

KOLKATA PORT TRUST
SCALE OF RATES
GENERAL

S.1 Short title of Commencement

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. Definition

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

- (i) 'Ad valorem' in respect of exports shall mean FOB value of exports, as accepted by the Customs on the Shipping Bill.
- (ii) 'Ad Valorem' in respect of Imports shall mean CIF value of imports, as accepted by the Customs on the Bill of Entry.
- (iii) 'Board' shall have the same meaning as assigned to it in the Major Port Trust Act, 1963.
- (iv) '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 licence issued by the competent authority.
- (v) '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.
- (vi) '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 licence basis for storage of cargo during the licence period.
- (vii) 'Foreign Going Vessel' shall mean any vessel other than coastal vessel, Inland vessel, boat and flat.
- (viii) 'Full Container Load (FCL)' shall mean a container having cargo of a single Importer/Exporter.
- (ix) 'Haldia Dock Complex (HDC)' shall mean the Oil Jetties, Other Jetties, Wharves and Berths at Haldia and River Moorings at Haldia Anchorages.
- (x) 'Hazardous I' shall mean the cargo categorized as Hazardous-I in the list of Hazardous Cargo adopted by the Board from time to time.
- (xi) '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.
- (xii) '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.
- (xiii) '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.
- (xiv) 'Kolkata Port Trust (KOPT)' shall mean the corporate entity and will include Kolkata Dock System and Haldia Dock Complex.

- (xv) 'Less than a Container Load (LCL)' shall mean a container having cargo of more than one Importers/Exporters.
- (xvi) '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.
- (xvii) 'Month' shall mean 30 consecutive calendar days including holidays unless otherwise specified.
- (xviii) '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.
- (xix) 'Overside Discharge/Shipment' shall mean the operation of unloading/loading of cargo ex/into vessel without passing through the quay at the time of discharge / shipment operation.
- (xx) '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 and /or equipment for transportation of cargo from hook point to stacking 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.
- (xxi) '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.
- (xxii) 'TEU' shall mean Twenty Feet Equivalent Unit of container.
- (xxiii) 'Transshipment' shall mean transfer of cargo/container from a sea going vessel/barge to another sea going vessel/barge for destination to other Port/Ports.
- (xxiv) '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.
- (xxv) 'Week' shall mean 7 consecutive calendar days including holidays.

S.3 General Principles of Assessment

- (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 of to the next higher multiple of 100 Kgs. Where the gross CBM includes decimals, the same should be rounded of 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 booked for landing/shipment of cargo/container from/into vessel or for any other purpose by the vessel, equipment hire charge as specified in Section 17.1 shall be levied on the vessel agent/owner.
- (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.

- (v) In case of FCL container, except the containers from/to ICDs/Customs Notified CFS, the charges related to container and the containerised cargo including the on-board (also for use of equipment if any), shore handling and storage charges thereon shall be levied on the owner of the cargo or his Clearing & Forwarding Agent/Handling Agent. However, port may recover such charges from Container Agents/ Main Line Operators (MLO) if the Container Agents/ Main Line Operators (MLO) applies for destuffing of FCL container in absence of Importer/Exporter arranging delivery/shipment of the container.

In case of LCL container, empty container and container from/to ICDs/Customs Notified CFS, the charges related to container and the containerised cargo including the on-board (also for use of equipment if any), shore handling and storage charges thereon shall be levied on the Container Agents/ Main Line Operator (MLO)s.

However, after destuffing 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) Storage charges on Containers have been denominated in US Dollar terms. However, charge in such case shall be recovered in Indian Rupee after conversion of US currency to Indian Rupee at the Reserve Bank of India's reference rates. The exchange rate prevalent on the date of entry of the vessel into port limit shall be reckoned as the date for such conversion.

However, if a container received for shipment is subsequently removed from docks without being shipped, the date of entry for such container in the port premises shall be reckoned as the date for this purpose.

- (vii) (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 market buying 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 the port in case of export containers.
- (viii) (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 pallets, 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, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.
- (e). For the purpose of this concession, cargo/ container from a foreign port which reaches an Indian Port 'A' for subsequent transshipment to Indian Port 'B' will also qualify insofar as the charges relevant for its coastal voyage. In other words, cargo/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.

- (ix) 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.
- (x) 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.
- (xi) No charge shall be levied on stores/ provisions supplied on board KOPT crafts/vessels.
- (xii) 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.
- (xiii) (a) 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.
(b) There shall be penal berth hire equal to berth hire charges of one days berth hire charge for a false signal.
- (xiv) Interest on delayed payments / refunds:
 - (a) The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the KOPT shall pay penal interest on delayed refunds.
 - (b) The rate of penal interest will be 13%. The penal interest rate will apply to both the KOPT and the port users equally.
 - (c) The delay in refunds will be counted only 20 days from the date of completion of services or on production of all the documents required from the users, whichever is later.
 - (d) The delay in payments by the users will be counted only 10 days after the date of raising the bills by the 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.
- (xv) Before classifying any cargo under "unspecified category" or otherwise, if required, to know the nature of cargo for levy of Port charges, the relevant Customs classification shall be referred to in order to find out whether the cargo can be classified under any of the specified categories mentioned in the schedules.
- (xvi)(a) A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order.
(b) A foreign going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.
(c) For dedicated Indian coastal vessels having a Coastal Licence from the Director General of Shipping, no other document will be required by her to be entitled for coastal rates.
(d) The status of the vessel, as borne out by its certification by the Customs or Director General of Shipping, shall be the deciding factor for its classification as 'Coastal' or 'Foreign-going' for the purpose of levy of vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.

- (e) The corresponding vessel related rates should be applied depending on the status of the vessel at the time of the incidence of such charge.
- (xvii) For the purpose of charging, Shipper's Own Containers will be at par with the Marine Freight Containers
- (xviii) Users will not be required to pay charges for delays beyond a reasonable level attributable to the KOPT.
- (xix) (a). Wherever a specific tariff for a service/cargo is not available in the notified Scale of Rates, the KOPT can submit a suitable proposal to the TAMP.
 - (b). Simultaneously with the submission of proposal, the proposed rate can be levied on an ad hoc basis till the rate is finally notified.
 - (c). The ad hoc rate to be operated in the interim period must be derived based on existing notified tariffs for comparable services/ cargo; and, it must be mutually agreed upon by the Port/ Terminal and the concerned user(s).
 - (d). The final rate fixed by the TAMP will ordinarily be effective only prospectively. The interim rate adopted in an ad hoc manner will be recognised as such unless it is found to be excessive requiring some moderation retrospectively.
- (xx) (a). The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The KOPT may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
 - (b). The KOPT may also, if it so desires, rationalize the prescribed conditionalities 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 the KOPT 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 TAMP.

PART – I

Charges on Break-bulk and Bulk Cargo

S.4. **Wharfage:**

S.4.1 Wharfage on **Foreign cargo** landed/shipped at any places within Kolkata port Trust shall be levied at the following rates, except where specified otherwise: -

Sl. No.	Description	Rates in Rupees per tonne or part thereof
Liquids handled through pipeline		
1.	Crude oil	76.50
2.	POL/POL products, CBFS or any other liquid/gas having a flash point of 23°C (73.4°F) and above and not specified below, ship's bunker.	76.50
3.	POL/POL Products or any other liquid/gas having a flash point of less than 23°C (73.4°F) and not specified below. (a) For quantity upto 50000 tonnes per Financial Year (b) On the quantity above 50000 tonnes per Financial Year	112.50 85.50
4.	L.P.G, Naphtha, Butadiene, Butane, Butene, Benzene, Py Gas, Propane Hexane and N-Hexane	85.50
5.	Vegetable Oil	45.00
6.	Molasses	27.00
7.	Acids, Fatty Acid, Mineral Oil, Tallow, Alcohols	58.50
Liquids handled other than through pipeline		
8.	All liquids including ship's bunker	76.50
Cargo handled through mechanical system		
9.	Export Iron Ore	36.00
10.	Export Thermal Coal	40.50
11.	All other types of coals not specified, Fertiliser, Fertiliser Raw materials, Soda Ash and all other dry bulks.	81.00
Cargo handled other than through mechanical system		
12	Salt, Fly Ash	18.00
13	Iron Ore, Sand	18.00
14.	Limestone, Bitumen, Pig Iron, Sponge Iron and other Ferrous metal, All types of Coal/Coke/Ore/other dry bulk cargo not specified.	36.00
15	Wheat, Rice, Sugar, Pulses, Rapeseed, Cereals and their products, Bulgur wheat, Corn Soya blend, Milk powder, Seeds of all kinds, Soda (Caustic or Ash), Cement, Clinker, Newsprint, Gypsum, Slag.	45.00

