

28/3/2019
26/4/19

KOLKATA PORT TRUST
Traffic Department

ALL CONCERNED CIRCULAR

No. Tfc/GI-252/SOR/2017

Dated: 26.04.2019

Sub: Indexation of Scale of Rates with prospective effect.

In view of Traffic Authority for Major Ports letter No. TAMP/21/2009-WS dated 28.3.2018 issued in connection with indexation factor in the Scale of Rates fixed under Traffic Policy, 2015, the Competent Authority has approved to implement indexation of Scale of Rates @4.26% w.e.f. 1.5.2019.

A copy of the duly indexed Scale of Rates, as applicable is enclosed herewith.


26/4/19
Traffic Manager

KOLKATA PORT TRUST
SCALE OF RATES
GENERAL

S.1	<u>Short title of Commencement</u>
	The Scale of Tolls, Dues and Rates set out herein shall be called 'SCALE OF RATES' of the Kolkata Port Trust and charges shall be levied by Kolkata Port Trust in terms of provisions of the Scale of Rates.
S.2	<u>Definition</u>
	In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply.
(i)	'Board' shall have the same meaning as assigned to it in the Major Port Trust Act, 1963.
(ii)	'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 having a valid coastal license issued by the Director General of Shipping/ Competent Authority and/or any other vessel directed to be treated as 'Coastal' by Govt of India.
(iii)	'Day' in respect of Kolkata Dock System shall mean the period starting from 6.30 am of a day and ending at 6.30 am on the next day. 'Day' in respect of Haldia Dock Complex shall mean the period starting from 6 am of a day and ending at 6 am on the next day.
(iv)	'Demurrage' shall mean charges payable for storage of cargo within Port premises beyond free period as specified in the Scale of Rates and shall not include the cargo stored at the area allotted to a port user on license/lease basis for storage of cargo. Note: For storage of cargo at the areas allotted to any port user by KoPT on license /lease basis, provisions of Schedule of Rent shall apply during the entire period of occupation (i.e. till vacation) of the storage area by the port user.
(v)	'Foreign Going Vessel' shall mean any vessel other than coastal vessel, Inland vessel, boat and flat.
(vi)	'Full Container Load (FCL)' shall mean a container having cargo of a single Importer/Exporter.
(vii)	'Haldia Dock Complex (HDC)' shall mean the Oil Jetties, Other Jetties, Wharves and Berths at Haldia and River Moorings at Haldia Anchorages.
(viii)	'Hazardous-I' shall mean the cargo categorized as Hazardous-I in the list of Hazardous Cargo adopted by the Board from time to time.
(ix)	'IWT Cargo'/ 'IWT Container' shall mean cargo/container, carried by Inland Vessel / barge/ boat/ flat through Inland Waterways but shall not include lighterage cargo/container.
(x)	'Inland Vessel' shall mean any vessel registered as such under the provision of the Inland Vessels Act, 1917. Note: The charges leviable on 'Inland Vessels' will also be applicable on vessels operating through riverine route between Bangladesh and KoPT under protocol.
(xi)	'Kolkata Dock System (KDS)' shall mean Netaji Subhash Dock, Kidderpore Dock, Sandhead, Saugor, River Anchorages, River Moorings, Budge-Budge Petroleum Wharves, Inland Vessel's Wharves and all other establishments of KoPT, excepting those specifically under Haldia Dock Complex.
(xii)	'Kolkata Port Trust (KoPT)' shall mean the corporate entity and will include Kolkata Dock System and Haldia Dock Complex.
(xiii)	'Less than a Container Load (LCL)' shall mean a container having cargo of more than one Importer /Exporter.

	(xiv)	'Lighterage Cargo/ 'Lighterage Container' shall mean cargo/ container which the foreign going vessel/coastal vessel off-load/load at any river anchorage/mooring/ virtual jetty/ Sandhead into/ from smaller vessels/ Barges.
	(xv)	'Month' shall mean 30 consecutive calendar days including holidays unless otherwise specified.
	(xvi)	'On Board handling Charges' shall mean charges on Cargo/ Commodity/ Article / Package/ Container for rendering on board services by the port in the form of supply of manpower for loading / unloading operation.
	(xvii)	'Overside Discharge/ Shipment' shall mean the operation of unloading/loading of cargo/container ex/into vessel working at berth/ jetty/ dock buoy without passing through the quay at the time of discharge/ shipment operation.
	(xviii)	'Over Dimensional Container' shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and/or needing special devices like slings, shackles, lifting beam, etc. Damaged Containers (including boxes having corner casting problem) and Container requiring special devices for lifting will also be classified as Over Dimensional Container.
	(xix)	'Shore Handling Charges' shall mean charges on Cargo/ Commodity/ Article/ Package/ Container for rendering shore services by the port in the form of supply of labour with/without equipment for transportation of cargo from hook point to stacking point (including loading at hook point), unloading of the same at the stacking point and subsequent loading for delivery, or vice-versa and in case of mechanical receiving of cargo shall also include charges for tipping of wagon by Wagon Tippler.
	(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)	'TEU' shall mean Twenty Feet Equivalent Unit of container.
	(xxii)	'Transshipment' shall mean transfer of cargo/container from a sea going vessel/barge to another sea going vessel/barge in the midstream or via shore for destination to other Port/Ports.
	(xxiii)	'Wharfage' shall mean the basic dues recoverable on all Cargo/ Container landed or shipped or transhipped within the port limit and approaches or passing through the declared landing stage of the port, whether portage was provided by the port or not and shall include hooking/unhooking operation on shore, where necessary.
	(xxiv)	'Week' shall mean 7 (seven) consecutive calendar days including holidays.
	(xxv)	Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the MPT Act, 1963 and the Indian Ports Act, 1908 as amended from time to time.

S.3	General Principles	
	(i)	The minimum weight/measurement chargeable shall be 1 tonne/1 CBM although the gross weight/measurement may be less than 1 tonne/1 CBM. In case where the charge is on weight basis and the gross weight is not an exact multiple of 100 Kgs, the same will be rounded off to the next higher multiple of 100 Kgs. Where the gross CBM includes decimals, the same should be rounded off to the next higher whole unit of CBM.
	(ii)	Rates applicable for a period/unit other than weight shall be applicable to the part of a period/unit thereof.

	(iii)	Unless otherwise specified, if port equipment is used for landing/shipment of cargo / container from/into vessel or for any other purpose by the vessel, equipment charges specified in Section 16.1 shall be levied.
	(iv)	Cargo Related Charges shall be levied on the owners of the cargo or their Clearing and Forwarding Agents / Handling Agents except where specified otherwise, or in cases where Ship Owners/Steamer Agents agree to pay such charges. In case of Shipper's own container, the owners of the cargo or their Clearing and Forwarding Agents/ Handling Agents can also pay the charges.
	(v)	All charges related to Load / Empty Containers including demurrage thereon shall be levied on Container Agents/ Main Line Operators (MLO). However, after de-stuffing or prior to stuffing, the cargo related charges, if any, shall be levied on the owner of the cargo or his Clearing & Forwarding Agent / Handling Agent.
	(vi)	(a) Vessel related charges shall be levied on the Ship Owners/Steamer Agents. Wherever rates have been denominated in US Dollar terms, the charge shall be recovered in Indian Rupees after conversion of US currency to Indian Rupee at the Reserve Bank of India's Reference Rate. The date of entry of vessel into port limit shall be reckoned as the date for such conversion.
		(b) Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the Reserve Bank of India Reference Rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into port, in case of export containers.
	(vii)	(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, 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 cargo 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, and transfer from /to quay to/from storage yard as well as wharfage on cargo and containers.
		(e) <u>Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate</u> (i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario: (a) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port. (b) Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port. * The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.

