 - (i) Cargo of other Port if landed or reshipped.
 - (j) Handling charges for transshipment containers will be at 1.5 times the handling charges for the normal handling operations in loading or unloading cycle.
- (2). Wharfage shall not be payable on the following specified items-
 - (a) Goods cosigned to or by the Board on account of Paradip Port Trust
 - (b) In respect of ships using the Port bonafide ship's fittings, ship's stores, bonafide passengers and Seamen's baggage and personal effects accompanying, live stock, bunker, which was not manifested as cargo.
 - (c) Sweeping collected from the Board's premises and survey rejections.
 - (d) Rail-borne goods mis-sent to the harbour rejected by the consignee and goods cleared from bond and dispatched by rail from the Board's premises.
 - (e) Cargo shifted from one hatch to other hatch without routing through the berth.
 - (f) On surplus quantity due to moisture at the time of evacuation/dispatch.
- (3). Wharfage and Intra- port transportation:-
 - (a). All goods landed or shipped within the limits of Port areas shall be liable to pay wharfage charges as detailed in the scale of rates. The charges shall be payable by the Importers/Exporters prior to rendering of service by the Port.
 - (b). All applications for permission to export or to clear import goods shall be made on the prescribed format approved by PPT and such formats shall in all cases be correctly filled in and signed by the Shipper/ Consignee of the goods or by their Agents. Whenever required, PPT may call for inspection of necessary documents; the same shall be produced by Shippers/ Consignees or their Agents. Whenever the cargo is to be shipped by a vessel other than that entered on the application, a fresh application must be submitted to PPT.
 - (c). The importers or the exporters or the Shipping Agents will have to make their own arrangement for landing or shipment of cargoes.

- (d). The weight shown in the Bill of Lading or original invoice upon which freight has been paid shall be deemed to be the correct tonnage. However, incases where the Port makes a check weighment, the tonnage recorded by the Port shall be deemed to be the correct tonnage.
- (e). Fees on packages containing article of miscellaneous character shall be levied at the rate applicable to the article on which the highest rate is chargeable.
- (f). The Port undertakes the shore handling of all general cargo landed from or shipped into the vessels and the charge for this service is included in the wharfage rate. In case of bulk cargo required to be bagged on wharf/ transit area, the trade shall assume the custody of cargo on the wharf and undertake all the handling operations as per the operational planning of the Port. In case in the opinion of the PPT, if the consignee / trade has failed to adhere to the operational planning for bagging of bulk cargoes which consequently affects the discharge from the vessel, the detention charge at the rate of ₹ 1, 000/- per hour will be recovered from the consignee/ trade for the period the discharge operations are affected.
- (g). Port assumes the custody in respect of general/ break bulk cargo landed from the vessel or brought to the transit shed/ area for shipment only when the port gives a receipt.
- (h). The port will use the wharf crane, mobile crane or other special equipment, which is necessary or convenient for handling the cargo. The charges for hire of such cranes or specialized equipment shall be levied in addition to the rates prescribed.
- (i). The Port does not undertake intra-port Transportation work for engineering goods, steel wire rods, coils and project material. The Intra-port transportation service to and from the berth for other export and import cargo shall be optional and can be undertaken by the Port on specific request at the market rates with service charge of 5% over the rates. The Port Trust however reserves the right to refuse the intra-port transportation service in respect of any cargo and communicate the same to the user well before commencement of the service/ arrival of the ship. The intra-port transportation means transportation of cargo, in case of import, from the wharf to the plot/sheds inside the port prohibited area where as in case of export cargo, the same will mean the reverse, i.e. transportation of cargo from plot/sheds inside port prohibited area to the wharf/vessel side.
- (j). The Port Trust shall undertake transportation of bulk and break bulk cargo from the berth to the transit area and vice versa without any additional charges where the transit area and transit shed form part of the berth. In case the berth where vessel is berthed does not serve to such transit area, the importer/ exporter shall make own arrangements for transportation of cargo. The decision of the port, regarding transit area or transit shed, which forms the part of a berth, shall be final.
- (k). The Exporters and Importers are to regulate loading at the wharf as well as at the stockyard to avoid spillage en-route in course of Intraport Transportation. In the event of spillages en-route or on the railway tracks in course of Transportation, it shall be the responsibility of the Importer/ Exporter to arrange for removal of the same for operational reasons.
- (l). Before classifying any cargo under "unspecified" category, the relevant customs classification should be referred to find out whether the cargo could be classified under any of the existing categories in the wharfage schedule.
- (m). If at any time port should apprehend a serious congestion in the transit sheds or other places allotted for goods in transit shed/area to the detriment of rapid transit of goods through the Port, it may direct the owner or consignee of any specific goods to remove such goods from Port premises within a given time. If the goods are not removed within the specified time, the port may cause those goods removed and restacked them in other places within the transit shed or any other places allotted for the goods in transit at the risk and expenses of owner/consignee. The cost of such removal shall include equipment hire charges, labour charges including levy as applicable from time to time and supervision charges at the rates of 20 per cent of labour and equipment charges. Goods so removed will be charged with demurrage dues at the rate

applicable for goods retained beyond second week and will not be eligible for any other concession given in the schedule.