Sl. No.	Description	Rates in Rupees per tonne or part thereof
16.	Mill Scale, Magnesite, Granite, All types of scraps, Oil cake, Bone & Bone meal, Bran, Fire bricks and other Refractory materials, Mica block/flake/spitting/waste/scrap/powder, Non-ferrous metals of all kinds except Ingots of Zinc/Aluminium/Copper/Lead, C.I.Goods, Rock phosphate, Sulphur & Other Fertilizer raw materials, Finished Fertiliser, Asphalt pitch (including Coal Tar pitch). Lead concentrate, Carbon black, Jute, Gunnies, Jute products/waste/caddies/twist/cuttings, Hemp, Cotton, Cotton yarn/twist/waste/cuttings, Other vegetable fibres, Raw wool, Synthetic Resin, Asbestos raw /fibre, Synthetic yarn/rags, Cotton piece goods, Waste paper, Wood pulp, Plywood, Shellac, Seedlac, Glass sheet, Glass ware/products, Porcelain ware/products, Hides & Skins, Hosiery goods. Garment, Polymer and other chemicals in bag, Ship's store, Dunnage, Leather and its products, Project Material, Project Equipment, Machinery and Spares.	63.00
17.	Iron and Steel, Pipes & Tubes.	54.00
18.	Log, Timber, Veneer	94.50 per CBM or part thereof
19.	Car, any rubber tyre vehicle, cargo moving equipment, earth-moving equipment.	3600.00 per unit
20.	Charges for all other cargo not specified above	
	a) Import cargo	0.225% Advalorem
	b) Export cargo	0.18% Advalorem

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.

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 Rupees 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., subject to a maximum of Rs.50/- per tonne or part thereof.

S.4.3 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.

For Transshipment cargo handled at Sandheads/Virtual Jetty/any other anchorage point/ mooring, wharfage shall be levied at the rate of Rs.18.00 per tonne or part thereof irrespective of the nature & description of the cargo.

- 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 realise 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.4.4, 90% of wharfage as specified at S.4.1 or S.4.2, as the case may be, shall be realised for discharge/ shipment at such point.
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 following rates –

Sl. No.	Place of operation	Rates in Rs. Per tonne or part thereof
1.	Berth/ jetty meant for handling sea-going vessel	
	a) Iron Ore	4.50
	b) All other Cargo	18.00
2.	Declared Inland Vessel Wharves of KOPT	4.50

- S.4.6 On IWT cargo loaded/unloaded at any berth/jetty/declared Inland Vessel Wharves belonging to port, wharfage shall be realised at the following rates subject to minimum of Rs.9.00 per tonne or part thereof.

Sl. No.	Place of operation	Rates in Rs. Per tonne or part thereof
1.	Berth/jetty meant for handling sea-going vessel	50% of wharfage as specified at S.4.1
2.	Declared Inland Vessel Wharves of KOPT	
	a) Fly Ash	9.00
	b) All Other cargo	18.00

- S.4.7 Wharfage shall be levied separately by each dock system for cargo operation within their system unless otherwise specified in this Scale of rates.
- S.4.8 On shutout cargo/stock cargo, which is taken back from Port premises, 50% of wharfage shall be levied. In addition, on-board handling charges & shore handling charges, as may be applicable, shall be levied if labour and/or equipment are/is supplied by port for handling of cargo.
No additional wharfage shall be levied on shutout cargo if the same is subsequently shipped without being removed from port premises.
- S.4.9 Due to some operational reason if any cargo is landed from a vessel for subsequent shipment by the same vessel, wharfage shall be levied @ Rs.90.00 per tonne or part thereof.
- S.4.10 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.
- S.4.11 On unspecified cargo, which is sold by auction, tender or otherwise where the CIF/ FOB value is not available, wharfage shall be levied @ Rs.180/- per tonne or part thereof.

S.5. **On board handling charges:**

S.5.1 For supply of KOPT's manpower for handling of Foreign cargo on board the vessel for loading/ unloading operation, charges at the following rates shall be levied on the Vessel Agents or Importer/Exporter or his Clearing Forwarding Agent/Handling Agent.

Sl.No.	Description	Rates in Rupees per tonne or part thereof	
		Labour only	Labour & Equipment
1	All types of Coal, Coke and Ore, Limestone, Other Dry Bulk cargo not specified discharged/shipped by use of Grab/Magnet.	27.00	-
2	Iron and Steel, Pipes & Tubes,	72.00	108.00
3	All other cargo except those specified at Sl. No. 1, 2, 4 & 5	36.00	-
4	Log, Timber, Veneer	22.50 per CBM	-
5	Car, any rubber tyre vehicle, cargo moving equipment, earth moving equipment discharged/shipped by use of slings.	45.00 per unit	-

S.5.2 For supply of KOPT's manpower for handling of Coastal cargo, other than Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets, on board the vessel for loading/ unloading operation, charges at the rate of 60% of the rates specified at S.5.1 shall be levied on the Vessel Agents or Importer/Exporter or his Clearing Forwarding Agent/Handling Agent. For Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets the rates shall be same that of foreign cargo.

S.5.3 For handling Coking coal all types of Coke, Lime stone, Sulphur, Rock phosphate and Cement in bulk, Cleaning Charges @ Rs.1/- per tonne shall be levied in addition to all other charges.

Note for Section 5.

- (i) In case of Coking coal, HDC provides equipment support on board the ships (except those handled through mechanical system at HDC or/and at berth(s) licensed under Section 42 of the Major Port Trust Act, 1963). Where HDC cannot provide such equipment support, a rebate of Rs.2.50 per tonne shall be allowed if the importer arranges the equipment.
- (ii) 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.
- (iii) 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. **Shore handling charge:**

S.6.1 Charges shall be levied at the following rates for rendering shore handling services to foreign cargo as specified in the definition of 'Shore Handling Charges' at S.2 (xx) and for such other services as specified below.

Sl. No.	Description	Rates in Rupees per tonne or part thereof.	
		Labour only	Labour & Equipment
1.	Bag cargo and packages (where handling is entirely done manually by using handcart only, if necessary)	22.50	-
2.	Iron and Steel, Pipes & Tubes	18.00	108.00

Sl. No.	Description		Rates in Rupees per tonne or part thereof.	
			Labour only	Labour & Equipment
3.	All other break bulk cargo for which rates otherwise not specified– (per Pkg. Or Unit weight)			
	a)	Less than 5 tonne	18.00	36.00
	b)	5 tonne to less than 10 tonne	18.00	67.50
	c)	10 tonne to less than 20 tonne	18.00	135.00
	d)	20 tonne to less than 40 tonne	18.00	180.00
	e)	40 tonne and above	18.00	360.00
4.	i)	Tippling of Thermal Coal wagon by Wagon Tippler	-	40.50
	ii)	Manual unloading of Thermal Coal Wagon -	27.00	-
	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.	36.00	40.50
	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.	49.50	54.00
5.	i)	Tippling of Iron ore wagon by Wagon Tippler	-	36.00
	ii)	Manual unloading of Iron Ore Wagon	36.00	-
	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.	40.50	45.00
	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.	49.50	58.50
6.	All types of dry bulk cargo not specified above (other than the cargo landed from or shipped/ to be shipped through Mechanical System)		63.00	81.00
7.	Logs, Timber, Veneer		18.00 per CBM	36.00 per CBM

S.6.2 For supply of KOPT's manpower and/or equipment for shore handling of Coastal cargo, other than Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets, charges at the rate of 60% of the rates specified at S.6.1 shall be levied. For Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets the rates shall be same as that of foreign cargo.

Note for Section 6.

- i) Port reserves the right to supply /not to supply labour or/and equipment for shore handling operation other than in case of tippling of wagon.
- ii) If the Port provides only part of the services specified in the definition of 'Shore Handling Charge' under S.2(xx), 50% of the shore handling charges specified at Sl. No. 1, 2, 3 and 7 of S.6.1 shall be levied. This clause shall not be applicable for not providing Tippling, which is a stand alone service.
- iii) No Shore handling charge shall be levied where port provides none of the services specified in the definition of 'shore handling charge' under S.2(xx) and where wharfage is realised on cargo for handling through pipeline.

- iv) If, after Tippling of wagon, the other shore handling services specified under S.2(xx) is provided, in full or in part, the applicable charge for the said services shall be levied, in addition to Tippling Charge.
- v) 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) shall be allowed.

S.7. Demurrage on Cargo:

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 by which the cargo is imported.
3.	Non-hazardous cargo using port equipment for delivery, non-hazardous cargo for Nepal and Bhutan, Log, Timber and Veneer.	6 days after the last landing date of the vessel by which the cargo is imported.
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 by which the cargo is imported.

Note:

- i) Last Landing Date (LLD) is the date on which a vessel completes her import discharge. 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 in 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.
- ii) For the purpose of calculation of free time, Customs notified holidays and the KOPT's non-operational days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free time unless Customs notified holidays and the KOPT's non-operational days fall on Sundays.

After demurrage charge begins to accrue no allowance is made for Customs notified holidays or KOPT's non-operational days.

