

# KOLKATA PORT TRUST



## Scale of Rates w.e.f. 17<sup>th</sup> March 2011

APPROVED BY  
TARIFF AUTHORITY FOR MAJOR PORTS  
GAZETTE NOTIFICATION NO.\_30 DATED 15<sup>TH</sup> FEBRUARY 2011  
in the Gazette of India Extraordinary(Part III Section 4)

**KOLKATA PORT TRUST**  
**SCALE OF RATES**  
**GENERAL**

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

	(xiii)	'Less than a Container Load (LCL)' shall mean a container having cargo of more than one Importer /Exporter.
	(xiv)	'Lighterage Cargo'/ 'Lighterage Container' shall mean cargo/ container which the foreign going vessel/coastal vessel off-load/load at any river anchorage/mooring/ virtual jetty/ Sandhead into/ from smaller vessels/ Barges.
	(xv)	'Month' shall mean 30 consecutive calendar days including holidays unless otherwise specified.
	(xvi)	'On Board handling Charges' shall mean charges on Cargo/ Commodity/ Article / Package/ Container for rendering on board services by the port in the form of supply of manpower for loading / unloading operation.
	(xvii)	'Overside Discharge/Shipment' shall mean the operation of unloading/loading of cargo ex/into vessel without passing through the quay at the time of discharge /shipment operation.
	(xviii)	'Over Dimensional Container' shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and needing special devices like slings, shackles, lifting beam, etc.. Damaged Containers (including boxes having corner casting problem) and Container requiring special devices for lifting will also be classified as Over Dimensional Container.
	(xix)	'Shore Handling Charges' shall mean charges on Cargo/Commodity/Article/ Package/Container for rendering shore services by the port in the form of supply of labour with/without equipment for transportation of cargo from hook point to stacking point (including loading at hook point), unloading of the same at the stacking point and subsequent loading for delivery, or vice-versa and in case of mechanical receiving of cargo shall also include charges for tipping of wagon by Wagon Tippler.
	(xx)	'Shut out' cargo shall mean export cargo left in the Port having not been shipped on board the vessel for which it was received in Port premises.
	(xxi)	'TEU' shall mean Twenty Feet Equivalent Unit of container.
	(xxii)	'Transshipment' shall mean transfer of cargo/container from a sea going vessel/barge to another sea going vessel/barge for destination to other Port/Ports.
	(xxiii)	'Wharfage' shall mean the basic dues recoverable on all cargo/ container landed or shipped or transshipped within the port limit and approaches or passing through the declared landing stage of the port, whether portage was provided by the port or not and shall include hooking/unhooking operation on shore, where necessary.
	(xxiv)	'Week' shall mean 7 (seven) consecutive calendar days including holidays.
<b>S.3 General Principles of Assessment</b>		
	(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 used for landing/shipment of cargo / container from/into vessel or for any other purpose by the vessel, equipment charges specified in Section 17.1 shall be levied on the vessel agent/ vessel owner/ Importers / Exporters or their Agents in case of chartered vessels as the case may be.
	(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)	<p>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 &amp; 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.</p> <p>In case of LCL container, empty container and container from / to ICDs / Customs Notified CFS, the charges related to container and containerized cargo including the on-board (also for the use of equipment, if any) shore handling and storage charges thereon shall be levied on the Container agents / Main Line Operators (MLO)s. However, incase of container from / to ICDs / Customs Notified CFS, the concerned CFS / ICD operator can also pay the port charges.</p> <p>However, after de-stuffing or prior to stuffing, the cargo related charges, if any, shall be levied on the owner of the cargo or his Clearing &amp; Forwarding Agent / Handling Agent.</p>
	(vi)	(a) Vessel related charges shall be levied on the Ship Owners/Steamer Agents. Wherever rates have been denominated in US Dollar terms, the charge shall be recovered in Indian Rupees after conversion of US currency to Indian Rupee at the Reserve Bank of India's reference rate. The date of entry of vessel into port limit shall be reckoned as the date for such conversion.
		(b) Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees based on the Reserve Bank of India Reference Rate prevalent on the date of entry of the vessel in case of import containers; and on the date of arrival of the containers into port, in case of export containers.
	(vii)	(a) The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
		(b) The cargo /container related charges for all Coastal cargo/containers, other than thermal coal, POL including crude oil, Iron Ore and Iron 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)	<p>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.</p> <p>In other words, cargo/containers from / to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.</p>
	(f)	<p>The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.</p>
(viii)		<p>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.</p>
(ix)		<p>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.</p>
(x)		<p>No charge shall be levied on stores/ provisions supplied on board KoPT crafts/vessels.</p>
(xi)		<p>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.</p>
(xii)	(a)	<p>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.</p>
	(b)	<p>There shall be penal berth hire equal to berth hire charges of one days berth hire charge for a false signal.</p>
(xiii)		<p>Interest on delayed payments / refunds:</p>
	(a)	<p>The user shall pay penal interest on delayed payments under this Scale of Rates. Likewise, the KOPT shall pay penal interest on delayed refunds.</p>
	(b)	<p>The rate of penal interest will be 14.25 %. The penal interest rate will apply to both the KOPT and the port users equally.</p>
	(c)	<p>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.</p>
	(d)	<p>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.</p>
(xiv)		<p>Before classifying any cargo under "unspecified category" or otherwise for determination of the nature of cargo, 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.</p>

	(xv)	(a)	A foreign going vessel of Indian flag having a General Trading License can convert to coastal run on the basis of a Customs Conversion Order.
		(b)	A foreign going vessel of foreign flag can convert to coastal run on the basis of a Coastal Voyage License issued by the Director General of Shipping.
		(c)	For dedicated Indian coastal vessels having a Coastal License 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.
	(xvi)		For all types of cargo, cargo related charges shall be levied on the gross weight of the consignment.
	(xvii)		For the purpose of charging, Shipper's Own Containers will be at par with the 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 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 conditionality governing the application of rates prescribed in the Scale of Rates if such rationalization gives relief to the user in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling levels.
		(c)	Provided that the KOPT should notify the public such lower rates and / or rationalization of the conditionality governing the application of such rates and continue to notify the public any further changes in such lower rates and / or in the conditionality governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