- (n). Goods placed in spaces, which are not intended as spaces to be occupied by goods in transit, transit dues will be charged at the maximum demurrage rates and no free time will be allowed. The port will remove such goods at the expenses and the risk of the owners/ consignee to one of the spaces provided for goods in transit. The cost for such removal will be as mentioned at item (i) above.

2.3. **Charges if stuffing/destuffing of cargo containers is undertaken by the port (charges exclude lashing and dunnage).**

	Per container	
	Foreign (U.S. \$.)	Coastal (₹)
1. Container having length upto 20 feet	8.30	340.00
2. Container having length over 20 feet but upto 40 feet	12.45	510.00
3. Container having length above 40 feet	16.60	680.00

2.4. **Dwell time charges on containers.**

Sl. No.	Description	Container having length upto 20 feet (Rate per day per U.S. \$.)	Container having length over 20 feet but upto 40 feet (Rate per day per U.S.\$.)	Container having length above 40 feet (Rate per day per U.S. \$.)
1.	<u>Import containers</u>			
	First 3 days	Free	Free	Free
	4 th to 30 th day	0.095	0.190	0.285
2.	<u>Export containers</u>			
	First 5 days	Free	Free	Free
	6 th to 30 th day	0.095	0.190	0.285
3.	<u>Transshipment containers</u>			
	First 8 days	Free	Free	Free
	9 th to 30 th day	0.095	0.190	0.285
	31 st day onwards	0.204	0.408	0.612

2.5. **Charges for supply of electricity to reefer containers**

Particulars	Rate per container per 4 hours or part thereof					
	Upto 20' containers		Above 20' but upto 40' containers		Above 40' container	
	Foreign (₹)	Coastal (₹)	Foreign (₹)	Coastal (₹)	Foreign (₹)	Coastal (₹)
Charges for supply of electricity to reefer containers.	102.00	61.20	153.00	91.80	204.00	122.40

2.6. **Charges for overside discharge of containers**

Particulars	Per overside discharge of loaded container		Per overside discharge of empty container	
	Foreign (₹)	Coastal (₹)	Foreign (₹)	Coastal (₹)
1. Container having length upto 20 feet	340.00	204.00	47.60	28.55
2. Container having length over 20 feet but upto 40 feet	510.00	306.00	71.40	42.85
3. Container having length above 40 feet	680.00	408.00	95.20	57.10

Note: This charge shall be levied on steamer Agents/ Slot-hirers/ Ship owners

2.7. **Charges for cargo of Paradeep Phosphates Limited handled at the Fertilizer Berth-(I)**

- (1) A fixed charge of ₹ 30 lakhs (Thirty lakhs) per month irrespective of the quantum of cargo handled in 3 equal installments payable on 1st, 10th and 20th of each month.
- (2) A consolidated unit charge (Rupees per ton) which will vary with the annual throughput are follows:-

SI.No.	Particulars	₹ per tonne
(a)	Upto 5 lakh tonnes	65.00
(b)	5 to 10 lakh tonnes	50.00
(c)	10 to 15 lakh tonnes	25.00
(d)	And above 15 lakh tonnes	25.00

- (3) In addition to the charges as mentioned at (1) and (2) above, the Paradeep Phosphates Limited will pay other charges namely, Pilotage and towage and port dues only as per the Scale of Rates and no other charges, like berth hire, warping, mooring charges.

2.8. **Charges for Cargo of Indian Farmers Fertilizers Co-operative handled at Fertilizer Berth II.**

- (1) Captive Berth charges of ₹ 4,69,35,000/- (Rupees four crore sixty nine lakhs thirty five thousand only) per annum shall be payable on monthly basis in advance @ ₹ 39,11,250/- per month irrespective of quantum of cargo handled. If the due date falls on Sunday or holiday, the payment will be made in the next working day.
- (2) Wharfage charges will be applicable on the following rates.

SI.No.	Particulars	₹ per tonne (w.e.f. 1.4.2008)
(a)	Up to 5 lakh tonnes	86.52
(b)	5 to 10 lakh tonnes	73.21
(c)	10 to 15 lakh tonnes	53.24
(d)	And Above 15 lakh tonnes	33.28

There will be escalation @ 10% after every three years in the rates of wharfage at each slab as provided for in the agreement. Accordingly, the next escalation will be due on 01.04.2011. The berth hire charges will be reviewed and revised in the year 2011. The minimum guaranteed cargo is 2.50 million tons per annum. In case of any shortfall in minimum guarantee, IFFCO will pay wharfage for the full guaranteed cargo within the first month of the next financial year.

- (3) In addition to the charges as mentioned at (1) and (2) above, IFFCO will pay other service charges namely, Pilotage and towage and port dues, etc. as per prevailing Scale of rates and as amended from time to time .

2.9. **Charges for transshipped goods:**

Category	Rate
Through cargo originally manifested at the Port of shipment landed on quay and reshipped OR Goods transshipped for Ports outside India OR Cargo manifested for local and subsequently amended at Paradip for transshipment OR Cargo of other Ports not shown for transshipment	2 times of wharfage as per Section 2.1 above

Note: - Intra-port transportation charges wherever applicable will have to be paid extra.