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 Rupees per tonne per day or part thereof.	
		For the first 15 days.	16 th day onwards
1.	Hazardous – I	153.00 per tonne	180.00 per tonne
2	All other cargo	36.00 per tonne	54.00 per tonne

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 Rupees per CBM perday or part thereof.		
		For the first 7 days.	8 th to 14 th day	From 15 th day onwards
1.	Log, Timber, Veneer	5.40	10.80	16.20

- S.7.4 No demurrage shall be levied on export/stock cargo, except Hazardous-I category, if such cargo is shipped within 30 days from the date of receipt. However, after the 31st day, demurrage on such cargo shall be levied @ Rs.36.00 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 Rs.153/- 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, @ Rs.9.00 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. If 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 @ Rs.36.00 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. Transportation

- S.8.1 The following charges shall be levied on cargo, for which KOPT shall undertake any transportation (excluding loading and/or unloading) not covered under Shore Handling Charge.

Sl.No.	Description	Rate in Rs. per tonne or part thereof.
1.	Within the dock	31.50
2.	From one dock enclosure to another dock enclosure within the same dock system.	45.00

S.9. Loading /Unloading/Re-stacking charge

- 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.

Sl.No.	Description	Rate in Rs. Per tonne or part thereof.
1.	Article/package weighing less than 1 tonne	18.00
2.	Article /package weighing 1 tonne. & above but less than 10 tonne	36.00
3.	Article/package weighing 10 tonne & above but less than 20 tonne	45.00
4.	Article/package weighing 20 tonne & above but less than 40 tonne	90.00
5.	Article/package weighing 40 tonne & above	225.00

S.10. **Rebate**

At HDC:

Rebate on Wharfage shall be allowed in applicable cases as detailed below: -

- (a). If any consignee/ consignor handles Crude Oil more than 6.50 million tonnes per financial year, On-board and wharfage charges shall be levied @ Rs.76.50 per tonne on first 6.50 million tonnes and @ Rs.67.50 per tonne on quantity beyond 6.50 million tonnes.
- (b). If a Vessel discharges more than 25000 tonnes of coking coal/ limestone/ fertiliser/ raw material for fertiliser in a single call at HDC a rebate of 10% shall be allowed on On-board and wharfage charges on quantity exceeding 25000 tonnes.
- (c). If a Vessel loads more than 25000 tonnes of Thermal Coal in a single call at HDC, a rebate of 10% shall be allowed on on-board and wharfage charges on quantity exceeding 25000 tonnes.

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.

Sr. No.	Type of Cargo	Tonnage handled	Quantum of Rebate on applicable wharfage
(a).	Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, CI Goods, LPG	Upto 75000 tonnes	NIL
		75001 to 100000 tonnes	10%
		Above 100000 tonnes	15%
(b).	Crude Oil, POL and its products	Upto 4000000 tonnes	NIL
		4000001 to 7500000 tonnes	10%
		Above 7500000 tonnes	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. 1st April to 31st March) on submission of documents by the Importers/ Exporters in support of the throughout achieved.

P A R T - II

**CHARGES ON CONTAINER AND CONTAINERISED CARGO
HANDLED AT KOLKATA PORT TRUST (KOPT)**

S.11 Wharfage on container and containerised cargo

S.11.1 Wharfage on Foreign container and containerised cargo (other than ICD container) shall be levied at the following rates:-

Sl. No	Type	Rate in Rupees per TEU					
		KDS				HDC	
		Import			Export	Import	Export
		Category-I	Category-II	Category-III			
1.	Loaded	1980.00	3600.00	5580.00	1980.00	1980.00	1980.00
2.	Empty	405.00			405.00	405.00	405.00

Note:

- i) 'Category-I' means container-containing cargo consigned to Nepal, Bhutan and cargo other than that of 'Category-II' and 'Category-III'.
- ii) 'Category-II' means container (other than for Nepal and Bhutan) containing Edible Oil/ Non-Edible Oil, Ferrous/ Non-ferrous Alloys, Pig Leads and All types of Metal Ingot.
- iii) 'Category-III' means container (other than for Nepal and Bhutan) containing Electric & Electronic goods, All types of Chemicals, Resin, Wine & Beverages, Machinery & Spares, Ball Bearings, Paper & Paper Products (other than Newsprint), Polythene Granules, Personal Effect, Diplomatic Goods, Silk.
- iv) In case of import container containing more than one 'Category' cargo, the higher rate shall be levied.
- v) If the shutout export loads container or container received without shipment paper is taken delivery instead of being shipped, 50% of the Wharfage specified at Section-11 shall be levied. In addition, Shore handling charges and other charges shall be levied for the operations actually undertaken for such container.
- vi) If the containerised export cargo is destuffed 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.

S.11.2 Wharfage on Foreign container and containerised cargo destined to/ from ICD (other than Cossipore ICD) shall be levied at the following rates: -

Types	Rate in Rupees per TEU	
	ICDs at Delhi (Tughlakabad/Dadri), Ludhiana, Kanpur, Varanasi, Bhadoi, Jaipur, Nagpur, Jamshedpur, Balasore, & Fatwa	All other ICDs
Loaded	90.00	1080.00
Empty	45.00	270.00

S.11.3 On coastal container and containerised cargo, wharfage shall be levied at 60% of the rates specified at S.11.1 or S11.2, as the case may be.

S.11.4 On IWT container and containerised cargo, including those of Bangladesh moving through IWT mode, wharfage shall be levied at the following rates:-

Types	Rate in Rupees per TEU	
	Loaded	Empty
Containers from/to ICDs at Delhi (Tughlakabad/Dadri), Ludhiana, Kanpur, Varanasi, Bhadoi, Jaipur, Nagpur, Jamshedpur, Balasore, & Fatwa.	90.00	45.00
All other ICDs and Non-ICDs container	630.00	90.00

S.12. On board Handling charge on container

- S.12.1 In case of Foreign containers (both loaded and empty), On board Handling charge @ Rs.247.50 per TEU shall be levied for providing on board labour/ manpower for landing/shipment of container. For providing any equipment support, the same shall be levied separately.
- S.12.2 In case of Coastal Containers (both loaded and empty), On board Handling charge shall be levied at 60% of the rate applicable for Foreign containers as specified at S.12.1. For providing any equipment support, the same shall be levied separately.
- S.12.3 On Board handling charge is not applicable where deployment of Calcutta Dock Labour Board (CDLB) gang is a statutory requirement.
- S.12.4 If an Importer/ Exporter handles between 51 TEU's to 100 TEU's in a single call of a vessel at HDC by way of import and/ or export, a rebate of 5% shall be allowed on charges at S.11.1 (Sl. No.1) and S.12.1.
- S.12.5 If an Importer/ Exporter handles above 100 TEU's in a single call of a vessel at HDC by way of import and/ or export, a rebate of 10% shall be allowed on charges at S.11.1(Sl. No.1) and S.12.1.

S.13. Shore Handling charges on container

- S.13.1 In case of Foreign containers (both loaded and empty), Shore Handling charges at the following rates shall be levied for providing shore handling services:

Sl. No.	Services	Rate in Rupees per TEU		
		Where port provides all labour and equipment services	Where port provides part of the labour/ equipment services	Where port provides no labour and equipment services
1.	Transportation from quay to Container Yard or vice-versa, including lift-on at quay & lift-off at yard.	198.00	49.50	Nil
2.	Transportation from Container Yard to Port Container Freight Station and back to Container Yard including Lift-on at container yard, Lift-off at Port CFS, subsequent Lift-on at Port CFS and Lift-off at container yard, or vice-versa.	495.00	247.50	Nil
3.	Lifting of container from Container Yard to Railway flat, or vice-versa.	162.00	63.00	Nil
4.	Lifting of container from Container Yard to truck, or vice-versa	148.50	49.50	Nil

- S.13.2 Incase of Coastal Containers, Shore handling charges shall be levied at 60% of the rate applicable for foreign containers as specified at S.13.1 for providing shore handling services.

- S.13.3 Importer/ Exporter shall be granted on the additional TEUs handled in excess of 1200 TEUs in a financial year at KDS, a rebate of 10% on rates specified under S.11.1(Sl. No.1) and S.13.1.