**PART-I**  
**Charges on Break-bulk and Bulk Cargo**

S.4	<b><u>Wharfage:</u></b>	
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: -	
<b>Sl. No.</b>	<b>Description</b>	<b>Rates in Rupees per tonne or part thereof (unless other unit is specified)</b>
<b>Liquids/ Gas handled through pipeline</b>		
1.	Crude Oil;	76.50
2.	POL/POL Products, CBFS or nay other liquid/ gas having a flash point of 23 <sup>0</sup> C (73.4 <sup>0</sup> 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 <sup>0</sup> C (73.4 <sup>0</sup> F), and not specified below;	112.50 85.50
	(a) For quantity upto 50000 tonnes per Financial Year	
	(b) On the incremental quantity handled above 50000 tonnes per Financial Year	
4	LPG, Naphtha, Butadiene, Butane, Butene, Benzene, Py Gas, Propane, Hexane and N-Hexane	85.50
5.	Vegetable Oils	45.00
6	Molasses	27.00
7	Acids, Fatty acid, Mineral Oil, Tallow, Alcohols	58.50
<b>Liquids handled other than through pipeline</b>		
8.	All liquids including ship's bunker	76.50
<b>Cargo handled through mechanical system</b>		
9.	Export Iron Ore	38.88
10.	Export Thermal Coal	43.74
11.	All types of Coal not specified, Fertilizer; Fertilizer Raw materials, Soda Ash and all other Dry Bulks	87.48
<b>Cargo handled other than through mechanical system</b>		
12	Salt, Fly Ash	19.44
13	Iron Ore, Sand	19.44
14	Limestone, Bitumen, Pig Iron, Sponge Iron and other Ferrous metal, All types of Coal/ Coke/Ore/other dry bulk cargo not specified.	38.88

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.	48.60
<b>Sl. No.</b>	<b>Description</b>	<b>Rates in Rupees per tonne or part thereof (unless other unit is specified)</b>
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.	68.04
17	Iron and Steel, Pipes & Tubes.	58.32
18	Log, Timber, Veneer	102.06 per CBM or part thereof
19	Car, Any rubber tyred vehicle, Cargo moving equipment, Earth-moving equipment	3888.00 per unit
20	All other cargo not covered above	200.00

**Note:** The lower rate specified in S.4.1, Sl. No. 1 (b) and 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:-	
<b>Sl. No.</b>	<b>Description</b>	<b>Rates in Rupees per tonne or part thereof</b>
1	Crude oil, POL and POL products, Thermal Coal, Iron Ore and Iron Ore pellets	Same as the rates for Foreign Cargo as specified at S.4.1
2	All other cargo	60% of the rates for Foreign Cargo as specified at S.4.1.
S.4.3	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.19.44 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 realize 50% of the applicable wharfage.															
S.4.5	<p>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.</p> <p>In addition, if such cargo is carried by barge / boat / flat or any other vessel for unloading/loading at any berth/jetty/declared Inland Vessel Wharves belonging to port, wharfage shall be realised for such discharge/shipment at the following rates:</p> <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Place of operation</th> <th>Rates in Rs. Per tonne or part thereof</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Berth/ jetty meant for handling sea-going vessel</td> <td></td> </tr> <tr> <td></td> <td>a) Iron Ore</td> <td>4.86</td> </tr> <tr> <td></td> <td>b) All other Cargo</td> <td>19.44</td> </tr> <tr> <td>2.</td> <td>Declared Inland Vessel Wharves of KOPT</td> <td>4.86</td> </tr> </tbody> </table>	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	4.86		b) All other Cargo	19.44	2.	Declared Inland Vessel Wharves of KOPT	4.86
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	4.86														
	b) All other Cargo	19.44														
2.	Declared Inland Vessel Wharves of KOPT	4.86														
S.4.6	<p>On IWT cargo loaded/unloaded at any Berth / Jetty/ declared Inland Vessel Wharves belonging to port, wharfage shall be realised at the following rates:</p> <table border="1"> <thead> <tr> <th>Sl. No.</th> <th>Place of operation</th> <th>Rates in Rs. Per tonne or part thereof (unless specified otherwise)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Berth/jetty meant for handling sea-going vessel</td> <td>50% of wharfage as specified at S.4.1</td> </tr> <tr> <td>2.</td> <td>Declared Inland Vessel Wharves of KoPT</td> <td></td> </tr> <tr> <td></td> <td>a) Fly Ash</td> <td>9.72</td> </tr> <tr> <td></td> <td>b) All Other cargo</td> <td>19.44</td> </tr> </tbody> </table>	Sl. No.	Place of operation	Rates in Rs. Per tonne or part thereof (unless specified otherwise)	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	9.72		b) All Other cargo	19.44
Sl. No.	Place of operation	Rates in Rs. Per tonne or part thereof (unless specified otherwise)														
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	9.72														
	b) All Other cargo	19.44														
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	<p>On shutout cargo /stock cargo, which are taken back from Port premises, 50% of wharfage shall be levied. In addition, if labour and / or equipment are / is supplied by port for handling of cargo, on-board handling charges and/ or shore handling charges, as the case may be, shall be levied.</p> <p>No additional wharfage shall be levied on shutout cargo if the same is subsequently shipped without being removed from port premises.</p>															
S.4.9	Due to some operational reason if any cargo is landed from a vessel for subsequent shipment by the same vessel, consolidated wharfage shall be levied @ Rs.97.20 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.

5	<b>On board handling charges:</b>	
S.5.1	For supply of manpower by KoPT, for handling of foreign cargo on board the vessel/ barge 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 :	
<b>Sl.No.</b>	<b>Description</b>	<b>Rates in Rupees per tonne or part thereof, unless other unit is specified</b>
1	Coking Coal	26.46
2	All types of Coal, Coke and Ore, Limestone, Other Dry Bulk cargo not specified discharged/shipped by use of Grab/Magnet. (other than cargo specified at Sl. No. 1 above) ;	29.16
<b>Sl.No.</b>	<b>Description</b>	<b>Rates in Rupees per tonne or part thereof, unless other unit is specified</b>
3	Iron and Steel, Pipes & Tubes,	77.76
4	All other cargo except those specified at Sl. No. 1, 2, 3, 5 & 6	38.88
5	Log ; Timber ; Veneer ;	24.30 per CBM
6	Car, any rubber tyred vehicle, cargo moving equipments or earth moving equipments when discharged/ shipped by use of slings.	48.60 per unit
S.5.2	For supply of manpower by KoPT, 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 / barge 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.	
<b>Note for Section 5:</b>		
(i)	On board handling charge is not leviable in cases where wharfage is realised on cargo for handling through pipeline or for handling through mechanical system, as KoPT does not provide on board labour /equipment against such vessels.	
(ii)	For shifting of cargo on board without passing through the quay, 1.5 times of the applicable On board handling charges shall be levied.	