		(ii)	In case of a Foreign flag vessel converted to coastal run on the basis of a Special Period License issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/ container.
		(f)	The charges for coastal cargo/containers/vessels shall be denominated and collected in Indian Rupee.
	(viii)		In all cases where charges are levied in US Dollar terms, the exchange rate shall be reviewed once in every 30 days from the date of applicable exchange rate adopted initially in respect of storage charge for containers staying inside the Port for more than 30 days or in respect of vessel related charges for vessels staying in the Port for more than 30 days. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of review.
	(ix)		Samples, Catalogues and other articles for which Shipping Companies charge no freight and on which no Customs duty is payable, diplomatic mail bags, crew baggage and all goods meant for KoPT's use shall be exempted from payment of all cargo related charges.
	(x)		No charge shall be levied on stores/ provisions supplied on board KoPT crafts/vessels.
	(xi)		No demurrage shall be charged for the days during which delivery cannot be effected due to strike by the Port employees provided the concerned Importer or his Authorized Agent files the complete delivery documents on payment of all Port charges prior to commencement of the strike.
	(xii)	(a)	Berth hire charge shall stop 4 hours after the time of the vessel's signalling its readiness to sail. The time limit prescribed for cessation of berth hire charge shall exclude the ship's waiting time for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities or non-acceptance of the vessel by HDC.
		(b)	There shall be penal berth hire equal to berth hire charge of one day for a false signal.
	(xiii)		Interest on delayed payments / refunds:
		(a)	The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, KoPT shall pay penal interest on delayed refunds.
		(b)	The rate of penal interest will be 15 % p.a. The penal interest rate will apply to both the KoPT and the port users equally.
		(c)	The delay in refunds will be counted beyond 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
		(d)	The delay in payments by the users will be counted beyond 10 days after the date of raising the bills by KoPT. This provision shall, however, not apply to the cases where payment is to be made before availing the services / use of Port Trust's properties as stipulated in the Major Port Trust Act and / or where payment of charges in advance is prescribed as a condition in this Scale of Rates.
	(xiv)		Before classifying any cargo under "unspecified category" under the Wharfage schedule, the relevant Customs classification should be referred to find out whether the cargo could be classified under any of the specific categories mentioned in the wharfage schedule.
	(xv)	(a)	<u>System of classification of vessel for levy of Vessel Related Charges (VRC)</u> (i). A foreign going vessel of Indian flag having a General Trading Licence can

			<p>convert to coastal run on the basis of a Customs Conversion Order. Such vessel that converts into coastal run based on the Customs Conversion Order at her first port of call in Indian Port, no further custom conversion is required, so long as it moves on the Indian Coast.</p> <p>(ii). A Foreign going vessel of foreign flag can convert to coastal run on the basis of a Specified Period Licence issued by the Director General of Shipping and a custom conversion order.</p>
		(b)	<p><u>Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate</u></p> <p>(i) In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.</p> <p>(ii) In cases of such conversion coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port; immediately thereafter, foreign going rates shall be chargeable by the discharge ports.</p> <p>(iii) For dedicated Indian coastal vessels having a Coastal licence from the Director General of Shipping, no other document will be required to be entitled to coastal rates.</p>
		(c)	The corresponding vessel related rates should be applied depending on the status of the vessel at the time of the incidence of such charge.
	(xvi)		For all types of cargo, cargo related charges shall be levied on the gross weight of the consignment.
	(xvii)		For the purpose of charging, Shipper's Own Containers will be at par with the rates that of Marine Freight Containers.
	(xviii)		Users will not be required to pay charges for delays beyond a reasonable level attributable to KoPT.
	(xix)	(a)	<p>Wherever a specific tariff for a service/cargo is not available in the notified Scale of rates, KoPT would approach TAMP for notification of tariff for the said new cargo/equipment/service adopting the tariff and performance standards, if any, fixed for comparable cargo /equipment/service in any other Major Port Trusts.</p> <p>If there is no rate available in any other Major Port Trusts or if the rate available is not representative enough of the proposed new cargo/service/facility, then the port would file the proposal for notification of tariff for the said new cargo/equipment/service with reference to optimal capacity assessed following the principles of 2008 guidelines or based on rated capacity or technical specification /facility /equipment.</p> <p>If determination of tariff based on the above prescribed options is not possible, then KoPT after giving sufficient reasons would proposed rates based on cost plus 16% return formula.</p>
		(b)	Simultaneously with the submission of the 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 and the performance standards to be applied in the interim period in the interim period must be based on the approach in clause (a) above and it must be in consultation with the concerned users.

	(d)	The final rate fixed by the TAMP for new cargo/service for which rate is not prescribed in the Scale of Rates of KoPT 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.																																		
(xx)	(a)	The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts prescribed are floor levels. KoPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.																																		
	(b)	KoPT may also, if it so desires, rationalize the prescribed conditionality governing the application of rates prescribed in the Scale 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)	Provided that KoPT should notify the public such lower rates and / or rationalization of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.																																		
(xxi)		Taxes, Duties, etc. as may be levied by the State or Central Govt. or any legal/Statutory Authority from time to time, shall be have to be paid extra.																																		
(xxii)		In order to decongest ports and encourage exporters / importers to utilize the port services beyond regular hours, lower charges will be levied for cargo and vessel related services as well as special discount will be offered in port charges for services rendered after regular hours.																																		
(xxiii)		<u>ANNUAL ESCALATION (Except for SOR prescribed under Part – IX)</u>																																		
	(a)	The SOR (except Part – IX) is subject to automatic annual indexation at 100% of the WPI to be annually announced by the Authority. The next annual indexation will be from 1 April 2017 subject to the KOPT achieving the Performance Standards prescribed in below. If Performance Standards prescribed in the SOR are not achieved, there will be no indexation in SOR for that particular year.																																		
	(b)	The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards notified by the Authority at the level committed by the port within one month of end of the calendar year to the concerned users as well as to the Authority. If the Performance Standards as notified by the Authority are achieved by the port, then the port will automatically index the SOR at 100% of WPI announced by the Authority and apply the indexed SOR w.e.f. 1 April of the relevant year. The indexed SOR by the KOPT to be intimated by the port to the concerned users and to the Authority.																																		
(xxiv)		<u>PERFORMANCE STANDARDS</u>																																		
		KOPT will endeavour to maintain the following performance standards during the validity of this Scale of Rates:																																		
		<table border="1"> <thead> <tr> <th rowspan="2">Sl. No.</th> <th rowspan="2">Performance Parameters</th> <th colspan="2">Proposed performance standards</th> </tr> <tr> <th>KDS</th> <th>HDC</th> </tr> </thead> <tbody> <tr> <td>(1).</td> <td><u>Cargo Related Services</u></td> <td></td> <td></td> </tr> <tr> <td></td> <td>(a) Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups w.r.t. all bulk</td> <td>4000</td> <td>6500</td> </tr> <tr> <td></td> <td>(i). Container</td> <td>6500</td> <td>6000</td> </tr> <tr> <td></td> <td>(ii). Liquid Bulk</td> <td>2800</td> <td>6500</td> </tr> <tr> <td></td> <td>(iii). Dry Bulk (Mechanical)</td> <td></td> <td>11000</td> </tr> <tr> <td></td> <td>(iv). Dry Bulk (Conventional)</td> <td>1200</td> <td>5500</td> </tr> <tr> <td></td> <td>(v). Break Bulk</td> <td>600</td> <td>1500</td> </tr> </tbody> </table>	Sl. No.	Performance Parameters	Proposed performance standards		KDS	HDC	(1).	<u>Cargo Related Services</u>				(a) Average Ship Berth day Output (in tonnes) in respect of Major Cargo groups w.r.t. all bulk	4000	6500		(i). Container	6500	6000		(ii). Liquid Bulk	2800	6500		(iii). Dry Bulk (Mechanical)		11000		(iv). Dry Bulk (Conventional)	1200	5500		(v). Break Bulk	600	1500
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		(b) Average moves per hour (in TEUs) in respect of Containers	20	18
	(2).	Vessel Related Services		
		(a) Average Turnaround Time of Vessels (in days)	4.20	4.50
		(b) Average Pre-Berthing Time of Vessels (in days)	0.50	1.20