S.14 **Charges for Miscellaneous Services rendered to container/container vessel.**

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 Rs. per TEU
1.	Shifting of containers on board via quay head Note: For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied	630.00
2.	Transportation of container by port equipment for operation not included in any charge under Sections 13: -	
	a) Within same berth	270.00
	b) Between two berths	360.00
3.	Supply of power to Reefer Container	135.00 per 4 hrs or part thereof
4.	Lift on/Lift off/Re-stacking by port equipment not included in the services mentioned at S.13 or any other services under S.14.	324.00
5.	Use of Port equipment (other than Mobile Harbour Crane/ Rail Mounted Quay Crane) for ship/barge to shore discharge or vice-versa. or for any other on board operation.	432.00
6.	Stuffing /De-stuffing (i). Where operation inside & outside container is done by port:- (a). Where CDLB gang is required to be booked. (b). Where CDLB gang is not required to be booked and operation inside and outside is done by Port labour. (ii). Where operation inside container is done by agencies other than by port: - (a). Operations outside container are carried out by port. (b). Operations outside the container are done by agencies other than Port (iii). Where operation inside the container only is done by port (in part or full).	2700.00 270.00 900.00 112.50 135.00
7.	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	900.00
8.	Use of Rail Mounted Quay Crane (RMQC)/Mobile Harbour Crane (MHC) for ship/barge to shore discharge or vice-versa or for any other operation.	750.00
9.	Use of Mobile Harbour Crane (MHC)/ Rail Mounted Quay Crane (RMQC)/ any other port equipments for opening of Hatch Cover and replacing it.	2000.00

Note for Sections 11, 12, 13 & 14

- i) Charges for handling of containers above 20' and upto 40' in length shall be 1.5 times the rates specified at S.11, S.12, S.13, & S.14. Charges for handling of container above 40' shall be 2 times the rates specified at S.11, S.12, S.13, & S.14.
- ii) Where rates include services inclusive of port equipments, the same excludes the service of MHC/RMQC. For use of MHC/RMQC rates specified at S.14, Sl. No. 8 shall be levied, as the case may be.
- iii) The rates specified under S.11.2 shall also be applied to containers carried by Railway from/to destinations other than ICDs (excepting Cossipore), which are landed/ shipped through KOPT.
- iv) If only one operation is carried out, half of the Hatch cover handling charge rates specified at Sl. No.14, Sl. No.9 shall be levied.

S.15. **Storage charge on container and containerised cargo.**

S.15.1 Storage charge on loaded import container other than those specified at S.15.2, S.15.4 and S.15.8 shall be levied at the following rates: -

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. 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	2.25	100.39
From the 10 th day to 15 th day	4.50	200.79
From the 16 th day to 20 th day	6.75	301.18
From the 21 st day to 30 th day	13.50	602.37
From the 31 st day onwards	27.00	1204.74

S.15.2 Storage charge on loaded import container, containing relief commodities, shall be levied at the following rates: -

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. 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	2.25	100.39
From the 10 th day to 15 th day	4.50	200.79
From the 16 th day to 20 th day	5.40	240.95
From the 21 st day to 30 th day	6.75	301.18
From the 31 st day onwards	9.00	401.58

Note: - Relief commodities for the purpose of S.15.2 shall mean the 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. or Govt. of Nepal/Bhutan or their local Consulate General.

S.15.3 Storage charge on loaded export/stock container, excepting ICD containers (other than that from Cossipore and container loaded with Hazardous –I cargo) shall be levied at the following rates.

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. 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	2.25	100.39
From 16 th day onwards	3.15	140.55

S.15.4 Storage charge on loaded import ICD container, excepting that for Cossipore and those loaded with Hazardous –I cargo, shall be levied at the following rates.

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. 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	2.25	100.39
From the 31 st day onwards	4.50	200.79

S.15.5 Storage charge on loaded export ICD container, excepting that from Cossipore and those loaded with Hazardous –I cargo, shall be levied at the following rates.

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof
First 20 days from the day of receiving	Free	Free
From the 21 st day to 30 th day	2.25	100.39
From the 31 st day onwards	4.50	200.79

S.15.6 Storage charge on import empty containers shall be levied at the following rates.

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof
For the first 3 days after the day of landing	N I L	Free
From 4 th day to 9 th day	2.25	100.39
From 10 th day to 15 th day	4.50	200.79
From 16 th day to 20 th day	6.75	301.19
From 21 st day to 30 th day	9.00	401.58
From the 31 st day onwards	13.50	602.37

S.15.7 Storage charge on export/stock empty containers shall be levied at the following rates.

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof
First 3 days from the day of receiving.	Free	Free
From 4 th day to 9 th day	2.25	100.39
From 10 th day to 15 th day	4.50	200.79
From 16 th day to 20 th day	6.75	301.19
From 21 st day to 30 th day	9.00	401.58
From the 31 st day onwards	13.50	602.37

S.15.8 Storage charge on loaded import/ export containers containing Hazardous-I cargo shall be levied 1.25 times the storage charges applicable for normal loaded import/ export containers.

S.15.9 Storage charge on loaded transshipment container (including cargo other than Hazardous – I cargo) shall be levied at the following rates: -

Period	US \$ per TEU per day or part thereof	Coastal rates in Rs. Per TEU per day or part thereof
First 20 days after the day of landing.	Free	Free
From 21 st day to 30 th day	2.25	100.39
From 31 st day onwards	4.50	200.79

NOTE FOR SECTION 15

- For the purpose of calculation of free period Customs notified holidays and the KOPT's non-operational days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free time unless Customs notified holidays and the KOPT's non-operational days fall on Sundays. After demurrage charge begins to accrue no allowance is made for Customs notified holidays or KOPT's non-operational days.
- On container above 20' and upto 40' in length, storage charge shall be levied @ 2 times the rates specified at S.15. and on containers above 40' in length, storage charges shall be levied at @ 3 times the rates specified at S.15.
- 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 Storage charge shall be the actual date of landing.
- Last Landing Date (LLD) is the date on which the vessel completes her import discharge. 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.

5. 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.
6. 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.
7. 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 storage charge 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.
8. The Storage charges 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 storage charges 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 storage charge shall cease to apply from the day of such removal.
9. No free storage period shall be allowed for export load container received at docks but subsequently taken back without being shipped. For such containers the highest rate specified at S.15.3 shall apply from the date of receiving till the date of removal from port premises.
10. No free storage 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.
11. 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 free period for the said Container shall be calculated for each stage separately.
12. No storage charge 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.

P A R T - III
MISCELLANEOUS CHARGES

S.16. **Miscellaneous charges**

S.16.1 Charge at the following rates shall be levied for miscellaneous services: -

Sl. No.	Description	Rate in Rupees.
1.	Issue of duplicate short landing certificate /Out -Turn Report or any certificate or amendment.	40.00 per certificate / report / amendment.
2.	a) Gazette & Advertisement cost of sale.	100.00 per publication.
	b) Cost of sale of berthing list/movement/ gate notice to the trade.	2.00 each. Monthly subscription Rs.40/- each. Yearly subscription Rs.450/- each.
3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	200.00 per axle.
4.	Supply of staff for escorting lorry.	400/- per shift per head.
5.	Deployment of extra labours (on requisition by port users).	300.00 per shift per labour
6.	Use of KOPT Road Weigh bridge	4.00 per ton subject to a minimum of Rs.20.00 for an empty vehicle and Rs 40.00 for a loaded vehicle.
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.	22.50 per ton
8.	Hire of Locomotive	2500.00 per hour subject to a minimum of Rs 10000.00
9.	Stabling charge on non-commissioned wagon or wagon owned by party other than Indian Railway.	12.00 per axle per day. For haulage of such wagon locomotive hire charge shall be levied as specified under Sl. No. 8.
10.	Infringement, local haulage and wagon demurrage charge.	Rate as decided/sanctioned by the Rly. Board from time to time shall be levied & will be effective from the date of receipt of Railway. Notification by KOPT.
11.	Consolidated charge on rail borne cargo on wagons arriving in KDS Rly. System.	
	a) On wagons not carrying containers loaded or un-loaded at berth/shed inside the Dock/Jetty	12.00 per ton on marked carrying capacity of the wagon.
	b) On wagon not carrying containers loaded or un-loaded at sidings or places outside the Docks.	35.00 per ton on the marked carrying capacity of the wagon.

Sl. No.	Description	Rate in Rupees.
12.	Hiring charge for each of the following port Equipment: -	
a)	Mobile / wrecking Crane	3000.00 Per shift
b)	Forklift	1000.00 - do -
c)	Shore Crane	1200.00 - do -
d)	Tractor	500.00 - do -
e)	Trailer: -	
	i) Upto 10 MT SWL	500.00 Per shift.
	ii) Above 10 MT SWL	750.00 - do -
f)	Pay loader	
	i) Upto 1 Cu.m capacity	2500.00 Per shift.
	ii) Above 1 Cu.m capacity	5000.00 - do -
g)	Hand Truck	25.00 - do -
h)	Air Compressor	1250.00 - do -
i)	Bull Dozer 10 MT and above	7000.00 - do -
j)	Bull Dozer less than 10 MT	3500.00 - do -
k)	Cantilever Crane	20000.00 - do -
l)	Floating Crane (above 30 tonne capacity)	30000.00 per equipment per shift
m)	Toplift Truck/Reach Stacker	13000.00 - do -
n)	Spreader (20 Ft.)	1500.00 - do -
o)	Use of fire fighting apparatus and equipment excluding use of fire floats.	2000.00 Per hour plus consumables at cost.

S.16.2 For haulage of wagon to any Railway weighbridge for weight/re-weight, locomotive hire charge, as specified under Sl.No.8 of S.16.1, shall be levied. This is in addition to re-weightment 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 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 charge at the rate specified under Sl.No.11 (a) of S.16.1 shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to KOPT.