<b>S.6</b>	<b>Shore handling charge:</b>	
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 (xix) and for such other services as specified below.	
<b>SL No.</b>	<b>Description</b>	<b>Rates in Rupees per tonne or part thereof</b>
		<b>Labour only      Labour &amp;</b>

			<b>Equipment</b>
1.	Bag cargo and packages (where handling is entirely done manually, by using handcart only, if necessary.)	24.30	-
2.	Iron & Steel, Pipes & Tubes	19.44	116.64
3.	All other break bulk cargo for which rates otherwise not specified- (per Pkg. Or Unit weight)		
	i) Less than 5 tonne	19.44	38.88
	ii) 5 tonne to less than 10 tonne	19.44	72.90
	iii) 10 tonne to less than 20 tonne	19.44	145.80
	iv) 20 tonne to less than 40 tonne	19.44	194.40
	v) 40 tonne and above	19.44	388.80
4.	i) Tippling of Thermal Coal wagon by Wagon Tippler	43.74	
	ii) Manual unloading of Thermal Coal Wagon -	29.16	
	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.	38.88	43.74
	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.	53.46	58.32
<b>SL No.</b>	<b>Description</b>	<b>Rates in Rupees per tone or part thereof</b>	
		<b>Labour only</b>	<b>Labour &amp; Equipment</b>
5.	i) Tippling of Iron ore wagon by Wagon Tippler	38.88	
	ii) Manual unloading of Iron Ore Wagon	38.88	
	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.	43.74	48.60
	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.	53.46	63.18
6.	i) All types of dry bulk cargo not specified above (other than the cargo landed from or shipped/ to be shipped through Mechanical System) (Other than Berth no. 2 and 8 of HDC)	68.04	87.48
	ii) All types of dry bulk cargo not specified (other than the cargo landed from or shipped/ to be shipped through mechanical system) at berth no. 2 and 8 of HDC, when the cargo landed at a berth is stored at any area (within the dock), other than the dedicated storage area of the same berth, and finally delivered there	68.04	100.48

		from, or vice versa (in case of Exports); without requiring second transportation and / or extra loading/unloading and when the transportation is undertaken by KOPT or by any private party on behalf of KOPT.		
7.	Logs, Timber, Veneer		19.44 per CBM	38.88 per CBM
S.6.2	For supply of KoPT's manpower with/without 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			
<b>Note for Section 6.</b>				
i)	Port reserves the right to supply / not to supply labour/equipment for shore handling operation other than in case of tipping of wagon.			
ii)	In case of Sr. no-1, 2, 3 and 7 of S.6.1, if the Port provides only part of the services specified in the definition of 'Shore Handling Charge' under S.2(xix), 50% of the specified shore handling charges shall be levied. This clause shall not be applicable for not providing Tipling, 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(xix) and where wharfage is realized on cargo for handling through pipeline.			
iv)	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	<b><u>Demurrage on Cargo:</u></b>			
S.7.1	Demurrage shall be levied on Import cargo (other than containerised cargo) after allowing a demurrage-free period as specified below: -			
<b>Sl. No.</b>	<b>Description</b>	<b>Demurrage-free period</b>		
1.	Hazardous-I cargo	Actual date of landing		
2.	All other cargo except those mentioned at Sl. No. 1, 3 & 4	3 days after the last landing date of the vessel /barge from which the cargo is discharged.		
3.	Non-hazardous cargo using port equipment for delivery; Non-hazardous cargo for Nepal and Bhutan;	6 days after the last landing date of the vessel /barge from which the cargo is discharged		
4.	Cargo imported by voluntary / relief organization like Missionaries of Charity, Bharat Sevashram Sangha, Ramkrishna Mission, CARE, CRS, WFP and others as may be accepted by Kolkata Port Trust from time to time on the basis of certification by the Appropriate Govt. Authority of Central Govt./State Govt. and Govt. of Nepal/ Bhutan or their local Consulate General.	30 days after the last landing date of the vessel /barge from which the cargo is discharged		
<b>Note for Section-7:</b>				

i)	<p>a) Last Landing Date (LLD) is the date on which a vessel completes her import discharge at quay side.</p> <p>b) In case of over-side discharge as well as discharge at anchorage/ mooring/ buoy on to boats/ barges/ flats / any other vessels; the date of completion of unloading at quay by each such boat / barge/ flat / any other vessel shall be the LLD of the cargo carried by that particular boat / barge/ flat /vessel.</p> <p>c) However, KoPT may declare any other date as such LLD for cargo already discharged from the vessel when the vessel is not doing cargo operation work for more than 24 hours for any fault/ reason not attributable to Port. In such cases, a vessel may have more than one LLD.</p>														
ii)	<p>For the purpose of calculation of free time, Customs notified holidays and the KoPT's non-working 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-working days fall on Sundays.</p> <p>After demurrage charge begins to accrue, no allowance would be made for Customs notified holidays or KoPT's non-working days.</p>														
S.7.2	Demurrage on Import cargo (except log, timber, veneer) shall be levied after the expiry of demurrage free period at the following rates: -														
<table border="1"> <thead> <tr> <th rowspan="2">Sl. No.</th> <th rowspan="2">Type of cargo</th> <th colspan="2">Rate in Rupees per tone per day or part thereof</th> </tr> <tr> <th>For the first 15 days</th> <th>16<sup>th</sup> day onwards</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Hazardous – I</td> <td>153.00 per tonne</td> <td>180.00 per tonne</td> </tr> <tr> <td>2.</td> <td>All other cargo</td> <td>36.00 per tonne</td> <td>54.00 per tonne</td> </tr> </tbody> </table>	Sl. No.	Type of cargo	Rate in Rupees per tone per day or part thereof		For the first 15 days	16 <sup>th</sup> 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	
Sl. No.			Type of cargo	Rate in Rupees per tone per day or part thereof											
	For the first 15 days	16 <sup>th</sup> 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: -														
<table border="1"> <thead> <tr> <th rowspan="2">Sl. No.</th> <th rowspan="2">Type of cargo</th> <th colspan="3">Rate in Rupees per CBM per day or part thereof</th> </tr> <tr> <th>For the first 7 days.</th> <th>8<sup>th</sup> to 14<sup>th</sup> day</th> <th>From 15<sup>th</sup> day onwards</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Log, Timber, Veneer</td> <td>5.40</td> <td>10.80</td> <td>16.20</td> </tr> </tbody> </table>	Sl. No.	Type of cargo	Rate in Rupees per CBM per day or part thereof			For the first 7 days.	8 <sup>th</sup> to 14 <sup>th</sup> day	From 15 <sup>th</sup> day onwards	1.	Log, Timber, Veneer	5.40	10.80	16.20		
Sl. No.			Type of cargo	Rate in Rupees per CBM per day or part thereof											
	For the first 7 days.	8 <sup>th</sup> to 14 <sup>th</sup> day		From 15 <sup>th</sup> 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, from the 31 <sup>st</sup> 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	<p>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.</p> <p>In case shutout cargo is shipped by any subsequent vessel provision of S.7.4 shall apply.</p>														
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.
-------	---