PART- I

Charges on Break-bulk and Bulk Cargo

S.4	<u>Wharfage:</u>
S.4.1	Wharfage on Foreign cargo landed/shipped at any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise: -

Sl. No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)
Liquids/ Gas handled through pipeline		
1.	Crude Oil;	104.51
2	Ammonia ; Aviation Turbine Fuel; Furnace Oil; High Speed Diesel; Light Diesel Oil; Lubricating Oil; Superior Kerosene Oil; Motor Spirit; Paraxylene; Slack Wax; Ship's bunker; POL/POL products and any other liquid /gas having a flash point of 23°C (73.4°F) or above, if not otherwise specified;	104.51
3.	POL/POL Products or any other liquid /Gas having a flash point of less than 23°C (73.4°F), if not otherwise specified;	147.79
	(a) For quantity upto 50000 tonnes per Financial Year	112.32
	(b) On the incremental quantity handled above 50000 tonnes per Financial Year	112.32
4.	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; Py Gas; Propane; Hexane ; N-Hexane, CBFS;	112.32
5.	Ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Acids; Fatty Acids; Mineral Oil; Tallow; Alcohol; Palm Stearin.	84.53
6.	Vegetable Oils;	65.03
7	Molasses;	39.01
Liquids handled other than through pipeline		
8.	All liquids including ship's bunker	104.51
Cargo handled through mechanical system		
9.	Iron Ore ;	56.19
10.	Thermal Coal	78.20

Sl. No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)		
11.	All types of Coal not specified, Fertilizer; Fertilizer Raw Materials; Soda Ash and all other Dry Bulks;	156.39		
Cargo handled other than through mechanical system				
		Bulk cargo handled at KDS / HDC	Break bulk cargo handled at KDS	Break bulk cargo handled at HDC
12.	Salt, Fly Ash; Sand,	28.10	26.95	28.10
13.	Iron Ore; Iron Ore pellets;	28.10	-	-
14.	Limestone; Coking Coal; Petroleum Coke; Metallurgical Coke; Bauxite; Manganese Ore; All types of Coal / Coke / Ore not specified; Sponge Iron; Pig Iron; All other Dry Bulk Cargo, not specified;	56.19	-	-
15.	Wheat; Rice; Pulses; Peas; Rapeseed; Cereals & their products ;Bulgur wheat; Corn Soya blend; Milk powder; Seeds of all kinds; Sugar (both raw and refined);Bran; News Print; Gypsum; Slag ; Soda (Caustic or Ash); Cement; Clinker;	70.23	67.36	70.23
16.	Mill Scale; Magnesite; Granite; All types of Scrap; Oil Cake; Bone & Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Non ferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Plywood; Fire Bricks & other Refractory Materials; CI goods; Rock Phosphate, Sulphur & Other Fertilizer raw materials;	98.33	94.31	98.33
	Murate of Potash (MOP), Di-Ammonium Phosphate (DAP), Urea and other Finished Fertilizers; Asphalt pitch (including Coal Tar pitch); Bitumen; Carbon Black; Spare Bags; Jute, Gunnies, Jute Products/waste/caddies/twist/ cuttings; Hemp; Vegetable Fibers; Raw wool; Asbestos raw/fiber; Synthetic resin/ yarn/rag; Asbestos raw/ fibre; Cotton piece goods; Waste Paper; Wood Pulp; Shellac; Seedlac; Glass Sheet; Glass ware/products; Porcelain ware/products; Hides & Skins; Hosiery Goods; Garment; Leather and its products; Ship Store; Dunnage; All other cargo not specified but handled in bags;			
17.	Iron and Steel; Pipes & Tubes;	-	80.83	84.27
18.	Log, Timber, Veneer	-	141.45 per CBM or part thereof	147.48 per CBM or part thereof
19.	Car ; Any rubber tyred vehicle; Cargo moving equipment; Earth-moving equipment;	-	5388.77 per unit	5618.33 per unit

Sl. No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)		
		Bulk cargo handled at KDS / HDC	Break bulk cargo handled at KDS	Break bulk cargo handled at HDC
20	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	289.01	277.20	289.01

Note:

- The lower rate specified in S.4.1, Sl. No. 3(b) shall be allowed by way of refund against claim lodged by the Importer/Exporter after close of a Financial Year. The same shall be calculated separately for each Dock System not considering the quantity handled at the other Dock System. The claim should be accompanied by details of quantity handled vessel wise as well as payment particulars thereof.
- Vessels calling the Port on her first voyage, which are declared as cargo in the Import General Manifest or Export General Manifest for the purposes of Customs Act, 1962, shall not be treated as cargo and no wharfage shall be levied on such vessels, if the vessels come into the port on their own steam and sail out of the port limits on their own steam. However, when loading or unloading of vessels takes place within the Port limits, wharfage shall be payable on such vessels.

S.4.2	Wharfage on Coastal cargo landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-	
Sl. No.	Description	Rates in ₹ per tonne or part thereof
1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.4.1
2	All other cargo	60% of the rates for Foreign Cargo as specified at S.4.1
S.4.3	<p>a) For Transshipment cargo handled at berth, wharfage is payable at 75% of the applicable rate for landing and 75% of the applicable rate for subsequent shipment. The applicable rates shall be the rates specified at S.4.1 or S.4.2 depending on whether the same is foreign or coastal at the time of discharge/shipment as per definition under S.2.</p> <p>b) For Transshipment cargo handled at Sandheads/ Virtual Jetty/any other anchorage point/ mooring, wharfage shall be levied at the rate of 33.72/- per tonne or part thereof irrespective of the nature & description of the cargo.</p>	
S.4.4	For Crude Oil/POL/POL product discharged at Sandheads /Virtual Jetty/any other anchorage point/ mooring, for subsequent landing at berth or vice-versa in case of shipment, only one full wharfage shall be levied, even if the cargo operation takes place at both the dock systems. Each dock system in such cases shall realize 50% of the applicable wharfage.	
S 4.5	For discharge/ shipment of cargo at Sandheads/ Virtual Jetty/ any other anchorage point/ mooring, other than the cargo specified at S.4.3(b) and S.4.4, wharfage shall be levied at the following rates:	

Description of operation	Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at Jetty/Berth of KDS/HDC
(i)	(ii)	(iii)