2.10. **Free Storage period for levy of demurrage in transit accommodation.**

Sl.No.	Description	Free period.
1	Import	3 days from day of discharge
2.	a Export	5 days from day of receipt in Port
	b Rice Export	30 days from day of receipt in Port
3	Transshipment	10 days from the date of landing

Notes:

- (1). Free period prescribed above excludes customs notified holidays and ports non-working days.
- (2). Free period for containerized cargo shall commence from the day of de-stuffing.
- (3). In case of salvaged goods free period shall commence from the following the day of salvage.
- (4). For dangerous goods, free period is 24 hours.
- (5). For unclaimed/uncleared goods sold by auction, free period of 3 days shall count from day of auction.
- (6). Free time for gift cargoes consigned to all charitable organizations will be 30 days. This free time shall be allowed irrespective of the nature of carrier and type of packaging.
- (7). In case of excess landed cargo, demurrage will be charged after expiry of 3 days of notification of excess landing to the consignee.
- (8). In case of missing goods in transit shed due to congestion or otherwise, demurrage will be charged after 3 days from the date of location.
- (9). In case of hazardous containers, a premium to the extent of 25% on handling and storage charges shall be levied.
- (10). The dwell time for import containers shall commence from the day after the landing of the container and for export containers the free period shall commence from the time the container enters the terminal.

2.11. Demurrage on goods left lying in the transit shed or in open transit space beyond the free period.

Period	Rate per MT per day or part thereof. (₹)	
	Import	Export
For the 1 st week	3.40	2.05
For the 2 nd week	10.20	4.75
For the 3 rd and subsequent weeks	17.00	10.20

Note: For rail users demurrage at the lowest rate shall be applicable for non-supply of wagons by Railways provided indents are maintained.

2.12. Demurrage on containerised cargo

- (1). No demurrage shall accrue on container or export/ import cargo for the period when the port is not in a position to deliver /make shipment of cargo or containers when requested by users.
- (2). On other hazardous goods demurrage shall be levied from the date of landing at double the rates specified in section 2.11. if not cleared in the next working day from the date of landing.
- (3). The storage charges on abandoned FCL containers/shipper owned containers shall be levied up to the date of receipt of intimation of abandonment in writing or 75 days from the day of landing of the container, whichever is earlier subject to the following conditions:
 - (i). The consignee can issue a letter of abandonment at any time
 - (ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that,
 - (a) the line shall resume custody of container along with cargo and either take back it or remove it from the port premises; and
 - (b) the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.
 - (iii). The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case if their failure to take such action within the stipulated period, the storage charges 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 de-stuffing with in the prescribed time limit of 75 days, the storage charges will cease to apply from the day the Custom order release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and de-stuffing. Otherwise, seize/confiscated containers should be removed by the line/consignee from the port premises to the Custom bonded area and in that case the storage charge shall cease to apply from the day of such removal.

2.13. Licence fee:

Sl no.	Category	Rate
1. (a).	Open stack-yard: Category-I (paved areas with siding)	₹ 1200 per month or part thereof for 100 sq. Meter or part thereof.

1. (b).	Category –II (Paved area without siding)	₹ 900/- per month or part thereof for 100 sq. Meter or part thereof
1. (c).	Category-III Unpaved area	₹ 600/- per month or part thereof for 100 sq. Meter or part thereof
2.	Covered Space	₹ 3,600/- per month or part thereof for 100 sq. Meter or part thereof.
3.	Quay Apron/ Concreted stack-yard/ Transit sheds (for non-shed cargoes)	₹ 2,000/- per month or part thereof for 100sq. Meter or part thereof.

Notes: - (1). For leases of less than one year, a surcharge of 10% on the rates mentioned will be levied.

(2). General conditions for allotment of covered and open spaces

- (i). Licence for the use of storage shed, open spaces or other property for periods not exceeding eleven months at a time shall be covered by permits to be issued by the Port administration. Allotment for a period of 11 months will be with out surcharge and allotment for periods less than eleven months will invite 10% surcharge. The licence can be renewed at the expiry of previous licence period. Each renewal of licence shall be treated as fresh licence. Applications for use of open spaces, staking-yards, sheds or other property shall be made in writing in the prescribed form to PPT and no goods shall be stored in any such place in the absence of such permission.
- (ii). Applications for renewal of the permit under these rules for a further period shall be made within one week of the expiry of the permit. The granting of permit for a further period shall be at the discretion of the port.
- (iii). Full rent/license fee shall be payable in advance for the area under licence. In case of renewal, license fee shall be payable within 7 days of the expiry of the previous licence. Failure to pay rent or comply with the conditions of licence may result in the cancellation of the licence and levy of penal rent as specified in Para- 2.1 (vii).

If cargoes are stored in areas not covered under the rules double the specified rent shall be charged from the allottee for the period from the date of storage till the vacation of the un-authorized occupation or regularisation of such occupation under valid permit.
- (iv). Goods stored in the open spaces, stacking- yards, sheds or other places shall remain at the owner's risk and Port will be not responsible for any pilferage, theft, damage or loss.
- (v). The locking of shed partially or wholly rented to the parties shall not be regarded as making the Port a bailee of the goods unless the Port has issued a special receipt for the same.
- (vi). The space allotted cannot be sublet without the permission of the port.
- (vii). The space allotted should be vacated on receipt of one-month notice.
- (viii). The allotment of space shall be at the discretion of the port and it may refuse to allot space without assigning any reason.
- (ix). The port shall have the right to resume possession of space, which is not occupied, or lying vacant after giving intimation to the party. In such case, proportionate reduction of rent shall be allowed. In case a plot is surrendered before expiry of the lease, proportionate rent for the plot will be recovered for the period of occupation.

