



कोलकाता पत्तन न्यास  
KOLKATA PORT TRUST  
हल्दिया गोदी परिसर  
HALDIA DOCK COMPLEX  
यातायात विभाग  
Traffic Department



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Phone No. (03224) 264433

No. GM(T)/51/GMT-852

Dated: 26.09.2019

**TRADE CIRCULAR**

**Sub.: Mobile Harbour Crane Charges and Rebate on Wharfage**

During recent interactions with the Trade, it became evident that many users are not aware of the slab wise telescopic rate levied against Mobile Harbour Crane charges at HDC. For productivity less than Minimum Level of Productivity (MLP) of 20,000 MT per day, slab wise reduced charges are realized and for productivity more than MLP, extra 10% of the base rate is levied on the additional cargo over and above 20,000 MT. Further, rebate on wharfage for discharge of Coking Coal, Limestone, Fertilizer, Raw Material for Fertilizer and for loading of Thermal Coal is also extended at HDC

The relevant pages of the TAMP approved Scale of Rates, stating the above, is enclosed for information and guidance of the Trade.

Enclo.: As stated.

*Handwritten signature and date: 26/09/2019*

(A. K. Mahapatra)  
General Manager (Traffic)-I/C

cc.: The President, Association of Shipping interest in Calcutta (ASIC), 6, Netaji Subhas Road, Kolkata – 700 001 (Fax : 033 4012 8989) : For information please.

cc.: The President, Calcutta Customs House Agents' Association (CCHAA), 23, Sir R. N. Mukherjee Road, Kolkata – 700 001 : For information please.

cc.: All Importers / Exporters / C&F Agents/ Steamer Agents.

S.7.8	On uncleared / Customs confiscated cargo, sold by auction or tender or private agreement or in any other manner, demurrage shall be levied at the rates specified at S.7.2 or S.7.3, as the case may be, after allowing free time of 10 days after the date the cargo is made available for delivery.
S.7.9	The demurrage on cargo shall not accrue for the period during which the KoPT is not in a position to deliver cargo for reasons attributable to the port when requested by the user.

S.8	<b><u>Transportation:</u></b>	
S.8.1	The following charges shall be levied on cargo, for which KOPT undertakes any transportation (excluding loading and/or unloading) not covered under 'Shore Handling Charge' at S.2 (xix).	
<b>Sl.No.</b>	<b>Description</b>	<b>Rate in `per tonne or part thereof</b>
1.	Within one dock of KDS; Within Dock Interior Zone of HDC:	49.16
2.	From one dock enclosure to another dock enclosure of KDS ;	70.23

S.9	<b><u>Loading /Unloading/Re-stacking charge</u></b>	
S.9.1	The following charges shall be levied on cargo, for which KoPT shall undertake any loading / unloading / re-stacking, not covered under 'Shore Handling Charge' at S.2 (xix)	
<b>Sl. No.</b>	<b>Description</b>	<b>Rate in `per tonne or part thereof.</b>
1.	Article/package weighing less than 1 tonne	28.10
2.	Article / package weighing 1 tonne. & above but less than 10 tonne	56.19
3.	Article/package weighing 10 tonne & above but less than 20 tonne	70.23
4.	Article/package weighing 20 tonne & above but less than 40 tonne	140.46
5.	Article/package weighing 40 tonne& above	351.15
6.	Dry bulk cargo: Loading/Unloading from Wagon Loading/Unloading from Truck [Other than the cargo landed from or shipped / to be shipped through mechanical system]	59.61 38.15
<b>Note for S.9.1:</b> For unloading of Dry Bulk Cargo from dumpers without requiring any labour or equipment support no charge shall be levied. However, if for any reason labour and/or equipment are required for unloading of dry bulk cargo from dumpers, the rate specified under S.9.1 (6) shall be levied.		

S.9.2	<b><u>Mobile Harbour Crane Charge:</u></b>	
S.9.2.1	Use of Mobile Harbour Crane (MHC) with grabs and pay loaders on board the vessel, for loading / unloading of dry bulk cargo at any	<b>Rate in `per tonne or part thereof.</b>



MHC Berth.

93.53

Note:

(a) Calculation of productivity would be done by the following formula:

$$\text{Productivity} = \frac{\text{Total cargo loaded / unloaded from a vessel (in tonne)}}{\text{Vessel operation time (in hours)}} \times 24$$

The vessel Operation time shall be assessed in hours by KoPT and to be computed from readiness of the vessel to load/unload cargo to Finished Work Time of the vessel. However, in case of stoppage of work of the vessel due to reasons not attributable to the Port, such stoppage of work would be deducted from the vessel operation time, for the purpose of computation of MLP

(b) The prescribed rate is a base rate for achieving Minimum Level of Productivity (MLP) of 20000 MT per day by using two MHCs.

(c). If productivity more than the MLP is achieved, then the user will pay an additional 10% of the base rate only on the additional cargo handled over and above the MLP. The additional cargo on which additional levy of 10% will be levied be computed as follows:

$$\frac{(\text{Total cargo loaded/ unloaded})}{24} - \left[ \frac{\text{MLP} \times \text{Vessel Operation Time}}{24} \right]$$

(d). If a productivity less than the MLP is achieved, then the following rates will be levied:

Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate
From 18000 tonnes to 19999	90%
From 16000 tonnes to 17999	80%
From 14000 tonnes to 15999	60%
Less than 14000 tonnes	40%

e) In case of deployment of one MHC the prescribed minimum level of productivity (MLP) shall be 10000 MT per day. The applicable rate for achieving higher productivity would be as per note (c) above. If a productivity less than the MLP(of 10000 MT per day) is achieved, then the following rates will be levied:

Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate
From 9000 tonnes to 9999	90%
From 8000 tonnes to 8999	80%
From 7000 tonnes to 7999	60%

	Less than 7000 tonnes	40%	
	<p>f) In case of deployment of MHC/s for handling of any cargo, other than dry bulk cargo, the prescribed rate shall be applicable without any MLP.</p> <p>g) In case of Coastal cargo, other than Thermal Coal, Iron Ore and Iron Ore Pellets, charges at the rate of 60% of the rates specified shall be levied.</p>		

S.10	<b><u>Rebate:</u></b>		
S.10.1	At HDC,rebate on wharfage shall be allowed in the following cases:-		
	(a)	If a Vessel discharges more than 25000 tonnes of coking coal/ limestone/ fertilizer/ raw material for fertilizer in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charge on quantity exceeding 25000 tonnes.	
	(b)	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 Wharfage charges on quantity exceeding 25000 tonnes.	
S.10.2	At KDS Importer/ Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through KDS as mentioned below, during a financial year.		
Type of Cargo		Tonnage handled	Quantum of Rebate on applicable wharfage
Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, C.I Goods, LPG		Upto 75000 tonnes	NIL
		75001 to 100000 tonnes	10%
		Above 100000 tonnes	15%
<b>Note:</b> The above said rebate shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1 <sup>st</sup> April to 31 <sup>st</sup> March) on submission of documents by the Importers/ Exporters in support of the throughput achieved.			