<b>S.8</b>	<b><u>Transportation:</u></b>	
S.8.1	The following charges shall be levied on cargo, for which KOPT undertakes any transportation (excluding loading and/or unloading) not covered under 'Shore Handling Charge'.	
<b>Sl.No.</b>	<b>Description</b>	<b>Rate in Rs. per tonne or part thereof.</b>
1.	Within one dock of KDS or Within Dock Interior Zone of HDC	34.02
2.	From one dock enclosure to another dock enclosure of KDS within Kolkata Dock System.	48.60

<b>S.9</b>	<b><u>Loading /Unloading/Re-stacking charge</u></b>	
S.9.1	The following charges shall be levied on cargo, for which KoPT shall undertake any loading / unloading / re-stacking not covered under 'Shore Handling Charge' at S.2 (xix)	
<b>Sl.No.</b>	<b>Description</b>	<b>Rate in Rs. per tonne or part thereof.</b>
1.	Article/package weighing less than 1 tonne	19.44
2.	Article / package weighing 1 tonne. & above but less than 10 tonne	38.88
3.	Article/package weighing 10 tonne & above but less than 20 tonne	48.60
4.	Article/package weighing 20 tonne & above but less than 40 tonne	97.20
5.	Article/package weighing 40 tonne & above	243.00

<b>S.10</b>	<b><u>Rebate:</u></b>		
S.10.1	At HDC, rebate on wharfage shall be allowed in the following cases:-		
	(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 tones 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/ fertilizer/ raw material for fertilizer in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charge on quantity exceeding 25000 tonnes.	
	(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 Wharfage charges on quantity exceeding 25000 tonnes.	
S.10.2	At KDS Importer/ Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through KDS as mentioned below, during a financial year.		
<b>Sl. No.</b>	<b>Type of Cargo</b>	<b>Tonnage handled</b>	<b>Quantum of Rebate on applicable wharfage</b>
(a).	Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, C.I Goods, LPG	Upto 75000 tonnes 75001 to 100000 tonnes Above 100000 tonnes	NIL 10% 15%

(b).	Crude Oil, POL and its products	Upto 4000000 tonnes	NIL
		4000001 to 7500000 tonnes	10%
		Above 7500000 tonnes	15%
<b>Note:</b> The above said rebate shall be granted in the form of refund of wharfage at the end of every financial year (i.e. 1 <sup>st</sup> April to 31 <sup>st</sup> March) on submission of documents by the Importers/ Exporters in support of the throughout achieved.			

**PART – II**

**CHARGES ON CONTAINER AND CONTAINERISED CARGO**

<b>S.11</b>	<b><u>Composite box rate for container</u></b>					
S.11.1	Composite box-rate for container (other than specified ICDs) covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard and subsequent lift on for delivery or vice versa shall be levied at the following rates:					
	<b>Sl. No.</b>	<b>Category</b>	<b>Rate in Rupees per TEU</b>			
			<b>KDS</b>		<b>HDC</b>	
			<b>Foreign</b>	<b>Coastal</b>	<b>Foreign</b>	<b>Coastal</b>
	1.	Load Container other than Over Dimensional Container	4082.40	2449.44	3589.92	2153.95
	2.	All Over Dimensional Load Container	5103.00	3061.80	4487.40	2692.44
	3.	Empty Container	1622.16	973.29	1888.92	1133.35
S.11.2	Composite box-rate for all ICD container (except Cossipore ICD) covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard and subsequent lift on for delivery or vice versa shall be levied at the following rates:					
	<b>Sl. No.</b>	<b>Category</b>	<b>Rate in Rupees per TEU</b>			
			<b>KDS</b>		<b>HDC</b>	
			<b>Foreign</b>	<b>Coastal</b>	<b>Foreign</b>	<b>Coastal</b>
	1.	Load Container other than Over Dimensional Container	3082.40	1849.44	2589.92	1553.95
	2.	All Over Dimensional Load Container	3853.00	2311.80	3237.40	1942.44
S.11.3	Composite box-rate for IWT container, including Bangladesh moving through IWT mode, covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard and subsequent lift on for delivery or vice versa shall be levied at the following rates:					
	<b>Sl. No.</b>	<b>Category</b>	<b>Rate in Rupees per TEU</b>			
	1.	Load Container other than Over Dimensional Container	1864.62			
	2.	All Over Dimensional Load Container	2330.78			
	3.	Empty Container	1281.42			

<b>S.12</b>	<b>Rebate:</b>					
S.12.1	In case any of the basic container handling services covered under the Composite box-rate is not provided by the port, rebate(s) at the following rates shall be allowed on the composite box-rate of Foreign Containers for use of ship's crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard and use of party hired equipment for lift- -on at yard for delivery or vice versa.					
	<b>Type of Service</b>		<b>Rate of rebate in rupees per TEU</b>			
			<b>KDS</b>		<b>HDC</b>	
			<b>Loaded</b>	<b>Empty</b>	<b>Loaded</b>	<b>Empty</b>
	(a)	For ship to shore transfer by ship's crane	680.40	259.55	598.32	302.23

	(b)	For movement between berth and yard by trailer hired by the party.	104.33	74.62	91.72	86.89
	(c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	158.76	81.11	139.61	94.45
	(d)	For lift on/ lift off at yard during delivery/receiving by equipment hired by the party.	181.44	97.33	159.55	113.34

**Note for sections S.11 & S.12**

(i)	In case of Import container containing cargo consigned to Nepal and Bhutan a 10% rebate shall be allowed on the Composite box-rate for container specified at S.11.1 and S.11.2.
(ii)	If the shutout export loads container or container received without shipment paper is taken delivery instead of being shipped, rebate as provided under S.12.1 above for the services not rendered shall be allowed subject to a maximum of 60% in total of the Composite box-rates specified above. In addition, for any extra handling services, relevant charges as specified at S. 14.
(iii)	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.
(iv)	For anchorage discharge and subsequent landing of containers at Docks or vice versa, Composite box rate as specified at S.11.1 and S.11.2 shall be levied only once.
(v)	In case of Coastal Containers, the rates of rebate shall be 60% of the rates specified at S.12.1 for Foreign Containers.