S.16.5 For vessel engaged in Coastal trade between Andaman and KOPT, a rebate of 50% shall be allowed on the Shore crane hire charge specified at S.16.1, Sl. 12(c).

S.16.6 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 prior to sale.

S.16.7 Permit Licences:-

Charges shall be levied at the following rates for issue/renewal of permits/ licences for entering into or operating at Docks, Jetties, Wharves and Ghats Where applicable.

Sl.No.	Description	Rate in Rs.
1.	Dock Permit per person	5/- per daily permit (maximum 12 hrs. validity). 135/- per monthly permit 375/- per quarterly permit 160/- per biennial permit

2.	Dock Permit for Watchman on board the vessel.	400/- Per biennial permit
3.	Dock Permit per vehicle/ trailer and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	25/- per daily permit 2,000/- per annual permit
4.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter for handling container (inclusive of overnight stayal)	100/- per daily permit 9,000/- per annual permit
5.	Dock Permit for Fork-lift/ Container carrying trailer or any other handling equipment (inclusive of overnight stayal).	60/- per daily permit 5,400/- per annual permit
6.	Dock Permit for cart (inclusive of overnight stayal).	10/- per daily permit 1,100/- per annual permit
7.	Permit for Hawkers/Vendors.	750/- per annual permit
8.	Ship personnel permit book (consisting of 50 permits).	500/- per book
9.	Clearing & Forwarding/ Handling Agents Licence.	200/- per licence for 1 month 2,160/-per licence for 1 year 5,400/-per licence for 3 years 7,200/-per licence for 5 years
10.	Jetty Sircar's/Cooper Licence (inclusive of Dock entry).	120/- per licence for 1 month. 1,080/- per licence for 1 year. 2,600/- per licence for 3 years. 3,600/- per licence for 5 years.
11.	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking Licence.	2,200/- per licence per year.
12.	Stevedoring Licence	10,000/- per licence for 2 years.
13.	Licence for occupation of Panda seats at CDS.	30/- per monthly licence.
14.	Licence for occupation of 1 Sq.mtr. of space or for temporary construction at any place in the Inland Vessel Wharves at CDS.	6/- per day. 270/- per quarter.
15.	Licence for occupation of 1 Sq.mtrs. of space or for temporary construction at any place in the Inland Vessel Wharves at HDC.	5/- per day. 150/- per quarter.
16.	Permit for using Truck Terminal at HDC Per truck/ lorry/trailer.	15/- per daily permit. 300/- per monthly permit.

16.8. In case of damage/ loss, charge for issue of duplicate/ triplicate permit/ licence shall be levied at 50% of the rate applicable for the original. For permit issued free of cost such charge shall be 25% of the rate provided for similar permit at section-16.7

16.9. For any amendment in the permit/licence, amendment charge as mentioned at section-16.1 Sl.No.1 shall be levied.

- 16.10. In case of licenses issued under Sl. No.11 & 12 of section- 16.7 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.

P A R T - I V
C H A R G E S R E L A T E D T O S H I P - B R E A K I N G

S.17 Ship breaking charges

S.17.1 For Ship breaking activities in KOPT, Ship breaking charge @ Rs. 120/- per LDT shall be levied.

Notes:

1. LDT for the purpose of levy of charges under any clause of this Part of the Scale of Rates shall mean the LDT of the vessel declared at the time of obtaining ship-breaking permission from KOPT.

2. The rates includes charges for occupation of ship breaking berth along with adjacent land area (including beaching area) of 3250 Sq.m. for the specified period as mentioned below: -

i)	For Vessel upto 2000 LDT	35 days
ii)	For Vessel of 2001 LDT to 3000 LDT	40 days
iii)	For Vessel of 3001 LDT to 5000 LDT	50 days
iv)	For Vessel of 5001 LDT to 8000 LDT	60 days
v)	For Vessel of 8001 LDT and above	70 days

3. The number of days mentioned at Note-2 shall commence from the day following the day on which KOPT grant specific permission for ship breaking of the vessel for which application has been made or the day on which the vessel is placed at the nominated ship breaking berth, whichever is later.

S.17.2 If any ship-breaking berth is under the occupation of a ship breaker and he brings in any ship before completion of ship breaking of the earlier vessel, then that ship breaker shall have the priority over the others in respect of allocation of that particular berth for the vessel he so brings in. The number days in such cases shall be calculated in the same manner as has been stated in the S.18.1, Note-3

S.17.3 The charges for additional land area, other than the quantum of area specified at S.17.1, Note-2 shall be levied extra as per relevant land schedule.

S.17.4 In cases, no additional land area at Off 29 KPD berth is available, the period specified at S.17.1, Note-2 shall be increased by 10 days.

S.17.5 Separate charges shall be levied for supply of port equipment, supply of electricity by port, deployment of port fire service and port fire personnel.

S.17.6 If breaking of a vessel is extended beyond the period specified at S.17.1 or S.17.4, as the case may be, charges at the following rates shall be levied extra for the period of extension.

		Rate in Rs. per LDT per day.
i)	For vessel upto 2000 LDT	11.00
ii)	For vessel of 2001 LDT to 3000 LDT	10.00
iii)	For vessel of 3001 LDT to 5000 LDT	8.00
iv)	For vessel of 5001 LDT to 8000 LDT	7.00
v)	For vessel of 8001 LDT and above	6.00

S.17.7 For completion of ship-breaking before the period specified in S.17.1 and Section-17.4 above, a rebate @ 0.5% of the rate specified at S.17.1 above shall be allowed for each day of saving subject to maximum of 10% of the rates.

S.17.8 Vessel arriving at Kolkata Port for the purpose of dismantling only is exempted from payment of any Port Dues and Towage & Pilotage charge.

S.17.9. For the period vessel is awaiting breaking, the Berth Hire and Mooring Hire, as the case may be, shall be levied at the following rates:-

i)	For the first 5 days-	15% of the rates specified at S.20.1 or S.21.1
ii)	For the next 10 days-	10% of the rates specified at S.20.1 or S.21.1
iii)	Thereafter-	5% of the rates specified at S.20.1 or S.21.1

Note: Vessel awaiting breaking shall mean and include the period a vessel is awaiting breaking after discharge of cargo/dis-embarkation of passenger and in case of a vessel which arrives in ballast for breaking, the period of waiting in the river mooring, dock mooring or in any berth including ship breaking berth till the day on which KOPT grant specific permission for ship breaking of the vessel or the day on which the vessel is placed at the nominated ship breaking berth, whichever is later.

S.17.10. The Ship Breaking charges calculated on the LDT declared at the time of obtaining permission shall be paid in advance before commencement of the ship breaking. Additional charges, if any shall be paid immediately on raising of the bills.

S.17.11. 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.

S.17.12. Ship Breakers shall be granted a rebate at the following rates on the rate specified at S.17.1 for undertaking ship breaking at KOPT-

Upto 10000 LDT per annum	Nil
10001 to 25000 LDT per annum	5%
25001 to 40000 LDT per annum	10%
Above 40000 LDT per annum	15%

PART-V
CHARGES FOR DRY DOCKS

S.18. **Dry Dock Charges.**

S.18.1. Charges for Docking & Undocking.

Size of vessel	1 & 2 N. S. Dry Dock		1 & 2 K.P. Dry Dock		3 K. P. Dry Dock	
	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel
	US Dollar	Rupees	US Dollar	Rupees	US Dollar	Rupees
Upto 1000 GRT	3000	80316	3000	80316	3000	80316
Above 1000 GRT	3000+ 700 for every additional 1000 GRT or part thereof subject to maximum of 8000 only	80316+ 15000 for every additional 1000 GRT or part thereof subject to maximum of 257600 only	3000+ 700 for every additional 1000 GRT or part thereof subject to maximum of 7000 only	80316+ 15,000 for every additional 1000 GRT or part thereof subject to maximum of 225400 only	3000+ 700 for every additional 1000 GRT or part thereof subject to maximum of 5000 only	80316 + 15000 for every additional 1000 GRT or part thereof subject to maximum of 161000 only

S.18.2 **Dry Dock Hire charges.**

i) During first 10 days of occupancy of vessel (per day or part thereof): -

Size of vessel	1 & 2 N. S. Dry Dock		1 & 2 K.P. Dry Dock		3 K. P. Dry Dock	
	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel	Foreign going vessel	Coastal vessel
	US Dollar	Rupees	US Dollar	Rupees	US Dollar	Rupees
Upto 1000 GRT	1000	22000	900	21000	900	20000
1001 to 2000 GRT	1100	24000	1000	23000	900	21500
2001 to 3000 GRT	1200	26000	1100	25000	900	22000
3001 to 4000 GRT	1300	30000	1200	28000	900	22500
4001 to 5000 GRT	1400	34000	1300	31000	900	23000
5001 to 10000 GRT	1600	38000	1400	35000	900	24000
10001 & above	1800	42000	1500	39000	900	25000

(ii) From 11th to 30th day of occupation: 125% of rates as stated in S.18.2 (i) for per day or part thereof.