- (x). All the Sheds / covered storage areas inside the prohibited area shall be under the control of Traffic Department for the purpose of storage of cargoes or for other than handling of cargoes.
- (xi). The license fee for plots/stack yards/covered space shall be recovered proportionately for the days of actual occupation in cases of first and last month of occupation/allotment.
- (xii). The decision of the port will be final with regard to classification of cargo as shed or non-shed cargo

2.14. Penal License fee:

In case imported coking coal, non-coking coal and all types of coke are not evacuated within 90 days of landing, the importers shall be liable to pay penal license fee as detailed below:

Sr.No.	Duration	Rate	Unit of levy
1.	Upto 90 days	Normal plot rent	On area occupied
2.	Beyond 90 days	Double the normal plot rent	On area occupied

Note: Wherever actual measurement is not possible for some reason or other, the area under occupation will be determined at the rate of 4 Metric Tonnes per square meter for coking coal and non-coking coal and at the rate of 2 Metric Tonnes per square meter for all types of coke.

2.15. A. Hire charges for cargo handling equipment:-

Sl. no.	Type of Equipment	For a shift of 8 hours (₹)
1.	Locomotive 700-1400hp	As per East Coast Railway rates.
2.	Mobile crane – (i) Between 10 MT and 20 MT (ii) Up to 35 MT (iii) Above 35 MT	1768 3400 10880
3.	Wharf crane: i) 13.2 MT ii) 20.0 MT	4760 12240
4.	Forklift trucks up to 3 MT	680
5.	Pay-loaders up to 4 Cum	5440
6.	Bulldozer above 350 HP	11900
7.	(A) Grab attachment for wharf crane upto 8 Cum. (B) Above 8 Cum. and upto 15 Cum.	408 1020

Notes:-

- (1). Minimum charges payable for the locomotive will be for a quarter shift i.e. 2 hours and multiples of it during a shift. The rate will be charged proportionately of the rate shown above for the full shift of 8 hours.
- (2). Minimum charges for use of cargo handling equipment will be on hourly basis. Total utilization period of equipment as reflected in the logbook will be the basis for calculation of charges for use of equipment.
- (3). Hire charges include cost of POL/Power and staff for handling of the equipment, but do not include cost of labour charges for loading/unloading or slinging/unslinging, which will be the responsibility of the hirer.
- (4). Port will provide concessional rate for hiring of wharf crane for handling of break bulk cargo where individual item will be weighing 3 MT or less. The charges in case of

such handling by wharf crane will be @ ₹ 3,400/- per shift. This concession will not apply in case of bulk cargo.

- (5). Diesel Generator set up to 100 KW. is available. The hire charge for this is ₹ 1,020/- per month or part thereof.
- (6). General conditions for hiring of cargo handling equipment
- (i). Requisition for the use of cargo handling equipment should be made out in the prescribed form and should be signed for by the authorised representative of the party requiring the cargo handling equipment. Such requisition shall be submitted giving a clear 24 hours advance notice except when the party is already working with the crane/equipment continuously.
 - (ii). In case the lower capacity equipment requisitioned by trade is not available they will have the option to use the higher capacity equipment, but in such case, they will have to pay the charges as applicable for higher capacity equipment and no reduction will be allowed.
 - (iii). Allotment of a suitable cargo handling equipment will be at the discretion of the port and ordinarily, these will be supplied, if the requisitions are received. But the port may withhold allotment, if the circumstances justify such action.
 - (iv). Lifts must be placed in such a position either on vessels or on shore that the head of the jib can be swung vertically above the said lifts, which also must be cleared of all other cargo.
 - (v). The port permits use of private equipment such as pay loaders, hydrants, mobile cranes, forklifts etc in cargo handling operations.
 - (vi). The discharge/loading of the lifts from/into vessels will be performed under the direction of the Stevedores employed on the vessels. All other handling of lifts will be performed under the supervision of the Traffic Department subject to following all safety precautions.
 - (vii). The hirer shall use the cranes hired only for the purpose for which it is hired.
 - (viii). In case of any damage to the equipment hired out to the party or damage to the property of the Port Trust during the period of hire of the equipment, the cost of damages as assessed by the Port will be recovered from the hirer of the equipment.

B. Charges for use of Harbour Mobile Cranes installed by the private operators:

- (I). For Dry Bulk Cargo

Average daily crane performance (in Metric Tonne)	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal
9500-10499	31.67	19.00
10500-11499	33.53	20.12
11500-12499	35.39	21.23
12500	37.26	22.35
12501-13500	39.12	23.47
13501 – 14500	40.99	24.59
14501 – 15500	42.85	25.71

Note: To calculate the incremental ceiling rates as shown above, the base rate is enhanced to 105% for first thousand tonnes and for the 2nd thousand tonnes the rate is enhanced to 110% of the base rate. The

rate for third thousand tonnes is arrived by enhancing the base rate by 115%. The same methodology shall also be adopted to calculate the rate beyond 15500 tonnes. Likewise, ceiling rates for performance below 9500 tonnes shall be calculated by reducing the base rate accordingly.