**S.13 Charges for Transshipment container**

S.13.1	In case of Normal Transshipment container, consolidated charge at the following rates shall be levied:					
	<b>Sr. No.</b>	<b>Particulars</b>	<b>KDS</b>		<b>HDC</b>	
			<b>Loaded (Rs. per TEU)</b>	<b>Empty (Rs. per TEU)</b>	<b>Loaded (Rs. per TEU)</b>	<b>Empty (Rs. per TEU)</b>
	1.	Transshipment rates if both legs are foreign	5883.03	2191.86	5144.31	2592.81
	2.	Transshipment rates if both legs are coastal	3592.82	1315.12	3086.59	1555.69
	3.	Transshipment rates if one leg is foreign and one leg is coastal	4706.42	1753.49	4115.45	2074.25
Note:	(i). The above rates include wharfage, ship to shore transfer, transportation from quay to container yard including lift-off at the yard and subsequent transportation from container yard to quay including lift on at yard and shore to ship transfer.					
	(ii). In case any of the services is not rendered by port, 75% of the rate of rebates specified at S.12.1 shall be allowed.					

**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:-	
<b>Sl. No.</b>	<b>Services</b>	<b>Rate in Rs. per TEU</b>

1.	Shifting of containers on board via quay head <b>Note:</b> For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied	680.40
2.	Transportation / shifting of container by port equipment for operation not included in any charge under S. 11 and S.12 –	
	a) Within same Berth / Yard	291.60
	b) Between two berths / Yards	388.80
3.	Supply of power to Reefer Container	145.80 per 4 hrs or part thereof
4.	Lift on/ Lift off / Restacking by port equipment not included in the services mentioned at S.11 and S.12 or any other services under S.14	349.92
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.	466.56
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 only operation inside the container is done by port (in part or full)	2916.00  291.60  972.00 121.50  145.80
7.	For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	972.00
8.	Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under S.11 and S.13.	810.00
9.	Use of Mobile Harbour Crane (MHC) / Rail Mounted Quay Crane (RMQC)/ any other port equipments for opening of Hatch Cover and replacing it.	2160.00
<b>Note for Sections 11, 12, 13 &amp; 14</b>		
i)	Charges / Rebates 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 / Rebates for handling of container above 40' shall be 2 times the rates specified at S.11, S.12, S.13 & S.14	
ii)	The rates specified under S.11.2 shall also be applied to containers carried by Railway from/to destinations other than ICDs, which are landed/ shipped through KoPT.	
iii)	If only one operation is carried out, half of the Hatch cover handling charge rates specified at S.14, Sl. No.9 shall be levied.	
<b>S.15</b>	<b>Storage charge on container and containerised cargo.</b>	
S.15.1	Storage charge on loaded import container other than those specified at S.15.2, S.15.3, S.15.5, S.15.6 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 <sup>th</sup> day to 9 <sup>th</sup> day	2.25	100.39
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	4.50	200.79
	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	6.75	301.18
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	13.50	602.37
	From the 31 <sup>st</sup> day onwards	27.00	1204.74
S.15.2	Storage charge on loaded import container containing relief commodities, except for Missionaries of Charity, Ramkrishna Mission and Bharat Sevashram Sangha, 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 <sup>th</sup> day to 9 <sup>th</sup> day	2.25	100.39
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	4.50	200.79
	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	5.40	240.95
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	6.75	301.18
	From the 31 <sup>st</sup> day onwards	9.00	401.58
	<b>Note:</b> Relief commodities for the purpose of S.16.2 shall mean the cargo imported by voluntary /relief organization like 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 import container, containing relief commodities for Missionaries of Charity, Ramkrishna Mission, Bharat Sevashram Sangha, 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 30 days after the day of landing	Free	Free
	From the 31 <sup>st</sup> day onwards	9.00	401.58
S.15.4	Storage charge on loaded export / stock containers, 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 after the day of receiving / stuffing	Free	Free
	From the 11 <sup>th</sup> to 15 <sup>th</sup> day	2.25	100.39
	From 16 <sup>th</sup> day onwards	3.15	140.55
S.15.5	Storage charge on loaded import/export 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 <sup>st</sup> day to 30 <sup>th</sup> day	2.25	100.39
	From the 31 <sup>st</sup> day onwards	4.50	200.79
S.15.6	Storage charge on loaded import/ export/ transshipment container containing <b>Hazardous-I cargo</b> 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 day of actual landing/receiving	Free	Free
	From the 2 <sup>nd</sup> day to 9 <sup>th</sup> day	2.8125	125.48
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	5.625	250.98

	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	8.4375	376.47
	From 21 <sup>st</sup> day to 30 <sup>th</sup> day	16.875	752.96
	From the 31 <sup>st</sup> day onwards	33.75	1505.92
S.15.7	Storage charge on empty containers shall be levied at the following rates: -		
	<b>Period</b>	<b>US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs. Per TEU per day or part thereof</b>
	First 3 days after the day of landing/ receiving/ destuffing	Free	Free
	From the 4 <sup>th</sup> day to 9 <sup>th</sup> day	2.25	100.39
	From the 10 <sup>th</sup> day to 15 <sup>th</sup> day	4.50	200.79
	From the 16 <sup>th</sup> day to 20 <sup>th</sup> day	6.75	301.19
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	9.00	401.58
	From the 31 <sup>st</sup> day onwards	13.50	602.37
S.15.8	Storage charge on loaded transshipment container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates.		
	<b>Period</b>	<b>US \$ per TEU per day or part thereof</b>	<b>Coastal rates in Rs. Per TEU per day or part thereof</b>
	First 20 days after the day of landing.	Free	Free
	From the 21 <sup>st</sup> day to 30 <sup>th</sup> day	2.25	100.39
	From the 31 <sup>st</sup> day onwards	4.50	200.79

**Note for Section 15:**

1.	For the purpose of calculation of free period, Customs notified holidays and the KOPT's non-working 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-working days fall on Sundays.  After storage charge begins to accrue, no allowance would be allowed for Customs notified holidays or KOPT's non-operational days.
2.	On container above 20' and upto 40' in length, storage charge shall be levied @ 2 times the rates specified at S.16 and on containers above 40' in length, storage charges shall be levied at @ 3 times the rates specified at S.15.
3.	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.
4.	Last Landing Date (LLD) is the date on which the vessel completes her import discharge at a specific Dock System. However, KOPT may declare any other date as such LLD for container already discharged from the vessel, when the vessel is not doing cargo operation work in the working berth for more than 24 hours for any fault/ reason not attributable to port. In such cases, a vessel may have more than one LLD.
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.15.4.