(iii) Beyond 30th days of occupation: 150% of rates as stated in S.18.2 (i) for per day or part thereof.

S.18.3. In case of vessel requiring laying of special keel Block due to their configuration, extra rental charges at the following rates would be charged: -

(a)	2 days hire charge as specified at S.18.2(i)	For any change from standard layout.
(b)	5 days hire charge as specified at S.18.2(i)	For meeting specific requirement of Ship Owner/Agent/Charterer/Repairer booking the dry dock.

S.18.4. Charges for each operation of re-docking or part of such activity is to be paid as per Docking & Undocking rates prescribed in S.18.1.

S.18.5 Charges for removal or repositioning of each block:

For Foreign going Vessel	75 US Dollar
For Coastal Vessel	Rs.2000.00

S.18.6 The period of vessel's occupation of a dry dock counts from the time the Caisson is placed in position after she enters the dry dock, upto the time she vacates the dry dock.

S.18.7 In case a vessel is detained in No.2 N.S.Dry Dock owing to No.1 N.S.Dry Dock being occupied by another vessel, appropriate mooring hire charges as per S.21.1, Sl.No.1 shall be levied instead of usual dry dock hire charges for the period the vessel is so detained.

S.18.8 When more than one vessel are using the same dry dock as a common operation facility a rebate of 25% of the rate specified under S.18.2 above shall be allowed for each vessel. This rebate shall also be applicable when a dry dock is shared with a KOPT vessel.

S.18.9 Services of dry dock crane may be made available for repair and other work at the following rates: -

	Crane capacity	Foreign going vessel Rate per 8 hours shift	Other than Foreign going vessel Rate per 8 hours shift
1.	25 Tonne	150 US Dollar	Rs.3000.00
2.	7 Tonne	60 US Dollar	Rs.1606.00
3.	Upto 6 Tonne	30 US Dollar	Rs.803.00

Note: - Crane facility is strictly as per availability and shall have no bearing on dry dock occupancy or hire charges.

S.18.10 Vessel shall pay for the electricity supplied to it by the KOPT at actual.

S.19. **Concession in Vessel related charges under Part VI of Scale of Rates**

- S.19.1 Vessel arriving only for Dry Docking shall pay Port Dues, Towage & Pilotage and Berth Hire/ Mooring Hire at 25 % of the applicable rates as specified at Part VI of the Scale of Rates. However, for such vessel upto 1000 GRT, no Berth Hire/ Mooring Hire shall be levied for the first 20 days from the date of arrival at the berth, dock buoys, river mooring and river anchorages. Similarly no Pilotage shall be levied if the vessel upto 1000 GRT enters or leaves the port without requiring the services of river pilots in terms of the exemption granted under the provision of Section 31 of the Indian Ports Act,1908.
- S.19.2 Vessel availing of Dry Dock facilities after cargo discharge/passenger disembarkation shall pay Berth Hire/ Mooring Hire at 25% of the applicable rates as specified at Part VI of the Scale of Rates from the shift following the shift when the vessel is ready for Dry Docking.
- S.19.3 Shifting charge, if applicable for shifting of vessel shall be levied at 25% of the applicable rates as specified at Part VI of the Scale of Rates

P A R T - VI

VESSEL RELATED CHARGES FOR VESSEL ENGAGED IN FOREIGN TRADE & VESSEL ENGAGED IN COASTAL TRADE

S.20 **Berth Hire**

S.20.1 Berth hire on vessel at Dock berth/River side jetty shall be levied at the following rates: -

Sl.No.	Description of vessel	Rate per hour per GRT
1.	Vessel engaged in Foreign trade and except as specified at Sl. No. 4 (in US Currency)	0.25 Cents subject to a minimum of \$ 6 per hour
2.	Vessel engaged in Coastal trade other than those plying between Andaman and KOPT and except as specified at Sl. No. 4 (in Indian Currency)	Re. 0.038 subject to a minimum of Rs.90/- per hour
3..	Vessel engaged in Coastal trade between Andaman and KOPT (in Indian Currency)	Re. 0.027subject to a minimum of Rs.27/- per hour
4.	In case of Exhibition Vessel 50% of the rates specified at Sl. No. 1 & 2 above, as the case may be, shall be levied	

Note:

- i) If any vessel does not work against its booking for work on Holiday due to reasons not attributable to port, the Berth Hire for the shifts in which it does not work against such booking shall be levied at twice the rates specified at S.20.1.
- ii) Whenever, a vessel is double/triple banked with another Sea-going vessel occupying a berth, the vessel so double / triple banked will be charged at the rate of 50% of the Berth Hire charges specified above provided the vessel is in non-working condition.
- iii) For fishing trawler occupying barge jetty/anchorage jetty at HDC or any other riverside jetty or landing stage or moorings Rs.12.50 per hour shall be levied.
- iv) In case a vessel idles due to non-availability or breakdown of the port equipment or power failure at KOPT or any other reasons attributable to the KOPT, rebate equivalent to berth hire charges accrued during the period of idling of vessel shall be allowed.

S.20.2 **Priority / Ousting priority charges.**

Charges for according 'Priority/Ousting Priority' berthing for vessels shall be levied at the following rates in addition to berth hire charges as per S.20.1 of the Scale of Rates.

Priority Berthing: A charge equivalent to 75% of berth hire charges calculated for the total period of actual stay at the berth subject to a minimum of one day's berth hire charge.

Ousting priority berthing: A charge equivalent to 100% of berth hire charges calculated for the total period of actual stayal at the berth and shifting charges at the rates under S.23.9 for 'Shifting In' and 'Shifting Out' of the vessels ousted.

Note: The above charges shall not be leviable for the following categories: -

- i) Vessels carrying defence cargo, hired directly by Defence Authority (Defence Authority certifies to that extent).
- ii) Defence vessels coming on goodwill visits.
- iii) Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
- iv) Any other vessel for which the Ministry of Shipping has granted special exemption.
- v) The fee for according 'Priority/Ousting Priority' is not leviable on the vessels, which carry a specified cargo and are berthed at the berth reserved for handling that type of cargo as per general policy. However, whenever 'Priority'/Ousting Priority' is accorded to any vessel within the category of specified cargo or otherwise, the port shall collect the fee for according 'Priority'/Ousting Priority' as the case may be.

The fee for according 'Priority/Ousting Priority' is leviable if an exclusive facility has been given on any berth to particular user. The fee shall also be leviable if any other vessel is berthed by according 'Priority/Ousting Priority' at a berth where exclusive facility has been given to a particular user.

- vi) The fee for according 'priority'/ousting priority' is not leviable on the vessels where though the necessary directions have been issued for according 'Priority/Ousting Priority', but on arrival such vessels are berthed in normal course on their turn.
- vii) The fee for according 'Priority'/Ousting Priority' is not leviable on the vessels which are berthed at the berth leased on long term basis with the approval of the Government and are on account of lessee. However, the fee shall be leviable if any vessel on account of any other user is berthed at the leased berth by according 'Priority/Ousting Priority'.

S.21 MOORING /ANCHORAGE

S.22.1 When vessel is moored/anchored at dock buoy/ river mooring or any other mooring/anchorage in KDS/HDC charges at the following rates shall be levied: -

Sl.No.	Description of vessel and place of occupancy.	Rate per GRT per hr. or part thereof for vessel engaged in foreign trade (in U.S currency)	Rate per GRT per hr. or part thereof for vessel engaged in coastal trade (in Rupees)
1.	Vessel moored at any dock buoy.	0.12 cents	Re.0.02
2.	Vessel moored at any river mooring/any other mooring	0.06 cents	Re.0.01
3.	Vessel anchored at any river anchorage or any other anchorage.	0.035 cents	Re.0.005

S.22. Miscellaneous.

S.22.1 Charges shall be levied at the following rates for miscellaneous services to vessels.

Sl.No	S E R V I C E	Vessel engaged in foreign Trade (in US Dollars).	Vessel engaged in Coastal Trade (in Rupees).
1.	Hire of launch for special job on requisition.	100 per hour.	2600.00 per hour.
2.	Hire of Fire Float	1000 per day	26000.00 per day.
3.	Hire of Skin Diver/Gas Mask Diver	10 per hour	260.00 per hour.

4.	Hire of Dress Diver	200 per hour	5200.00 per hour.
5.	Additional labour deployed for diving related work	3 per man hour	75.00 per man hour
6.	Supply of fresh water: -		
	a) Through pipeline	5.60 per 1000 litres.	150 per 1000 litres.
	b) Through water barge	7 per 1000 litres.	187.00 per 1000 litres.
7.	Supply of electricity	0.25 per unit plus installation charge of 30	5.00 per unit plus installation charge of 500.00
8.	Additional charges on vessel carrying passengers.	-	5000.00 per complete voyage or 2500.00 for each leg.