(II). For Break-bulk cargo:

(A). Steel and Bagged Cargo

Average daily crane performance (in Metric tonne)	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal
5000-5999	73.62	44.17
6000	77.49	46.50
6001-7000	81.36	48.82

Note: To calculate the incremental ceiling rates as shown above, the base rate is enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 7000 tonnes. Likewise, ceiling rates for performance below 5000 tonnes shall be calculated by reducing the base rate accordingly.

(B). Others

Average daily crane performance (in Metric tonne)	Ceiling rate per tonne (in ₹)	
	Foreign	Coastal
2750-3749	117.86	70.72
3750	124.06	74.44
3751-4750	130.26	78.16

Note: To calculate the incremental ceiling rates as shown above, the base rate is enhanced to 105% for first thousand tonnes. The same methodology shall also be adopted to calculate the rate beyond 4750 tonnes. Likewise, ceiling rates for performance below 2750 tonnes shall be calculated by reducing the base rate accordingly.

Notes:

(i). The formula for calculation of average berth-day out put is as follows:

$$\frac{\text{Total Quantity loaded / unloaded by HMC}}{\text{Total time taken from vessel commencement to completion}} \times 24 \text{ hrs}$$

(ii). According to the average berth-day output for the vessel from commencement to completion of loading / discharge of cargo, the appropriate rate of crane hire charge will be chosen for recovery from port users for the full quantity of cargo loaded / discharged.

(iii). If one HMC works with another HMC or ELL crane/s, the Berth-day output for the crane will be ascertained on the basis of the quantity as recorded by the HMC's load meter.

(iv). In case of breakdown of the crane for more than one hour till the vessel leaves the berth, the quantity handled by HMC will be determined taking into account cargo loaded / discharged prior to break-down divided by crane working hours and multiplied by 24.

- (v). In case of stoppages of operation of HMC for more than two hours at a stretch for reasons not attributable to the HMC, appropriate allowance will be allowed to the crane while calculating the total time of crane operation in the vessel. Stoppages of HMC for less than 2 hours will not be taken into consideration for the above purpose. No allowance will be allowed for stoppages attributable to the HMC. All stoppages in loading / unloading operations during working of HMC are required to be certified by the Stevedore of the vessel in the daily vessel performance report.
- (vi). In case shifting of a vessel becomes necessary due to breakdown / non-performance of HMC, the shifting charges of the vessel from berth to anchorage will be recovered from the crane operator in addition to a penalty of ₹ 1,00,000/- (Rupees one lakh only). The shifting charges so recovered will be refunded to the vessel's agent while the penalty will be retained by the port.
- (vii). In case of dispute on the average output, the decision of the port trust will be final and binding".

2.16. Hire charges for floating craft.

SL No.	Name of the craft		Rate per hour or part thereof.	
			Foreign (U.S.\$)	Coastal (₹)
1.	Tug up to 40 Ton BP	For Shipping purpose	214.20	5266.75
		For other purpose	321.30	7900.10
2.	Launch	Up to 200 BHP	17.85	438.90
		Above 200 BHP	53.55	1316.70
		1600 BHP Launch	140.10	3444.30
		Non-Propelled barges	17.85	438.90
		Fender Barges	7.15	175.55
3.	Pollution control vessel		44.30	1089.30
4.	Oil reception barge		35.20	865.40
5.	Survey launch		-	4624.00
	Survey equipment		-	11730.00

Notes:- (1). Minimum charges for 2 hours shall be payable for hire of any of the above harbour crafts.

(2). General conditions for hiring of floating crafts: -

- (i) The appliance would be hired out subject to the conditions and after executing an agreement in such form as may be prescribed by the Board from time to time.
- (ii) The decision of the port as to the type of appliances services required for specific operation shall be final.
- (iii) In case the lower capacity craft if requisitioned by trade is not available they will be having option to use higher capacity craft but in such case, they will have to pay the charges as applicable for higher capacity equipment and no reduction will be allowed.
- (iv) The manning of the floating crafts hired out by Port Trust dose not make it liable for the loss or damage to the goods etc. carried on them.
- (v) Damage, if any, to the floating craft and/or causality to the persons on floating craft will be the responsibility of the user. In case of replacement of such

assets due to total damage return will be limited to the capital cost less amount recovered from insurance.

- (vi) 12 clear hours notice shall be given by the hirer for the cancellation of the requisition failing which hire charges will have to be paid as per prescribed rate.