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.	<p>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: -</p> <table border="1" data-bbox="345 579 1479 852"> <tr> <td data-bbox="345 579 402 611">(a)</td> <td data-bbox="402 579 459 611">(i)</td> <td data-bbox="459 579 1479 611">The consignee can issue a letter of abandonment at any time; <b>OR</b></td> </tr> <tr> <td></td> <td data-bbox="402 611 459 674">(ii)</td> <td data-bbox="459 611 1479 674">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,</td> </tr> <tr> <td></td> <td data-bbox="402 674 459 758">(a)</td> <td data-bbox="459 674 1479 758">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</td> </tr> <tr> <td></td> <td data-bbox="402 758 459 842">(b)</td> <td data-bbox="459 758 1479 842">the Line/MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.</td> </tr> </table> <p>(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.</p> <p>(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 seize to apply from the day the Customs order release of the cargo, subject to the line's observing the necessary formalities &amp; 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.</p>	(a)	(i)	The consignee can issue a letter of abandonment at any time; <b>OR</b>		(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.
(a)	(i)	The consignee can issue a letter of abandonment at any time; <b>OR</b>											
	(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.											
9.	No free storage period shall be allowed for export load container / stock container / empty container received at docks but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified thereafter, till the date of removal from port premises.												
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.15.4 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.	The cargo, on de-stuffing from container, will not enjoy any free period excepting the day of de-stuffing and demurrage shall be levied on the cargo as per the rate provided under S.7.2 and S.7.3, as the case may be, from the day after the date of de-stuffing.												
13.	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.												

**PART-III**

**MISCELLANEOUS CHARGES**

<b>S.16</b>	<b>Miscellaneous charges</b>	
S.16.1	Charge at the following rates shall be levied for miscellaneous services: -	
<b>Sl. No.</b>	<b>Description</b>	<b>Rate in Rupees.</b>
1.	Issue of duplicate short landing certificate / Out -Turn Report or any certificate or amendment.	43.20 per certificate/ report/ amendment.
2.	a) Gazette & Advertisement cost of sale.	108.00 per publication.
	b) Cost of sale of berthing list/movement/ gate notice to the trade.	2.16 each. Monthly subscription Rs.43.20 each. Yearly subscription Rs.486/- each.
<b>Sl. No.</b>	<b>Description</b>	<b>Rate in Rupees.</b>
3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	216.00 per axle.
4.	Supply of staff for escorting lorry.	432.00- per shift per head.
5.	Deployment of extra labours (on requisition by port users).	324.00 per shift per labour
6.	Use of Port's Road Weigh bridge	4.32 Per ton subject to a minimum of Rs.21.60 for an empty vehicle and Rs.43.20 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.	24.30 per ton.
8.	Hire of Locomotive	2500.00 per hour or part thereof 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, Terminal Charge and Wagon Hire/Demurrage charge.	Rate as notified by the Rly. Board from time to time shall be levied.
11.	Consolidated charge on rail borne cargo on wagons arriving in KDS Rly. System.	
(a)	On wagon not carrying containers, loaded or un-loaded at berths / sheds inside the docks/ jetty.	12.00 per ton on the 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.

	(c)	On wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road of KDS.	Rs.525/-per 20' container Rs.787.50 per 40' container
12.	Hiring charge for each of the following port Equipment: -		
	a)	Mobile / wrecking Crane	3240.00 Per shift or part thereof
	b)	Forklift	1080.00 - do -
	c)	Shore Crane	1296.00 - do -
	d)	Tractor	540.00 - do -
	e)	Trailer:	
		Upto 10 MT SWL	540.00 - do -
		Above 10 MT SWL	810.00 - do -
	f)	Pay loader:	
		Upto 1 Cu.m capacity	2700.00 -do-
		Above 1 Cu.m capacity	5400.00 - do -
	g)	Hand Truck	27.00 - do -.
	h)	Air Compressor	1350.00 - do -.
	i)	Bull Dozer 10 MT and above	7560.00 - do -
	j)	Bull Dozer less than 10 MT	3780.00 - do -
	k)	Cantilever Crane	21600.00 - do -
	l)	Floating Crane (above 30 tonne capacity)	32400.00 per equipment per shift or part thereof
	m)	Toplift Truck / Reach Stacker	14040.00 - do -
	n)	Spreader (20 Ft.)	1620.00 per spreader per shift or part thereof
	o)	Use of fire fighting apparatus and equipment excluding use of fire floats.	2160.00 per hour plus consumables at cost.