S.22.2 Charges for cancellation of any requisition under S.22.1 (1 to 5) shall be levied at the rate of 10% of the charge applicable for the particular service.

S.22.3 Charges for treatment of ballast-water from P.O.L. tanker / other vessels handled at KOPT shall be levied at the following rates:

Capacity of the Vessel in GRT	Vessel engaged in Foreign Trade (in US Dollar)	Vessel engaged in Coastal Trade (in Rupees)
Vessel upto 5000 GRT	480.00 per vessel	12500.00 per vessel.
Vessel above 5000 GRT upto 20000 GRT.	900.00 per vessel.	23500.00 per vessel.
Vessel above 20000 GRT	4500.00 per vessel	117500.00 per vessel.

S.22.4 Charges for cancellation of any requisition under S.22.3 shall be levied at the rate of 20% of the charge applicable for the particular service.

S.23. **Towage & Pilotage of Vessels.**

S.23.1 Charges for piloting a vessel from Sand heads to any point in Kolkata Dock System or Haldia Dock Complex either directly or via any other point during inward journey and back to Sandheads either direct or via any other point during outward journey shall be levied at the following rates: -

Sl. No	Vessel size	Rate per GRT	
		Vessel engaged in Foreign Trade (in US Dollar)	Vessel engaged in Coastal Trade (in Rupees)
1.	For GRT upto 30000		
	b) Coastal vessel plying between Andaman and KOPT only	-	Rs.11.33 per GRT subject to a minimum of Rs.11440/-
	b) Other vessels	64.35 cents subject to a minimum of 1400 dollars	Rs.11.88 per GRT subject to a minimum of Rs.26000/-
2.	For GRT above 30000 and upto GRT 60000		
	a) Coastal vessel plying between Andaman and KOPT only	-	Rs.3, 39,768/- + Rs.9.06 per GRT on 30001 to 60000 GRT
	b) Other vessels	19305 dollars + 51.48 cents per GRT on 30001 to 60000 GRT	Rs.3, 56,400/- + Rs.9.504 per GRT on 30001 to 60000 GRT
3.	For GRT above 60000 GRT		
	a) Coastal vessel plying between Andaman and KOPT only	-	Rs.6,11,523/- + per Rs.7.92 per GRT on GRT above 60000
	b) Other vessels	34749 dollars + 45.045 cents per GRT on GRT above 60000	Rs.6,41,520 + Rs.8.316 per GRT on GRT above 60000

- S.23.2 Vessel availing of pilotage from Sandheads to Virtual Jetty or Saugor/Haldia/Diamond Harbour Anchorage or Haldia Anchorage or any other river anchorage below Diamond Harbour and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 25% in rate specified in S.23.1 above.
- S.23.3 Vessel availing of pilotage from Sandheads to Haldia Anchorage and back only but not requiring pilotage to any other point in Kolkata Dock System or Haldia Dock Complex shall be allowed a rebate of 20% in pilotage rate specified in Section 23.1.
- S.23.4 50% of the rates at S.23.1 shall apply to inward or outward journey.
- S.23.5 Vessels which enters or leaves the port without requiring the services of River pilots in terms of dispensation granted by Director, Marine Dept. under the provision of Section 31 of the Indian Ports Act, 1908 shall be allowed a rebate of 30% of the above rates, including the minimum charge, for the inward or outward journey, as the case may be.
- S.23.6 In case of LASH vessels the above rates are inclusive of charge for berthing and fleeting of barges.
- S.23.7 For piloting a fishing trawler/ foreign barge/coastal barge including their towing tug/launch, if any, charges shall be levied @ 50% of the rates specified under S. 23.1 or S.23.4, as the case may be.
- S.23.8 When a vessel calls both at Kolkata Dock System and Haldia Dock Complex in the same voyage, charge for inward journey shall be levied by the dock system where the vessel calls first and charge for outward journey shall be levied by the other dock system.
- S.23.9 For movement of vessels between HDC and Budge Budge/ Saugor/ Diamond Harbour / Roychowk or any point of KDS, which is not forming a part of inward or outward journey as stated in S.23.1, pilotage at the rate of 40% of the rates specified under S. 23.1 shall be levied for each movement by the dock system from where journey commences.

S.23.10 **Shifting Charge**

For shifting of vessel, other than for port convenience, charges shall be levied at the following rates: -

Sl. No.	Nature of Shifting	Rate per GRT for each shifting	
		Vessel engaged in Foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in Rupees)
a)	Within KDS or within HDC only	10 cents subject to a minimum of 100 US dollar	2.50 subject to a minimum of Rs. 2500.00
b)	Between KDS and HDC	12 cents subject to a minimum of 120 US dollar	3.00 subject to a minimum of Rs. 3000.00

- Note:**
- i) In case of shifting of vessel from KDS to HDC or vice-versa or within KDS or HDC, charges shall be levied as specified above and each dock system shall levy 50% of the charge.
 - ii) No charges shall be levied for shifting of vessel due to port convenience

Port Convenience for the above purpose shall mean the following-

- (i) Shifting(s) of a double-banked ship to facilitate sailing and/or shifting of the ship alongside the berth.
- (ii) Shifting(s) of ship from one working berth to another location to accommodate ship having ousting priority as the shifting charges are borne by the other ship. The same would also be considered for 'Port Convenience' if the incoming ship is exempted from paying priority charge unless the ship in question was not idling at berth without doing any cargo handling operation.
- (iii) Shifting of ship from one working berth to other location to accommodate ship having MOU priority, unless the shifted ship also qualifies for priority under the same MOU under which the other ship was accorded priority.

- (iv) Shifting of a ship coming with MOU priority and allotted a different berth other than the berth covered by MOU, due to occupation of the MOU berth by other vessel (excepting vessel getting priority under the same MOU), from the allotted berth to the MOU berth.
- (v) Shifting of ship from one working berth to other location to accommodate ship having cargo priority. Cargo Priority means priority for berthing vessels carrying the specified cargo to be handled at the specific berth.
- (vi) Shifting(s) of a ship to accommodate another vessel having priority at the adjacent berth and unless the vessel shifts, another vessel cannot be berthed at the adjacent berth due to length or other similar technical restriction.
- (vii) Shifting(s) of a ship from one berth/location to another for undertaking dredging, repair & maintenance of berth or any other similar works of the port.
- (viii) Shifting(s) of ship from one berth/location to another for rearranging working ships' position to accommodate other ship in between.
- (ix) Shifting(s) of ship that cannot work due to inclement weather condition for placement of another workable ship in her place at Port's option.
- (x) Shifting(s) of a ship from berth to waiting location after completion of cargo work if the sailing cannot be done due to non-availability of suitable tide or due to Port's inability to provide Pilot, provided that the agent as per stipulation does the booking of Pilot.
- (xi) Shifting(s) of a waiting ship (including ships called on neaping priority, but excluding vessels on distress as per request of the agent) to a working berth.

S.23.11 If the booking of a pilot is cancelled by the Agent / Ship owner / Charterer less than 24 hours before the appointed time of hauling out from berth/buoy/river mooring/anchorage, a charge of 210 US dollars or Rs.5480/- per cancellation shall be levied on vessels engaged in Foreign Trade or Coastal Trade respectively. No cancellation charge for pilot booking shall be levied if sailing is cancelled due to non-availability of pilots/ tugs or for lock gate being out of commission or for any reasons attributable to Port.

S.23.12 For piloting a vessel undergoing trials, a charge of Rs.10000/- shall be levied for trials above and upto Garden Reach and Rs.25000/- per trial below Garden Reach.

S.23.13 For mother vessel doing lighterage operation at Sand heads an all-inclusive charge (including anchorage charge but except Port Dues as per Section 25) of 5 Cents per GRT in case of Foreign going vessel or Rs.1.34 per GRT in case of coastal vessel shall be levied. For daughter vessel proceeding to other port with cargo discharged at Sandhead from mother vessel, the aforesaid rate shall also apply.

S.23.14 The rates under S.23.1, S.23.4, S.23.9 & S.23.11 are inclusive of services of tugs/launches and mooring/unmooring of vessels and turning if necessary except when services of additional tugs or launches is provided against specific requisition of the Shipowner/Agent/Charterer.

S.23.15 For use of the Kolkata Port Trust tugs/despatch vessel/survey vessel/anti pollution vessel etc., on requisition by the Shipowner/Agent/ Charterer, charges shall be levied at the following rates: -

Sl. No.	Description	Vessel engaged in Foreign Trade rate (in US dollars)	Vessel engaged in Coastal Trade (in Rupees)
(i)	Vessel not exceeding 1,000 IHP.	200 dollars per hour subject to a minimum of 600 dollars per operation.	5200.00 per hour subject to a minimum of 15600.00 per operation.
(ii)	Vessel exceeding 1,000 IHP.	250 dollars per hour subject to a minimum of 750 dollars per operation.	6500.00 per hour subject to a minimum of 19500.00 per operation.