CHAPTER – III

VESSEL RELATED CHARGES

3.1. Berth hire for non-crane berths

Sr. No.	Description	Rate per GT per hour or part there of.
1.	Foreign going vessels	U.S. \$. 0.002375
2.	Coastal	₹ 0.058

3.2. Concession in berth hire

Sr. No.	Description	Concession
1.	Vessels berthed at moorings/anchorages	50%
2	Vessels double banking alongside the berth.	50%

Notes

- (1). Gross Tonnage (GT) is the cubic capacity of the whole ship (including engine room and crew space but excludes space above deck, cabins, deck shelters, chart house, etc.) as indicated in the vessel certificate of registry. Half a ton and more should be counted as one ton and less than half a ton ignored.
- (2). For a vessel carrying decks cargo, the deck cargo will be added to the GT of the vessel for determining the GT on which the charges are to be calculated.
- (3). For a vessel having dual tonnage, the higher tonnage will be taken into account towards calculation of vessel related charges.
- (4). (i). Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favorable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

(ii). There shall be penal berth hire equal to one days berth hire charge for a false signal.

(iii). The Master/Agents of the vessel shall signal readiness to sail only in accordance with favourable weather conditions and tidal movements.
- (5). The vessels which are at berth in the roadstead within the port water limits shall be charged @ 4.375 USD (for coastal vessels ₹ 107.57) per hour or part thereof. However, for the vessels anchoring at the roadstead waiting for the berth shall not have to pay the above charge. Besides, no roadstead charge shall be levied if the vessel waits for the following:
 - (i) For want of cargo,
 - (ii) If Shippers/Agents are not known,

- (iii) If the vessel waits at the roads after port clearance for any reason whatsoever.
- (6). The berth hire charges for LASH barges shall be levied @ 0.875 USD per barge per hour or part thereof during the process of operations of loading or unloading of cargo. For the LASH barges lying inside the port waters, the charges shall be levied @0.21875 USD per hour/ barge. The counting of period will be in the same manner as is detailed out for levying of berth hire charges of the vessels.
- (7). For mechanized trawlers of 50 feet LOA and less a charge of ₹ 472.50 will be levied per month or part thereof. For catamarans fishing boats, consolidated charge will be ₹ 5.25 per day or ₹ 105.00 per month.
- (8). After completion of discharge or loading, if the vessels assignment is changed, separate berth hire will be charged for the same day.
- (9). The charges for trunk –calls, damages to instruments shall be payable extra as per actual.
- (10). No berth hire shall be levied for the period when the vessels idle at the berths due to break down of port equipment or power failure or any other reasons attributable to the port.
- (11). Priority and Ousting Priority charges:-
- (i). PRIORITY BERTHING:
For providing 'priority' berthing to any vessel, Paradip Port Trust shall collect fee equivalent to berth hire charges for a single day or 75% of the berth hire charges calculated for the total period of actual stay at the berth, which is higher For example, if the berth hire charges are ₹ 10,000/- per day, then a minimum fee of ₹ 10,000/- or 75% of the berth hire charges calculated for the total period of actual stay at the berth i.e. @ ₹ 7,500/- per day, whichever is higher shall be charged.
- (ii). OUSTING PRIORITY:-
For providing 'Ousting priority' to any vessel, the port shall collect a fee equivalent to berth hire charges for a single day or 100% of the berth hire charges calculated for the actual period of stay at the berth, whichever is higher. For example, if the berth hire charges are ₹ 10,000/- per day then a minimum fee of ₹ 10,000/- or 100% of the berth hire charges calculated for the total period of actual stay at the berth i.e. @ ₹ 10,000/- per day, which is higher shall be charged. In addition, for providing 'Ousting Priority' to any vessel, this port shall collect the charges for 'shifting in' and 'shifting out' of the vessel.
- (iii). The fee for according 'Priority'/'Ousting priority' as indicated above shall be charged from all the vessels irrespective of the fact whether the 'Priority' /'Ousting Priority' is accorded by the Central Government or the Port Trust under their own regulation, except the following categories.
- (a) Vessels carrying cargo on accounts of Ministry of Defence.
- (b) Defence vessels coming on goodwill visit.
- (c) Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
- (d) Any other vessel for which special exemption has been granted by the Ministry of Shipping.
- (12) Vessels should be ready for sailing in all respects within two hours of completion of the cargo work. Information regarding the time of the vessel's readiness to sail is to be communicated to port signal station over VHF and hoisting of "1G" flag at least one hour in advance. Vessels which are not ready to sail after two hours of completion of cargo work are liable to pay penal berth hire charges at the rate of 105 USD [for coastal vessels [₹ 2582/-] per hour or part thereof in addition to the rates specified in the berth hire schedules. The duration for which

penal berth hire is to be charged will be calculated from the time of expiry of two hours from completion of cargo work to the time the vessel is ready for sailing.

- (13) Penal berth hire charge at the rate of 105 USD [for coastal vessels ₹ 2,582/-] will be applicable to vessels which continue to occupy the berth for more than two hours after expiry of the four hours notice period given by the Paradip Port Trust or officials authorised by it to the vessels to vacate the berths for operational reasons.”