	Description of operation	Charges leviable at Saugor/ Sandheads/ Virtual Jetty/ any other anchorage point/ mooring	Charges leviable at Jetty/Berth of KDS/HDC
	a) Dry Bulk cargo discharged at the at Saugor / Sandheads / Virtual Jetty/ any other anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities upstream of 3 rd Oil Jetty at HDC or vice versa	25% of the wharfage rate as specified at S 4.1 and S.4.2	75% of the wharfage rate as specified at S 4.1 and S.4.2
	b) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Virtual Jetty / any other anchorage point and proceed for subsequent unloading to any Jetty/berth of KoPT (other than Floating Cargo Handling Facilities upstream of 3 rd Oil Jetty at HDC or any declared IWV) or vice versa: i) Iron Ore ii) Other than Iron Ore	90% of the wharfage rate as specified at S 4.1 and S.4. 90% of the wharfage rate as specified at S 4.1 and S.4.2	7.02 28.10
	c) Dry Bulk Cargo and all other cargo, if discharged at Sandheads/ Virtual Jetty/ any other anchorage point and proceed for subsequent unloading to any declared IWV or vice versa	90% of the wharfage rate as specified at S 4.1 and S.4.	7.02

S.4.6			
On IWT cargo loaded/un-loaded at any Berth / Jetty/ declared Inland Vessel Wharves belonging to port, wharfage, unless otherwise specified in this Scale of Rates, shall be realised at the following rates :			
Sl. No	Place of operation		Rates in ₹ Per tonne or part thereof
1.	Berth/jetty meant for handling sea-going vessel		75 % of wharfage as specified at S.4.1
2	Declared Inland Vessel Wharves of KoPT		
	a)	Fly Ash	14.04
	b)	All Other cargo	28.10

S.4.7	<p>a) Wharfage shall be levied separately by each dock system for cargo operation within their system, unless otherwise specified in this Scale of Rates.</p> <p>b) In case of overside discharge of cargo from vessel, wharfage as per S.4.1 or S.4.2, as the case may be, shall be levied. For subsequent discharge of the said cargo at berth in the same dock system, 50% of the rate provided under S.4.1 or S.4.2, as the case may be, shall be levied in addition to the above.</p>
S.4.8	<p>In case a cargo is unloaded / loaded at anchorages more than once, the wharfage shall be levied at 150% of the rate specified at S.4.1 and S.4.2 irrespective of number of handling done at various anchorages.</p> <p>In addition, if such cargo is carried by barge/ boat/ flat or any other vessel for unloading/ loading at any berth/ jetty/ declared Inland Vessel Wharves belonging to port, wharfage shall be realised for such discharge/shipment at the rates specified against handling at Jetty/Berth of KoPT as per S.4.5 under column (iii).</p>
S.4.9	<p>On shutout cargo /stock cargo, which are taken back from Port premises, 50% of wharfage shall be levied. In addition, if labour and / or equipment are/ is supplied by port for handling of cargo, on-board handling charges and/ or shore handling charges, as the case may be, shall be levied.</p> <p>No additional wharfage shall be levied on shutout cargo if the same is subsequently shipped without being removed from port premises.</p>
S.4.10	<p>Due to operational reasons, if any cargo is landed from a vessel for subsequent shipment by the same vessel, consolidated wharfage shall be levied @ ₹ 140.46 per tonne or part thereof.</p>
S.4.11	<p>On liquid cargo transferred through pipeline between HDC and KDS or from any other point to KDS/HDC or vice-versa, 50 % of the wharfage shall be levied at the dock system where it is so transferred.</p>

S.5	On board handling charges:
S.5.1	<p>For on board services of loading/unloading operation (excluding provision of equipment) in respect of foreign cargo, charges at the following rates shall be levied on the vessel agents or importers/exporters or his clearing forwarding agent/handling agent.</p>

Sl.No.	Description	Rate in ₹ per tonne or part thereof, unless other unit is specified
1	Coking Coal, All types of Coal, Coke and Ore, Limestone, Other dry bulk cargo not specified, discharged/ shipped by use of Grab/ Magnet.	42.13
2	Iron and Steel; Pipes & Tubes;	112.36
3	All types of cargo handled in bags or drums;	49.16
4	Log ; Timber ; Veneer ;	35.11 per CBM
5	Car, any rubber tyred vehicle, cargo moving equipments or earth moving equipments when discharged / shipped by use of slings.	70.23 per unit
6	All other cargo not specified under Sl. No. 1, 2, 3, 4 and 5 above	156.39

S.5.2	On board handling charge on Coastal cargo landed/shipped at/ from any place within Kolkata Port Trust shall be levied at the following rates, except where specified otherwise:-	
Sl. No.	Description	Rates in ₹ per tonne or part thereof
1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.5.1
2	All other cargo	60% of the rates for Foreign Cargo as specified at S.5.1
Note for Section 5:		
(i)	On board handling charge is not leviable in cases where wharfage is realised on cargo for handling through pipeline or for handling through mechanical system, as KoPT does not provide on board labour /equipment against such vessels.	
(ii)	For shifting of cargo on board without passing through the quay, 1.5 times of the applicable On board handling charges shall be levied.	
S.6	<u>Shore handling charge:</u>	
S.6.1	Shore Handling Charge for Foreign Cargo shall be levied at the following rates:	

SL No.	Description	Rates in ₹ per tonne or part thereof			
		Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)		Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving	
(i)	(ii)	(iii)		(iv)	
		Handled at KDS	Handled at HDC	Handled at KDS	Handled at HDC
1.	Bagged cargo and packages (where handling is entirely done manually by using hand carts only if necessary)	22.56	23.52	11.11	11.58
2.	Iron and Steel; Pipes & Tubes;	108.32	112.93	53.35	55.62
3.	All other break bulk cargo for which rates otherwise not specified– (per Pkg. Or Unit weight)				
	i)	36.11	36.11	17.78	18.54
	ii)	67.70	67.70	33.34	34.76
	iii)	135.39	135.39	66.69	69.53
	iv)	180.52	180.52	88.91	92.70
	v)	361.05	361.05	177.83	185.41
4.	i)	Tippling of Thermal Coal wagon by Wagon Tippler		78.20	
	ii)	Manual unloading of Thermal Coal Wagon		42.13	

	SL No.	Description		Rates in ₹ per tonne or part thereof	
				Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)	Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving
	(i)	(ii)		(iii)	(iv)
		iii)	Transfer of Thermal Coal (other than through mechanical system), from unloading point to Stack point, including loading at unloading point and unloading at Stack point.	63.21	
		iv)	Transfer of Thermal Coal (other than through mechanical system), from stack point/ unloading point to Hook point, including loading at stack point/ unloading point and unloading at hook point as well as heaping of cargo for vessel feeding.	84.27	
	5.	i)	Tippling of Iron ore wagon by Wagon Tippler		78.20
		ii)	Manual unloading of Iron Ore Wagon		56.19
		iii)	Transfer of Iron Ore (other than through mechanical system), from unloading point to Stack point, including loading at unloading point and unloading at Stack point.	70.23	
		iv)	Transfer of Iron Ore (other than through mechanical system), from stack point/ unloading point to Hook point, including loading at stack point/ unloading point and unloading at hook point as well as heaping of cargo for vessel feeding.	91.30	
	6.	All types of dry bulk cargo not specified [other than the cargo landed from or shipped/ to be			

	SL No.	Description	Rates in ₹ per tonne or part thereof	
	(i)	(ii)	(iii)	(iv)
			Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)	Shore Handling Service involving Loading at storage point for delivery or unloading at storage point during receiving
		shipped through mechanical system]		
		(i) When the cargo landed at a berth is stored at the immediate back up area / of the same berth and finally delivered from the said storage area, or vice versa (in case of exports); without requiring additional loading/unloading and/or transportation over those covered under the definition of shore handling charge.	84.70	41.71
		ii) When the cargo landed at a berth is stored at any area (within the dock), other than in the immediate back up area of the same berth, and finally delivered there from, or vice versa (in case of Exports); without requiring additional loading/unloading and/or transportation over those covered under the definition of shore handling charge.	103.49	41.71
	7.	Logs; Timber; Veneer;	37.65 per CBM	18.54 per CBM