Note: The period shall be counted from the time the vessel leaves for the operation till it comes back or deployed for another work, whichever is earlier.

S.23.16 An additional charge of 25% shall be levied when Kolkata Port Trust tug/vessel is deployed for salvage operation.

S.23.17 Ship owners/Agent of vessels shall be required to pay the actual Insurance premium plus 20% whenever Kolkata Port Trust tug/vessel is deployed on requisition for towage assistance/salvage operation .In such cases claims for damages shall not be made against the hirer in case of accident.

S.24. **Port Dues.**

S.24.1 Port dues shall be levied on Sea going vessels entering the Port of Kolkata at the following rates:

Sl. No	Description of vessel	Rate per GRT	Frequency of payment in respect of the same vessel.
i)	Vessel engaged in Foreign trade (in US Currency)	30 Cents	This due is payable on each entry into the port.
ii)	Vessels engaged in Coastal trade other than those plying between Andaman and KOPT. (in Indian Currency)	Rs. 8.03	This due is payable on each entry into the port.
iii)	Vessel engaged in Coastal trade between Andaman and KOPT (in Indian Currency)	Rs. 4.64	This due is payable on each entry into the port.
iv)	Vessel entering in ballast and not carrying Passengers.	75% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.	This due is payable on each entry into the Port.
v)	Vessel entering for but not discharging or taking any cargo or Passenger therein (with the exception of such unshipment and/or re-shipment as may be necessary for purposes of repair)	50% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.	This due is payable on each entry into the Port.
vi)	Vessels attending at Sandheads for lighterage operation.	25% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.	This due is payable on each entry into the port.

Note: -

- i) For 'Oil tankers' with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of its international Tonnage Certificate will be taken to be its gross tonnage for the purpose of levy of Port dues.
- ii) LASH Vessel making a "Second Call" to pick up empty LASH barges shall not be charged any Port dues.
- iii) In case of vessel visiting both KDS and HDC 50% of the applicable port dues shall be payable both at KDS and HDC.

P A R T - VII

VESSEL RELATED CHARGES FOR INLAND VESSEL AND NON- PROPELLED VESSEL

- S.25 The rates under this chapter shall apply to –
- i) All Inland Vessel and Non- propelled vessel (excluding vessel classified as foreign/coastal).
 - ii) All barges/boats/flats/ motor launches working at Virtual Jetty/Saugor (excluding vessel classified as foreign/coastal)..

S 26 Stayal Charge on vessels

S 26.1 Stayal charge shall be levied on vessels at the following rates for occupying berth/ jetty/dock buoy/or any other point at Kidderpore Dock-I, Kidderpore Dock-II, Netaji Subhas Dock, Budge Budge Oil jetty, Haldia Oil Jetty, Haldia Docks-

Sl. No.	Period	Rate in Rupees
1	On vessel of less than 200 tonnes	
	i) Upto 10 days from the date of entry	25.00 per vessel per day or part thereof.
	ii) 11 th to 20 th day	50.00 per vessel per day or part thereof.
	iii) 21 st day onwards	150.00 per vessel per day or part thereof.
2	On vessel of 200 tonnes and above	0.60 per tonne per day or part thereof

S.26.2 Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of KOPT-

Sl. No.	Description	Rate in Rupees.
1.	On Non-propelled vessel	
	i) Upto 4 tonne capacity	15.00 per vessel per day or part thereof.
	ii) Above 4 tonne capacity	40.00 per vessel per day or part thereof.
2.	On propelled vessel	70.00 per vessel per day or part thereof

S.26.3 Stayal charge shall be levied on vessels other than Tourist/Ferry launch @ Rs. 25/- per day for occupying any other riverside jetty/river mooring/riverside landing stage belonging to KOPT.

S.26.4 Tourist/Ferry launch using riverside jetty belonging to KOPT shall be charged Rs.150/- per visit per day.

S.27 Dock Toll

S 27.1 Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded docks.

Sl. No	Capacity	Rates in Rupees
1.	Upto 15 tonnes	200.00 per vessel per entry
2.	Above 15 tonnes	9.00 per tonne, subject to a minimum of 200.00 per vessel and maximum of Rs. 4000.00.

S.28. Miscellaneous Charges on Non-propelled Vessel

S.28.1 Registration fees shall be levied @ Rs.85/- per tonne, subject to a minimum of Rs.500/- and maximum of Rs. 10,000/- per craft.

S.28.2 Annual licence fee shall be levied @ Rs.15/- per tonne, subject to a minimum of Rs.300/- and maximum of Rs. 10,000/- per craft.

S.28.3 Charges for extension of annual license shall be levied @ 25% of the annual licence fees per month.

S.28.4 Other charges on non-propelled vessel shall be levied at the following rates: -

Sl. No.	Services	Rate in Rupees.
1.	Majhi licence/licence plate for passenger craft/duplicate licence.	100.00 per issue
2.	Endorsement of change of ownership on certificate of Registry & Licence.	500.00 per issue
3.	Issue of duplicate certificate of Registry	300.00 per issue
4.	Fees for Surveying at owner's workshop: -	
	a) Within port limit	Rs. 15/- per tonne subject to a minimum of Rs. 500/- & maximum of Rs. 1000/- per visit
	b) Outside port limit	Rs. 30/- per tonne subject to a minimum of Rs.2000/- and maximum of Rs.5000/- per visit
5.	Fees for Special inspection and issuance of certificate	
	i) Inspection if carried out within Port limit	
	a) For plying upto Haldia	1000.00
	b) For carrying explosives	1000.00
	ii) Inspection if carried out outside Port limit	
	a) For plying upto Haldia	5000.00
	b) For carrying explosives	5000.00
6	Fees for scrutiny and approval of drawing and plans for new construction.	2000.00 per craft
7.	Fee for Inspection during construction/ reconstruction by the process of cannibalisation or for providing technical advice.	
	i) Within Port limit	
	a) Wooden/non-metallic boat	500.00
	b) Steel / metallic boat	1000.00
	ii) Outside Port limit	
	a) Wooden/non-metallic boat	2000.00
	b) Steel / metallic boat	5000.00
8.	Supply of Manjhi Book	25.00 per copy
9.	Supply of instruction book for guidance and rules of construction/re-construction and survey.	200.00 per copy
10.	Charges for Re-registration	
	a) Wooden/non-metallic boat	300.00 per craft
	b) Steel / metallic boat	1000.00 per craft

Note: If the Special Inspection Survey and the Annual licensing survey are carried out on the same date, Survey fees for annual licensing survey will not be applicable.

S.28.5 Penalty for non-renewal of licence as per Rule 83 (2) of Kolkata Port Rules, 1994 shall be levied at double the rate of annual licence fee (for the expired period) from the date of expiry of the licence, subject to minimum of 1 month charge.

- S.29 **Towage & Pilotage for inland vessels and non-propelled crafts**
S.29.1 If a vessel requires services of port for towage & pilotage, 50% of the rates specified at S.24.1 for coastal vessel (other than for Andaman) shall be levied. Similarly for shifting also, where port provides services, 50% of the rates specified at S.24.9 for coastal vessel shall be levied.
- S.29.2 If a vessel does not require the services of port as mentioned at S.30.1, Dock Toll charge as specified at section S.28.1 shall be levied.
- S.29.3 If any vessel covered under this Part of the Scale of Rates avails any of the services for which no rate has been specified in this Part, the rate applicable for coastal vessel shall apply.

Note for Part-VII of this of Scale of Rates

Tonne in respect of vessel under this Part of Scale of Rates shall mean Registered Tonne or Gross Registered Tonne of the vessel unless otherwise specified. In cases, where Registered Tonne or Gross Registered Tonne is not available and only measurement in Cubic Metre is available, for the purpose of realisation of charges conversion factor shall be 1 Cu. Mt. = 0.36 Register Tonne.

P A R T - VIII

SLIPWAY HIRE CHARGES

- S.30. **Slipway hire charges**
S.30.1 Charges for hire of slipways with back up adjacent land at North Workshop Complex shall be levied at the following rates: -

<u>Period</u>		Rate in Rupees per day		
		<u>Slipway No. 1</u>	<u>Slipway No. 2</u>	<u>Slipway No. 3</u>
1	1 st to 10 th day	1800.00	1050.00	1175.00
2	11 th day onwards	1700.00	1000.00	1125.00

- S.30.2 Charges for hire of slipways without back up adjacent land at North Workshop Complex shall be levied at the following rates: -

<u>Period</u>		Rate in Rupees per day		
		<u>Slipway No. 1</u>	<u>Slipway No. 2</u>	<u>Slipway No. 3</u>
1	1 st to 10 th day	1425.00	700.00	750.00
2	11 th day onwards	1350.00	675.00	700.00

Note: All other charges including electricity and water shall be realised as per Scale of Rates.

- - - - -