13.	<p>Use of MHC with grabs and pay loaders on board the vessel, for loading / unloading at Berth no. 2 and 8 of HDC.</p> <p><b>Notes:</b></p> <p>(a). The prescribed rate is a base rate for achieving a Minimum Level Productivity (MLP) of 20000 MT per day.</p> <p>(b). If productivity more than the MLP is achieved, then the user will pay an additional 10% of the base rate only on the additional cargo handled over and above the MLP. The additional cargo on which additional levy of 10% will be levied be computed as follows:</p> <p>Total cargo loaded/ unloaded - <u>(MLP x Vessel Operation Time)</u></p> <p style="text-align: center;">24</p> <p>(c). If a productivity less than the MLP is achieved, then the following rates will be levied:</p> <table border="1" data-bbox="367 825 987 1037"> <thead> <tr> <th>Ship berth day output actually achieved per vessel basis</th> <th>Amount payable as percentage of base rate</th> </tr> </thead> <tbody> <tr> <td>From 18000 tonnes to 19999</td> <td>90%</td> </tr> <tr> <td>From 16000 tonnes to 17999</td> <td>80%</td> </tr> <tr> <td>From 14000 tonnes to 15999</td> <td>60%</td> </tr> <tr> <td>Less than 14000 tonnes</td> <td>40%</td> </tr> </tbody> </table>	Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate	From 18000 tonnes to 19999	90%	From 16000 tonnes to 17999	80%	From 14000 tonnes to 15999	60%	Less than 14000 tonnes	40%	<p>52.00 per MT for foreign cargo</p> <p>31.20 per MT for coastal cargo</p>
Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate											
From 18000 tonnes to 19999	90%											
From 16000 tonnes to 17999	80%											
From 14000 tonnes to 15999	60%											
Less than 14000 tonnes	40%											
14.	Heaping/ high heaping of Dry Bulk Cargo at storage area / Hook Point relating to the cargo handled at Berth no. 2 and 8 of HDC.	10.00 per MT										
15.	<table border="1"> <tr> <td data-bbox="362 1129 480 1268">a)</td> <td data-bbox="480 1129 1008 1268">Despatch related services for rail borne cargo handled through Berth no. 2 and 8 of HDC, including cleaning, trimming, labelling, lime spraying and weighments.</td> </tr> <tr> <td data-bbox="362 1268 480 1381">b)</td> <td data-bbox="480 1268 1008 1381">Despatch related services for road bound cargo, handled through Berth no. 2 and 8 of HDC including weighments</td> </tr> </table>	a)	Despatch related services for rail borne cargo handled through Berth no. 2 and 8 of HDC, including cleaning, trimming, labelling, lime spraying and weighments.	b)	Despatch related services for road bound cargo, handled through Berth no. 2 and 8 of HDC including weighments	<p>9.00 per MT</p> <p>6.00 per MT</p>						
a)	Despatch related services for rail borne cargo handled through Berth no. 2 and 8 of HDC, including cleaning, trimming, labelling, lime spraying and weighments.											
b)	Despatch related services for road bound cargo, handled through Berth no. 2 and 8 of HDC including weighments											
16.	Cleaning charge for handling of Coking coal, all types Coke, Lime stone, Sulphur, Rock phosphate, Cement and Pulses	1.08 per MT										
<p>Note:</p> <p>i) In case of wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road at KDS, except the Consolidated charges specified at 11(c), no other charges shall be levied for the rail related services provided by KoPT.</p> <p>ii) In case of stabling of wagons of CFS operators on port railway track, no stabling charge shall be levied for the first three days of continuous stabling.</p> <p>iii) The rate specified under sr. no- 14 shall be levied on the total quantity landed/ shipped by a vessel, when such services are provided by KoPT.</p> <p>iv) The rate specified under sr. no-16 shall be levied on the total quantity landed/ shipped by a vessel.</p>												
S.16.2	For haulage of wagon to any Railway weighbridge for weighment/ re-weighment, locomotive hire charge, as specified under SI.No.8 of S.16.1, shall be levied. This is in addition to re-											

	weighment charge as fixed by the Railway Board from time to time.
S.16.3	In case a wagon after arriving at Kolkata dock Railway system is re-booked without unloading, Consolidated charge, as specified under SI No. 11 of S.16.1, shall be levied only once.
S.16.4	On wagon carrying export cargo unloaded at places other than berth/shed inside the Dock/Jetty and if shipped subsequently through KDS, Consolidated charges as specified at 11(a) shall be levied, provided the exporter/his agent submit documents in support of such shipment which is acceptable to KOPT.
S.16.5	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.

<b>S.17</b>	<b>Permit &amp; Licenses:</b>	
S.17.1	Charges shall be levied at the following rates for issue /renewal of permits/license for entering into or operating at Docks, Jetties, Wharves and Ghats, where applicable:	
<b>Sl. No.</b>	<b>Description</b>	<b>Rate in Rupees</b>
1.	Dock Permit per person	5.40 per daily permit (maximum 12 hrs. validity). 145.80 per monthly permit 405.00 per quarterly permit 172.80 per biennial permit
2.	Dock Permit per vehicle/ trailer and circular permit for vehicle carrying ship's gear and stores (inclusive of overnight stayal).	27.00 per daily permit 2160.00 per annual permit
3.	Dock Permit for mobile crane/ Reach Stacker/ Toplifter/Dumper/Payloader (inclusive of overnight stayal)/	108.00 per daily permit 9720.00 per annual permit
5.	Dock Permit for Fork-lift / Container carrying trailer or any other handling equipment (inclusive of overnight stayal)	64.80 per daily permit 5832.00 per annual permit
6.	Dock Permit for cart (inclusive of overnight stayal).	10.80 per daily permit 1188.00 per annual permit
7.	Permit for Hawkers / Vendors.	810.00 per annual permit
8.	Ship personnel permit book (consisting of 50 permits).	540.00 per book
9.	Clearing & Forwarding Agency License	216.00 per licence for 1 month 2332.80 per licence for 1 year 5832.00 per licence for 3 years 7776.00 per licence for 5 Years
10.	Jetty Sircar's / Cooper License (inclusive of Dock entry).	129.60 per licence for 1 month 1166.40 per licence for 1 year 2808.00 per licence for 3 years 3888.00 per licence for 5 years
11.	Ship Repairing/Ship Chandling/Ship Survey/ General on Board services (GOS)/Ship Breaking License.	2376.00 per licence per year.

--	--	--

Sl. No.	Description	Rate in Rupees
12.	Stevedoring License / Handling Agents Licence.	10800.00 per licence for 2 years.
13.	Licence for occupation of Panda seats at KDS.	32.40 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 KDS.	6.48 per day. 291.60 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.	5.40 per day. 162.00 per quarter.
16.	Permit for using Truck Terminal at HDC/ KDS per truck/ lorry/ trailer.	16.20 per daily permit.

S.17.2	In case of damage/loss, charge for issue of duplicate /triplicate permit/ licence shall be levied at 50% of the rate applicable for the original. For permit issued free of cost such charge shall be 25% of the rate provided for similar permit/licence at section 17.1
S.17.3	For any amendment in permit/licence, amendment charge as mentioned at Section 17.1, Sl. No. 1 shall be levied.
S.17.4	In case of licenses issued under Sl. No. 10 & 11 of Section 17.1, the application for renewal shall be submitted at least one month before the date of expiry of the licence. Application received after the period specified above, shall be liable to an additional fee of 25% of the original.