S.6.2	Shore handling charge for coastal cargo (other than Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets) for the services specified at Col (iii) of S.6.1 shall be levied at 60% of the rates for foreign cargo specified thereat. However, for the services prescribed under Col (iv) of S 6.1, the Shore handling charge for coastal cargo shall be same that of foreign cargo.
S.6.3	<u>Charges for Heaping /High heaping and/or Despatch Related Services for dry bulk cargo:</u>
	Charges for heaping/high heaping and/or despatch related services for dry bulk Cargo shall be levied at the following rates:

SL No.	Description	Rates in ₹ per tonne or part thereof
S.6.3.1	Heaping/ high heaping of Dry Bulk Cargo at storage area / Hook Point at HDC	14.45 per MT

SL No.	Description		Rates in ₹ per tonne or part thereof
S.6.3.2	a)	Despatch related services for rail borne cargo handled through MHC Berths of HDC, including cleaning, trimming, labelling, lime spraying and weighments. Note: If due to any reason, the service of weighment cannot be provided by the port, the prescribed rate for weighment charge available at Sl. no. 6 of S.16.1 in the Scale of Rates of KOPT may be considered as a discount.	21.31 per MT
	b)	Despatch related services for road bound cargo, handled through MHC Berths of HDC including weighments. Note: If due to any reason, the service of weighment cannot be provided by the port, the prescribed rate for weighment charge available at Sl. no. 6 of S.16.1 in the Scale of Rates of KOPT may be considered as a discount.	8.67 per MT
Note for Section 6.			
i)	No Shore handling charge shall be levied where the services are not rendered by the port.		
ii)	In case the manual unloading of Thermal Coal wagon and/ or manual loading of Thermal Coal is done at the option of the Port, a rebate of 30% in the rates specified under Sl. No. 4 (ii), (iii) and (iv) of S.6.1 shall be allowed.		

S.7	<u>Demurrage on Cargo:</u>	
S.7.1	Demurrage shall be levied on Import cargo (other than containerised cargo) after allowing a demurrage-free period as specified below: -	
Sl. No.	Description	Demurrage-free period
1.	Hazardous-I cargo	Actual date of landing
2.	All other cargo except those mentioned at Sl. No. 1,3 & 4	3 days after the last landing date of the vessel/barge from which the cargo is discharged.
Sl. No.	Description	Demurrage-free period
3.	Non-hazardous cargo using port equipment for delivery; Non-hazardous cargo for Nepal and Bhutan;	6 days after the last landing date of the vessel/barge from which the cargo is discharged.
4.	Cargo imported by voluntary / relief organization like Missionaries of Charity, Bharat Sevashram Sangha, Ramkrishna Mission, CARE, CRS, WFP and others as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the Appropriate Govt. Authority of Central Govt./State Govt. and Govt. of Nepal/ Bhutan or their local Consulate General.	30 days after the last landing date of the vessel /barge from which the cargo is discharged.

Note for Section-7:	
i)	<p>a) Last Landing Date (LLD) is the date on which a vessel completes her import discharge at quay side.</p> <p>b) In case of over-side discharge as well as discharge at anchorage/ mooring/ buoy on to boats/ barges/ flats / any other vessels; the date of completion of unloading at quay by each such boat / barge/ flat / any other vessel shall be the LLD of the cargo carried by that particular boat / barge/ flat /vessel.</p> <p>c) However, KoPT may declare any other date as such LLD for cargo already discharged from the vessel when the vessel is not doing cargo operation work for more than 24 hours for any fault/ reason not attributable to Port. In such cases, a vessel may have more than one LLD.</p>
ii)	<p>For the purpose of calculation of free period, Customs notified holidays and/ or KoPT's non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays.</p> <p>After demurrage charge begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.</p>

S.7.2		Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: -	
Sl. No.	Type of cargo	Rate in ₹ per tonne per day or part thereof	
		For the first 15 days	16 th day onwards
1.	Hazardous – I	200.99	236.46
2.	All other cargo	47.29	70.94

S.7.3		Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates: -		
Sl. No.	Type of cargo	Rate in ₹ per CBM per day or part thereof		
		For the first 7 days.	8 th to 14 th day	From 15 th day onwards
1.	Log, Timber, Veneer	7.09	14.19	21.28
S.7.4	No demurrage shall be levied on export/stock cargo, except Hazardous-I category, if such cargo is shipped within 15 days from the date of receipt. However, from the 16 th day, demurrage on such cargo shall be levied @ `47.29 per tonne per week or part thereof from the date of receipt till the date of shipment.			
S.7.5	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 rate of `200.99 per tonne per day or part thereof from the day following the date of receipt upto the date of shipment or removal from port premises.			
S.7.6	Demurrage shall be levied on shutout cargo/stock, other than Hazardous- I cargo, at rate of 11.82 per tonne per day or part thereof, from the date of receipt of cargo, upto the date of removal of cargo from the port premises without being shipped. In case shutout cargo is shipped by any subsequent vessel provision of S.7.4 shall apply.			
S.7.7	On cargo / commodity which is received neither as import nor as export nor as stock for shipment, demurrage shall be levied at rate of 47.29 per tonne per day or part thereof from the date of receipt upto the date of removal of the cargo from the port premises.			

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	<u>Transportation:</u>	
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).	
Sl.No.	Description	Rate in ₹ per tonne or part thereof
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	<u>Loading /Unloading/Re-stacking charge</u>		
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)		
Sl. No.	Description	Rate in ₹ per tonne or part thereof.	
		Handled at KDS	Handled at HDC
1.	Article/package weighing less than 1 tonne	26.95	28.10
2.	Article / package weighing 1 tonne. & above but less than 10 tonne	53.89	56.19
3.	Article/package weighing 10 tonne & above but less than 20 tonne	67.36	70.23
4.	Article/package weighing 20 tonne & above but less than 40 tonne	134.72	140.46
5.	Article/package weighing 40 tonne& above	336.80	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	
Note for S.9.1: 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	<u>Mobile Harbour Crane Charge:</u>	
S.9.2.1	Use of Mobile Harbour Crane (MHC) with grabs and pay loaders on	Rate in ₹ per tonne or part thereof.

board the vessel, for loading / unloading of dry bulk cargo at any 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:

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

(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%

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.	
	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.	

S.10	Rebate:	
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
	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 75001 to 100000 tonnes Above 100000 tonnes
		Quantum of Rebate on applicable wharfage
		NIL 10% 15%
Note: The above said rebate shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1 st April to 31 st March) on submission of documents by the Importers/ Exporters in support of the throughput achieved.		