3.3. Port Dues.

1	Foreign going vessels (per GRT per entry)	U.S.\$ 0.242
2	Coastal (Vessels per GRT per entry)	₹ 5.950

Concession in Port Dues shall be extended to the following vessels:

Sl.No.	Description	Concession
1	Vessel entering Port in ballast but not carrying passengers	25%
2	Vessel entering Port but not carrying Cargo or passengers	50%
3	Vessel entering the Port and taking in only provisions, water, bunker coal or liquid fuel for their own consumption shall be charged Port dues at half rates.	50%
4	(1)Any pleasure yacht. (2) Any vessel, which having left the Port, is compelled to re-enter by stress of weather or in consequence of having sustained any damage: (3) Any vessel belonging to or in the service of Central Government, or State Government (4)Any vessel having the Port limits due to cyclone threat and re-enter. (5)Vessels of war plying white ensign and blue ensign belonging to or in service of Republic of India. (6)Vessel entering in ballast or with cargo / Passengers but leaving port with in 48 hours without discharging or taking passengers/ cargo. (7) Vessels discharging or shipping crew and leaving port within 48 hours, pilot over carried due to bad weather to be treated as crew member.	100%

- Notes:** (1). Port Dues of a vessel will be assessed on her total GRT at the rate shown against the relevant vessel group according to GRT of that vessel.
- (2). A vessel landing a passenger at the port without anchoring and proceeding on her voyage is liable to pay port dues.
- (3). A vessel proceeding from an Indian Port (say Calcutta) to a foreign Port and calling at another Indian Port (say Paradip) enroute to take in cargo for a foreign port, should at Paradip be treated as a foreign vessel for the purpose of the port dues.
- (4). A LASH Vessel making a “Second Call” to pickup empty LASH Barge shall be treated as a vessel entering a port but not discharging or taking any Cargo or passenger there in as described in section 50 B of the Major Port Trust Act, 1963 and shall not be charged any port dues.
- (5). For Oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the “Remark” column of its international tonnage certificate will be taken to be its gross tones.

3.4. Pilotage and towage:

SI.No.	Slabs	Rate per GRT	
		Foreign US \$	Coastal ₹
1	Up to 30,000 GT	0.509	12.52
2	30,001 to 60,000 GT	0.407	10.01
3	Above 60,000 GT	0.356	8.76

Notes

- (1). Above rates are for one inward and one outward movement with required number of tugs/launches of adequate capacity and shifting/s of vessels for port convenience.
- (2). For cold movement of vessel, Pilotage and towage charges will be 25 % extra of the rates shown in the above schedule.
- (3). When a vessel is shifted or removed for her own convenience, or for the convenience of another vessel, the vessel for whose convenience the shifting takes place shall pay Pilotage and towage fee as per 50 % of the above schedule.
- (4). Pilot's Cancellation/detention fee:
 - (i) In case a vessel is not ready for sailing as per time fixed in the DTR meeting/ Marine signal sent to the vessel, she must inform the Port Signal Station over VHF at least 2 hours before the schedule time for cancellation of pilot. A vessel not able to cancel pilot booking at least 2 hours before the schedule time shall be liable to pay 105 USD (for coastal vessels ₹ 2582.00) as cancellation charge.
 - (ii) If the vessel is not able to move within 30 minutes of the Pilot boarding it for the purpose of Pilotage, it shall be liable to pay an extra charge @ 105 USD (for coastal vessel ₹ 2582.00) per hour or part thereof beyond 30 minutes till it moves.
 - (iii) If the movement of the vessel is cancelled after the Pilot has boarded it, a cancellation charge of 210 USD (for coastal vessels ₹ 5164.00) shall be levied.
 - (iv) If an outward bound vessel carries away a Pilot outside the Port limits due to bad weather, a compensation at the rate of 315 USD (for coastal vessels ₹ 7746.00) per day or part shall be payable by the Master of the vessel till the Pilot reports back for duty at the Port. In addition, the boarding and lodging expenses of the Pilot on board the ship and the cost of sending him back to the port shall also be payable by the Master of the vessel.
 - (v) If a Pilot is detained in the pilot launch for more than half an hour before boarding the vessel an extra charge @ 105 USD [for coastal vessels ₹ 2582.00] per hour or part thereof beyond 30 minutes till the pilot boards the vessel will be charged.
- (5). For towing of LASH barges, the tug hire charges will be recovered @ 157.50 USD per hour per tug.
- (6). A charge of 525.00 USD (for coastal vessels ₹ 12,910.00) shall be levied for warping of vessels for their convenience, if the warping is required for convenience of another vessel, the charges shall be payable by the vessel for whose convenience the warping is done. No charges will be levied if warping is done for Port convenience.
- (7). In case a request is made for Fixing/Removal of Yokohama Fender from any berth, a charge of 315.00 USD (for coastal vessel ₹ 7746.00) will be recovered from the respective vessels or importers/exporters i.e. whosoever makes the request. This charge will also be applicable for providing Yokohama Fenders for double banking operations.
- (8). A charge of 420.00 USD (for coastal vessels ₹ 10,328.00) shall be levied on the vessel whose movement was planned for a Sunday/Holiday, but did not take place, due to various reasons attributed to the vessel like non-arrival/late arrival of the vessel, non-completion of cargo /work etc.
- (9). No shifting charges shall be levied when shifting of a vessel is done for port convenience. Shifting of vessels for Port convenience is defined to mean the following:

- (i). If a working cargo vessel is required to be shifted to another berth so as to enable berthing or sailing of another vessel at the same berth or any other berth in the Dock in view of restriction of LOA, beam, draft, etc., such shiftings shall be considered as shifting for Port convenience.
- (ii). If a working cargo vessel is required to be shifted from one berth to another berth due to non-availability of storage space of import or export cargo requiring covered accommodation, such shifting shall be considered as shifting for Port convenience.
- (iii). Whenever a vessel is required to be shifted from the cargo berth to the gantry berth for the convenience of container loading/ unloading, such shifting will be treated as shifting for Port convenience provided the agents of the vessel have made specific request to that effect in their berthing application.
- (iv). Whenever a vessel is required to be shifted from one berth to another berth via stream so as to accommodate another vessel or the same vessel in view of the restriction of LOA, beam, draft, etc., such shiftings shall be treated for Port convenience.
- (v). Whenever a vessel is shifted to accommodate another ousting priority vessel, such shifting shall be treated for Port convenience.
- (vi). Whenever vessels are required to be shifted from deep draft anchorage to lesser draft anchorage in order to accommodate vessel of higher draft, such shifting shall be treated for Port convenience.
- (vii). Whenever vessels working cargo at berth/mooring/jetty are required to be shifted for undertaking hydrographic survey, dredging, repairs to berths, or for maintenance and such other similar works such shifting shall be treated for Port convenience.
- (viii) If a vessel is shifted due to mal-functioning of port equipment, clearance of berth, etc. it will be considered as shifting for Port convenience.

3.5. Charges for Single Buoy Mooring (SBM)

Sr.No.	Description	Rate per G.R.T.	
		Foreign US\$	Coastal ₹
a	Berth Hire: [per hour]	0.00060	0.20
b	Pilotage [per entry subject to minimum of 5775 USD / ₹ 2.5 lakhs.	0.260	8.00
c	Tug Hire charges [per hour]	1500	24,375
d	Port dues per entry	0.242	7.85
e	Pilot Attendance per hour	40	1350

Note

For calculation of Tug hire charges, the time is to be reckoned from berthing to un-berthing.

CHAPTER IV

MISCELLANEOUS CHARGES:

4.1 Charges for water supply to shipping:

Item	Rate per M.T. or part thereof	
	Foreign	Coastal

1. Direct water supply at Berth	4 USD subject to a minimum of 60 USD	₹ 98.35 subject to a minimum of ₹ 1475.00
2. Supply by barges (i) At mooring wharf/jetty (ii) At anchorage (Roads)	8 USD subject to a minimum of 320 USD 18.90 USD Subject to a minimum of 1575 USD	₹ 196.70 subject to a minimum of ₹ 7868.00 ₹ 464.71 subject to a minimum of ₹ 38726.00

Notes:

- (1) A cancellation fee of 21 USD (for coastal vessels ₹ 516.05) shall be charged when a water barge is ordered but cancelled prior to placement of barge. After placement of barge, cancellation fee of 315 USD (for coastal vessels ₹ 7746.00) shall be charged.
- (2) The entire quantity of water supplied per call per requisition to individual vessels shall be treated as one supply for the purpose of levy of minimum charges if applicable. In the event of failure of Port Trust to supply or suspend supply on account of breakdown, etc. the actual quantity supplied shall be taken into account for recovery of the charges.

4.2. Weighment charges for use of weigh bridge/weigh scales:

Sl.No.	Description	Rate
1.	Weighbridge charges for iron-ore/chrome ore/ other ores.	₹ 2.00 per ton subject to a minimum of ₹ 20 per consignment
2.	Weigh bridge charges for other commodities.	₹ 3.00 per ton subject to a minimum of ₹ 30 per consignment.
3.	Charges for weighment in the warehouse / transit shed.	₹ 2.00 per ton subject to a minimum of ₹ 10 per consignment

Note: The party concerned shall supply attendant labour.

4.3. Weighment charges for Cargo weighed at private Weighbridge inside the prohibited area.

The private weigh bridge operators shall collect the weighment charges as per the rates prescribed at clause 4.2 above and share the following with PPT:

Sl. no.	Description	Rate
1.	Weighment of installers' own cargo	Re.0.30 per MT
2.	Weighment of cargo of other users	Re.1.00 per MT

Notes:

- (1) Consignment means the total quantity to be weighed for shipment/despatch in relation to a vessel.
- (2) A fraction of a tonne shall be rounded off to next higher tonnage.

4.4. Fees for supply of certificate/certified copies of documents/ledger a/c copies/statistics:

₹ 20 per page universal size.

4.5. Supply of skilled personnel for marine operations:

A fee of 2 USD (for coastal vessel ₹ 49.18) per person per hour or part thereof subject to a minimum of 2 hours will be charged for supply of skilled person for any type of mooring and unmooring or any marine operation.

4.6. Salvage charges:

Salvage charges will be levied @20% ad-valorem on the value of the salvaged goods. In the case goods liable to be damaged by water, the above percentage shall be recovered on the original value of the goods as accepted by the Customs.

4.7. Landing charges for Helicopters

₹ 4000.00 per one landing and take off. The rate is leviable in respect of use of helipad for landing of helicopters belonging to State Government, Public Sector Undertakings and private users. However, helicopters carrying passengers declared as Port guests may be exempted from such charges.

4.8. Charges for supply of on board labour to Stevedores

100% on wages on labour supplied to stevedores for handling all types of cargoes.