PART – II

CHARGES ON CONTAINER AND CONTAINERISED CARGO

S.11	Composite box rate for container					
S.11.1	Composite box-rate for container covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard and lift off at yard or vice versa shall be levied at the following rates :					
	Sl. No.	Category	Rate in ₹ per TEU			
			KDS		HDC	
			Foreign	Coastal	Foreign	Coastal
	1.	Load Container other than Over Dimensional Container	5001.34	3000.81	4341.44	2604.86
	2.	Over Dimensional Load Container	6251.67	3751.00	5426.80	3256.08
	3.	Empty Container	1704.73	1022.85	2062.18	1237.31
S.11.2	Composite box-rate for IWT container, including Bangladesh moving through IWT mode, covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard or vice versa shall be levied at the following rates:					
	Sl. No.	Category	Rate in ₹ per TEU			
			KDS		HDC	
	1.	Load Container other than Over Dimensional Container	2500.68		2170.72	
	2.	Over Dimensional Load Container	3125.84		2713.40	
	3.	Empty Container	852.41		1031.09	

	Charges for lift on/lift off at yard during delivery/ receiving:		
S.11.3	Charges for lift on for delivery or lift off at Yard during delivery/receiving shall be levied at the following rates on all containers:		
	Sl. No.	Category	Rate in ₹ per TEU
	1.	Load/Empty Container other than Over Dimensional Container	562.65
	2.	Over Dimensional Container	703.30

S.12	Rebate:					
S.12.1	In case any of the basic container handling services covered under the Composite box-rate is not provided by the port, rebate(s) at the following rates shall be allowed on the composite box-rate of Foreign Containers for use of ship's crane/party hired crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard or vice versa.					
	Type of Service		Rate of rebate in ₹ per TEU			
			KDS		HDC	
			Loaded	Empty	Loaded	Empty
	a)	For ship to shore transfer or vice-versa by ship's crane/party hired crane	911.70	347.78	801.72	404.97
	b)	For movement between berth and yard by trailer hired by the party.	139.80	99.99	122.89	116.43
	c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	212.73	108.68	187.07	126.56
Note for sections S.11 & S.12						
(i)	In case of Import container containing cargo consigned to Nepal and Bhutan, a 10% rebate shall be allowed on the Composite box-rate for container specified at S.11.1.					
(ii)	If the shutout load container or container received without shipment document is taken delivery instead of being shipped, rebate as provided under S.12.1 above for the services not rendered shall be allowed subject to a maximum of 60% in total of the Composite box-rates specified at S.11.1 and S.11.2. In addition, charges for lift on/ lift off for delivery/receiving as specified at S.11.3 and/or for extra handling services, if any, charges as specified at S. 14 shall also be levied.					
(iii)	If the containerised export cargo is de-stuffed and taken delivery as break-bulk, 50% of Wharfage as specified at S.4 shall be levied. In addition, all other charges shall be levied on such container for the operations actually undertaken for such cargo and container.					
(iv)	For anchorage discharge and subsequent landing of containers at Docks or vice versa, Composite box rate as specified at S.11.1 shall be levied only once at the dock system where it will be finally landed or from where the shipment will initiate.					
(v)	In case of Coastal Containers, the rates of rebate shall be 60% of the rates specified at S.12.1 above applicable for Foreign Containers.					
(vi)	In case of IWT Containers, the rates of rebate shall be 50% of the rates specified at S.12.1 above applicable for Foreign Containers.					
(vii)	a) Composite Box rate shall be levied separately by each dock system for container operation within their system, unless otherwise specified in this Scale of Rates. b) In case of overside discharge /shipment of Container from/to vessel, composite box rate as per S.11.1 shall be levied after allowing rebates under S.12.1 against services not rendered.					

S.13		<u>Charges for Transhipment container</u>			
S.13.1		In case of Normal Transhipment container, consolidated charge at the following rates shall be levied:			
Sl. No.	Particulars	KDS		HDC	
		Loaded (` per TEU)	Empty (` per TEU)	Loaded (` per TEU)	Empty (` per TEU)
1.	Transhipment rates if both legs are foreign	7502.01	2557.11	6512.15	3093.27
2.	Transhipment rates if both legs are coastal	4501.21	1534.27	3907.29	1855.96
3.	Transhipment rates if one leg is foreign and one leg is coastal	6001.61	2045.70	5209.72	2474.62
Note:		(i) The above rates include wharfage, ship to shore transfer, transportation from quay to container yard including lift-off at the yard and subsequent transportation from container yard to quay including lift on at yard and shore to ship transfer.			
		(ii) In case any of the services is not rendered by port, 75% of the rate of rebates specified at S.12.1 shall be allowed.			
		(iii) In case of Over Dimensional transhipment Container, the rate will be 1.25 times the rate for normal transhipment container.			

S.14		<u>Charges for Miscellaneous Services rendered to container/container vessel.</u>	
S.14.1		For the services not covered under S.11, S.12 & S.13 miscellaneous charges on loaded/ empty container shall be levied at the following rates:-	
Sl. No.	Services	Rate in ₹ per TEU	
1.	a). Shifting of containers on board via quay head KDS HDC	868.29	912.44
	b). Shifting of containers on board without via quay head where port labour is deployed.	468.98	
	Note: i) For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied. ii) In these cases the composite box rate would not be levied separately.		
2.	Transportation / shifting of container by port trailer for operation not included in any charge under S.11 and S.13		
	a) Within same Berth / Yard	391.35	
	b) Between two berths / Yards	521.09	
3.	Supply of power to Reefer Container	372.21 per 4 hrs or part thereof	
4.	Lift on/Lift off to/from trailer/wagon or restacking (not involving transportation by trailer) by port equipment not included in the services mentioned at S.11 and S.13 or any other services under S.14.	468.98	

5.	Use of Port equipment (other than Mobile Harbour Crane/Rail Mounted Gantry Crane/ 200 tonne Cantilever Crane) for ship/ barge to shore discharge or vice versa or for any other on board operation, other than services covered under S.11.1, S.11.2 and S.13.1.	625.31
6.	<p>Stuffing / De-stuffing:</p> <p>(i)Where operation inside & outside container is done by port:-</p> <p>(a) Where CDLB gang is required to be booked. 7814.59</p> <p>(b) Where CDLB gang is not required to be booked and operation inside and outside is done by Port labour. 390.71</p> <p>(ii) Where operation inside container is done by agencies other than by port: -</p> <p>(a) Operations outside container are carried out by port. 1302.43</p> <p>(b) Operations outside the container are done by agencies other than Port 162.80</p> <p>(iii)Where only operation inside the container is done by port (in part or full) and no CDLB gang is used 195.37</p>	
7.	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	1302.43
8.	Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under S.11 and S.13.	1085.36
9.	Use of Mobile Harbour Crane (MHC) / Rail Mounted Quay Crane (RMQC)/ any other port equipments (other than 200 tonne cantilever crane) for opening of Hatch Cover and replacing it.	
	KDS HDC	2756.47 2894.29
10.	Gate delivery / receiving charge on container on which Composite Box rate is not levied.	558.31
11.	On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary documentations.	
	KDS HDC	127.61 133.99
12.	For export load containers entered after the cut off period or export load containers made ready after the cut off period for readiness	531.73
13.	Customs Inspection within the Container Terminal	558.31
Note for Sections 11, 12, 13 & 14		
i)	Charges / Rebates for handling of containers above 20' and upto40' in length shall be 1.5 times the rates specified at S.11, S.12, S.13 & S.14 . Charges / Rebates for handling of container above 40' shall be 2 times the rates specified at S.11, S.12, S.13 & S.14.	
ii)	If only one operation is carried out, half of the Hatch cover handling charge rates specified at S.14, Sl. No.9 shall be levied.	
S.15	Demurrage on container and containerised cargo.	
S.15.1	Demurrage on loaded import container other than those specified at S.15.2, S.15.4, S.15.5 and 15.7 shall be levied at the following rates: -	

	<i>Period</i>	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 3 days after the day of landing	Free	Free
	From the 4th day to 9th day	3.32	147.97
	From the 10th day to 15th day	6.64	295.96
	From the 16th day to 20th day	9.95	443.93
	From the 21st day to 30th day	19.90	887.85
	From the 31st day onwards	39.79	1775.72

S.15.2	Demurrage on loaded import container containing relief commodities shall be levied at the following rates: -		
	<i>Period</i>	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 3 days after the day of landing	Free	Free
	From the 4 th day to 9 th day	3.32	147.97
	From the 10 th day to 15 th day	6.64	295.96
	From the 16 th day to 20 th day	7.95	355.15
	From the 21 st day to 30 th day	9.95	443.93
	From the 31 st day onwards	13.26	591.91
	Note: Relief commodities for the purpose of S.15.2 shall mean the cargo imported by voluntary /relief organization like Missionaries of Charity, Ramkrishna Mission, Bharat Sevashram Sangha CARE, CRS, WFP and others, as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the appropriate Govt. Authority of Central Govt./State Govt. or Govt. of Nepal/Bhutan or their local Consulate General and for Missionaries of Charity, Ramkrishna Mission and Bharat Sevashram Sangha.		

S.15.3	Demurrage on loaded export / stock containers, excepting ICD containers and container loaded with Hazardous –I cargo shall be levied at the following rates.		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 10 days from the day of receiving / stuffing	Free	Free
	From the 11 th to 15 th day	3.32	147.97
	From 16 th day onwards	4.65	207.16
S.15.4	Demurrage on loaded import/export ICD container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates:		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days after the day of landing/ first 20 days from the day of receiving	Free	Free
	From the 21 st day to 30 th day	3.32	147.97

	From the 31 st day onwards	6.64	295.96
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S.15.5	Demurrage on loaded import/ export/ transhipment container containing Hazardous-I cargo shall be levied at the following rates: -		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First day of actual landing/receiving	Free	Free
	From the 2 nd day to 9 th day	4.15	184.97
	From the 10 th day to 15 th day	8.29	369.94
	From the 16 th day to 20 th day	12.43	554.92
	From 21 st day to 30 th day	24.86	1109.82
	From the 31 st day onwards	49.75	2219.66

S.15.6	Demurrage on empty containers shall be levied at the following rates: -		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 3 days after the day of landing/ first 3 days from the day of receiving/ destuffing	Free	Free
	From the 4 th day to 9 th day	3.40	151.67
	From the 10 th day to 15 th day	6.81	303.35
	From the 16 th day to 20 th day	10.20	455.03
	From the 21 st day to 30 th day	13.60	606.70
	From the 31 st day onwards	20.40	910.06

S.15.7	Demurrage on loaded transhipment container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates.		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days after the day of landing	Free	Free
	From the 21 st day to 30 th day	3.40	151.67
	From the 31 st day onwards	6.81	303.35

Note for Section 15:

1.	<p>For the purpose of calculation of free period, Customs notified holidays and/or KoPT's non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or KoPT's non-working days fall on Sundays.</p> <p>After Demurrage begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.</p>			
2.	<p>a) On container above 20' and upto40' in length, Demurrage shall be levied @ 2 times the rates specified at S.15 and on containers above 40' in length, Demurrage shall be levied @ 3 times the rates specified at S.15.</p> <p>b) In case of over-dimensional loaded container, Demurrage shall be levied @ 2 times the rate applicable for respective size & type of container.</p>			
3.	Demurrage on container moved by Rail to destination/ originating from Indian Railways shall be levied at the rate specified for ICD Containers at S 15.4 of the Scale of Rates.			
4.	The day of landing of import load and empty container / transshipment container (except container loaded with Hazardous-I cargo) shall be the last landing date of the vessel by which the container is imported under a single call to a specific Dock System. For container with Hazardous-I cargo the date of landing for the purpose of Demurrage shall be the actual date of landing.			
5.	Last Landing Date (LLD) is the date on which the vessel completes her import discharge at a specific Dock System. However, KOPT may declare any other date as such LLD for container already discharged from the vessel, when the vessel is not doing cargo operation work in the working berth for more than 24 hours for any fault/ reason not attributable to port. In such cases, a vessel may have more than one LLD.			
6.	Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the containers and for export containers the free period shall commence from the time containers enter the terminal.			
7.	In case of export load container, which has been stuffed inside the docks, the date of commencement of stuffing with export cargo shall be reckoned as the first day to ascertain rate as per S.15.3.			
8.	In case, loading of import load container for the purpose of delivery cannot be done by KOPT within 24 hours from the time of entry of the truck/trailer, as indicated in the entry gate pass (EGP) at KDS /issuance of Loading Order at HDC or such other documents as may be decided by KOPT from time to time, 75% rebate on the Demurrage shall be allowed for the period during which such containers are not loaded beyond the said 24 hours. The aforesaid rebate shall be allowed provided the container is being loaded from the area where only port equipment is used exclusively. Such rebate shall not apply when importer applies for advance loading prior to submission of complete delivery documents.			
9.	The Demurrage on abandoned FCL container/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 conditions: -			
	(a)	(i)	The consignee can issue a letter of abandonment at any time; OR	
		(ii)	If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the conditions that,	
		(a)		the Line/MLO shall resume the custody of container along with cargo and either take back it or remove it from the port premises; and
	(b)		the Line/MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.	

	(b)	The container agent/MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. 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/MLO for de-stuffing the cargo or removal of the load container from the port premises.
	(c)	Where the container is seized/confiscated by Customs Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the Demurrage will cease to apply from the day the Customs order release of the cargo, subject to the line's observing the necessary formalities & 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 Demurrage shall cease to apply from the day of such removal.
10.		No Demurrage free period shall be allowed for export load container / stock container / empty container received at docks for shipment but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified, thereafter, till the date of removal from port premises.
11.		No Demurrage free period shall be allowed for export load container received at docks if subsequently de-stuffed and the cargo is taken back from port premises. For such containers, the highest rate specified at S.15.3 shall apply from the date of receiving till the date of de-stuffing and on cargo the rate specified at S.7.6 shall be applied from the date following the date of de-stuffing till the date of delivery.
12.		If during the course of stayal of a Container inside Dock Premises any change in status of the Container from Load to Empty or vice versa is effected, the Demurrage free period for the said Container shall be calculated for each stage separately.
13.		The cargo, on de-stuffing from container, will not enjoy any Demurrage free period excepting the day of de-stuffing and demurrage shall be levied on the cargo as per the rate provided under S.7.2 and S.7.3, as the case may be, from the day after the date of de-stuffing.
14		No Demurrage shall accrue for the period during which the KOPT is not in a position to deliver containers for reasons attributable to it when requested by the user.
15.		In case of Demurrage for IWT container, Demurrage rate applicable for coastal container shall apply.

PART-III

MISCELLANEOUS CHARGES

S.16	<u>Miscellaneous charges</u>	
S.16.1	Charge at the following rates shall be levied for miscellaneous services: -	
Sl. No.	Description	Rate in ₹
1.	Issue of duplicate short landing certificate / Out -Turn Report or any certificate or amendment.	62.42 per certificate/ report/ amendment.
2.	Gazette & Advertisement cost of sale.	141.88 per publication.
3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	521.30 per axle.
4.	Supply of staff for escorting lorry.	2085.20 per shift per head.

Sl. No.	Description	Rate in ₹
5.	Deployment of extra labours (on requisition by port users).	2085.20 per shift per labour
6	a) Use of Port's Road Weigh bridge KDS HDC b) Use of Port's Rail Weighbridge Note: i) The rate for weighment charge includes issuance of weighment certificate. ii) In case of Railway Weighbridge, the bill will be raised for the weight of the loaded wagons weighed less the tare weight of the wagons concerned as per declaration of the Indian Railways. The weighment charge against empty wagon shall be levied, only if the same is undertaken as per requirement.	₹5.40 Per ton subject to a minimum of ₹27.02 for an empty vehicle and ₹54.05 for a loaded vehicle. ₹5.67 Per ton subject to a minimum of ₹28.36 for an empty vehicle and ₹53.63 for a loaded vehicle. ₹5.67 Per ton subject to a minimum of ₹104.26 for an empty wagon and ₹208.52 for a loaded Wagon
7.	Gate delivery / receiving charge on cargo on which Wharfage charge is not levied. Note: Gate delivery / receiving charge is leviable when the KoPT provides the service with reference to the cargo handled by it.	31.92 per ton
8.	Hire of Locomotive	6255.60 per hour or part thereof subject to a minimum of ₹12,511.20
9.	Stabling charge on non-commissioned wagon or wagon owned by CFS operator / by party other than Indian Railway	Rate of stabling charge will be 521.30 per wagon per day or part thereof from the time of arrival to the time of removal. For haulage of such wagon locomotive hire charge shall be levied as specified under Sl. No. 8.
10.	Infringement, Local Haulage, Terminal Charge and Wagon Hire/Demurrage charge.	Rate as notified by the Rly. Board from time to time shall be levied.
11.	Consolidated charge on rail borne cargo on wagons arriving in KDS Rly. System.	
	(a) On wagon not carrying containers, loaded or unloaded at berths / sheds inside the docks/ jetty.	15.76 per ton on the marked carrying capacity of the wagon
	(b) On wagon not carrying containers, loaded or unloaded at sidings or places outside the Docks.	45.98 per ton on the marked carrying capacity of the wagon.
	(c) On wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road of KDS.	862.11 per 20' container 1293.16 per 40' container
12.	Hiring charge for each of the following port Equipment (per shift or part thereof):-	

Sl. No.	Description		Rate in ₹
	a)	Mobile / wrecking Crane	12768.93
	b)	Forklift	4256.31
	c)	Shore Crane (other than cranes specified below)	5107.57
	d)	Tractor	2128.16
	e)	Trailer:	
	i)	Upto 10 MT SWL	2128.16
	ii)	Above 10 MT SWL	3192.23
	f)	Pay loader:	13300.45
	g)	Hand Truck	66.50
	h)	Air Compressor	3800.28
	i)	Bull Dozer 10 MT and above	18621.36
	j)	Bull Dozer less than 10 MT	9310.68
	k)	Cantilever Crane	85126.20
	l)	Floating Crane (above 30 tonne capacity)	127689.31
	m)	Toplift Truck / Reach Stacker	34582.52
	n)	Use of fire fighting apparatus and equipment excluding use of fire floats.	5320.39 per apparatus per hour plus consumables at cost.
	o)	Excavators	2480.93 per hour or part thereof
13.	Cleaning charge for handling of Coking coal, all types Coke & Ore, Limestone, Sulphur, Rock Phosphate, Cement, Pyroxenite, Dolomite, Clinker, Soda Ash, Finished fertilizers and Pulses.		1.56 per MT

Note:

- i) In case of wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road at KDS, except the Consolidated charges specified at 11(c), no other charges shall be levied for the rail related services provided by KoPT.
- ii) In case of stabling of wagons of CFS operators on port railway track, no stabling charge shall be levied for the first three days of continuous stabling.
- iii) The rate specified under sr. no-13 shall be levied on the total quantity landed/ shipped by a vessel.

S.16.2	For haulage of wagon to any Railway weighbridge for weighment/ re-weighment, locomotive hire charge, as specified under SI.No.8 of S.16.1, shall be levied. This is in addition to re-weighment charge as fixed by the Railway Board from time to time.
S.16.3	In case a wagon after arriving at Kolkata dock Railway system is re-booked without unloading, Consolidated charge, as specified under SI No. 11 of S.16.1, shall be levied only once.
S.16.4	On wagon carrying export cargo unloaded at places other than berth/ shed inside the Dock /Jetty and if shipped subsequently through KDS, Consolidated charges as specified at 11(a) shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to KoPT.
S.16.5	Where Surveyor/Valuer is appointed by KOPT 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 and from the Container Agent/MLO, in case the cargo within the container is removed from docks prior to sale.

S.17	Permit & Licenses:
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S.17.1	Charges shall be levied at the following rates for issue /renewal of permits/license for entering into or operating at Docks, Jetties, Wharves and Ghats, where applicable:
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Sl. No.	Description	Rate in ₹
1.	Dock Permit per person	8.86 per daily permit (maximum 12 hrs. validity). 239.28 per monthly permit 719.65 per quarterly permit 2392.77 per annual permit 3828.43 per biennial permit
2.	Dock Permit per vehicle and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	44.34 per daily permit 1197.23 per monthly permit 2394.46 per quarterly permit 4788.91 per annual permit
3.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter (inclusive of overnight stayal)/ Dumper / Payloader	177.35 per daily permit 4788.35 per monthly permit 9575.66 per quarterly permit 19153.40 per annual permit
4.	Dock Permit for Fork-lift / Trailer or any other handling equipment (inclusive of overnight stayal)	106.41 per daily permit 2873.01 per monthly permit 5746.02 per quarterly permit 11492.04 per annual permit
5.	Dock Permit for cart (inclusive of overnight stayal).	17.72 per daily permit 479.59 per monthly permit 1292.09 per quarterly permit 4651.75 per annual permit
6.	Permit for Hawkers / Vendors.	1330.10 per annual permit
7.	Ship personnel permit book (consisting of 50 permits).	1013.41 per book
8.	Clearing & Forwarding Agency License	405.57 per licence for 1 month 4378.92 per licence for 1 year 10945.21 per licence for 3 years 14593.27 per licence for 5 Years
9.	Jetty Sircar's / Cooper License (inclusive of Dock entry).	243.97 per licence for 1 month 2189.46 per licence for 1 year 5270.34 per licence for 3 years 7297.16 per licence for 5 years
10.	Ship Repairing/Ship Chandling /Ship Survey/ General on Board services (GOS)/Ship Breaking License.	4459.20 per licence per year.
11.	Stevedoring License / Handling Agents Licence.	52,130.00 per licence per year
12.	Licence for occupation of Panda seats at KDS.	61.51 per monthly licence.
13.	Licence for occupation of 1Sq.mtr. of space or for temporary construction at any place in the Inland Vessel Wharves at KDS.	12.51 per day. 547.37 per quarter.
14.	Licence for occupation of 1Sq.mtrs. of space or for temporary construction at any place in the Inland Vessel Wharves at HDC.	10.43 per day. 304.44 per quarter.
15.	Permit for using Truck Terminal at HDC/ KDS per truck/ lorry/trailer.	104.26 per day

S.17.2	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/licence at section 17.1
S.17.3	For any amendment in permit/licence, amendment charge as mentioned at Section 16.1, Sl. No. 1 shall be levied.
S.17.4	The daily permits issued under Sl no-1, 2, 3, 4 and 5 can be used for multiple entry in the Docks during its validity.
S.17.5	In case of licenses issued under Sl. No. 9, 10 & 11 of Section 17.1, 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.
S.17.6	The rate specified under Sr No-11 would be valid till notification of Kolkata Port Trust (Stevedoring & Shore Handling License) Regulation 2015 with approval of Govt of India in terms of the Stevedoring & Shore Handling Policy 2015.