#### PART – IV

#### CHARGES RELATED TO SHIP BREAKING

<b>S.18</b>	<b><u>Ship Breaking Charges</u></b>	
S.18.1	For Ship breaking activities in KOPT, Ship breaking charges @ Rs.138/- per LDT shall be levied.	
<b>Notes:</b>		
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 grants 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.18.2	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.18.3	The charges for additional land area, other than the quantum of area specified at S.18.1, Note-2 shall be levied extra as per relevant land schedule.	
S.18.4	In cases, no additional land area at Off 29 KPD berth is available; the period specified at S.18.1, Note-2 shall be increased by 10 days.	
S.18.5	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.18.6	If breaking of a vessel is extended beyond the period specified at S.18.1 or S.18.4, as the case may be, charges at the following rates shall be levied extra for the period of extension.	
		<b>Rate in Rupees per LDT per day</b>
i)	For vessel upto 2000 LDT	12.65
ii)	For vessel of 2001 LDT to 3000 LDT	11.50
iii)	For vessel of 3001 LDT to 5000 LDT	9.20
iv)	For vessel of 5001 LDT to 8000 LDT	8.05
v)	For vessel of 8001 LDT and above	6.90

S.18.7	For completion of ship-breaking before the period specified in S.18.1 and S.18.4 above, a rebate @ 0.5% of the rate specified at S.18.1 above shall be allowed for each day of saving subject to maximum of 10% of the rates.	
S.18.8	Vessel arriving at Kolkata Port for the purpose of dismantling only is exempted from the payment of Port Dues and Towage & Pilotage charge.	
S.18.9	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.21.1 or S.22.1
ii)	For the next 10 days -	10% of the rates specified at S.21.1 or S.22.1
iii)	Thereafter -	5% of the rates specified at S.21.1 or S.22.1

<b>Note:</b>	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.18.10	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.18.11	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.18.12	Ship Breakers shall be granted a rebate at the following rates on the rate specified at S.18.1 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%

**P A R T – V**

**CHARGES FOR DRY DOCKS**

<b>S.19</b>	<b>Dry Dock Charges</b>					
S.19.1	Charges for Docking & Undocking					
<b>Size of vessel</b>	<b>1 &amp; 2 N.S. Dry Dock</b>		<b>1 &amp; 2 K. P. Dry Dock</b>		<b>3 K.P. Dry Dock</b>	
	<b>Foreign going vessel</b>	<b>Coastal Vessel</b>	<b>Foreign going vessel</b>	<b>Coastal Vessel</b>	<b>Foreign going vessel</b>	<b>Coastal Vessel</b>
	<b>US Dollar</b>	<b>Rupees</b>	<b>US Dollar</b>	<b>Rupees</b>	<b>US Dollar</b>	<b>Rupees</b>
Upto 1000 GRT	3450	92363.40	3450	92363.40	3450	92363.40
Above 1000 GRT	3450 + 805 for every additional 1000 GRT or part thereof	92363.40+ 17250 for every additional 1000 GRT or part thereof	3450 + 805 for every additional 1000 GRT or part thereof	92363.40+ 17250 for every additional 1000 GRT or part thereof	3450 + 805 for every additional 1000 GRT or part thereof	92363.40 + 17250 for every additional 1000 GRT or part thereof

S.19.2	<b>Dry Dock Hire Charges</b>						
i)	During first 10 days of occupancy of vessel (per day or part thereof): -						
<b>Size Of vessel in GRT</b>	<b>1 &amp; 2 N.S. Dry Dock</b>		<b>1 &amp; 2 K. P. Dry Dock</b>		<b>3 K.P. Dry Dock</b>		
	<b>Foreign going vessel</b>	<b>Coastal Vessel</b>	<b>Foreign going vessel</b>	<b>Coastal Vessel</b>	<b>Foreign going vessel</b>	<b>Coastal Vessel</b>	
	<b>US \$</b>	<b>Rupees</b>	<b>US \$</b>	<b>Rupees</b>	<b>US \$</b>	<b>Rupees</b>	
Upto 1000	1150	25300	1035	24150	1035	23000	
1001 to 2000	1265	27600	1150	26450	1035	24725	
2001 to 3000	1380	29900	1265	28750	1035	25300	
3001 to 4000	1495	34500	1380	32200	1035	25875	
4001 to 5000	1610	39100	1495	35650	1035	26450	
5001 to 10000	1840	43700	1610	40250	1035	27600	
10001 & above	2070	48300	1725	44850	1035	28750	
ii)	From 11 <sup>th</sup> to 30 <sup>th</sup> day of occupation: 125% of rates as stated in S.19.2 (i) for per day or part thereof.						
iii)	Beyond 30 <sup>th</sup> days of occupation: 150% of rates as stated in S.19.2 (i) for per day or part thereof.						
iv)	If the vessel has requisitioned for a dry dock but it is not ready to dock at the time specified according to the docking programme, no charges shall be leviable provided an intimation of cancellation/ postponement of dry docking is given (excluding the day of docking) 2 days in advance of the specified time of docking. A cancellation fee of US\$ 25 / Rs.1000.00 will be recovered in such cases in case of Foreign /Coastal respectively. However, if no such intimation is given 5% additional charge shall be recovered calculated on the rates applicable during the first 10 days of occupation for the period the vessel did not actually occupy the dry dock.						
S.19.3	In case of vessel requiring laying of Special Keel Block due to their configuration, extra rental charges at the rates prescribed under S.19.2 (i) above will be recovered for the period required for laying and removal of such special keel blocks. The rental charges for occupation of dry docks as above will be recoverable as per the period groups applicable.						

	<b>Note:</b> For laying of Special Keel Blocks by outside agency, the prescribed rate as specified at S.19.3 will not be applicable since the service is not provided by the Port. However, dry dock charges as specified at S.19.2 will be applicable during the work of laying Special Keel Blocks by outside agency.
S.19.4	Charges for each operation of re-docking or part of such activity are to be paid as per Docking & Undocking rates prescribed in S.19.1.

S.19.5	<b>Charges for removal or repositioning of each block:</b>	
	For Foreign going Vessel	US\$ 86.25
	For Coastal Vessel	Rs.2300.00

S.19.6	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.19.7	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.22.1, Sl.No.1 shall be levied instead of usual dry dock hire charges for the period the vessel is so detained.		
S.19.8	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.19.2 above shall be allowed for each vessel. This rebate shall also be applicable when a dry dock is shared with a KOPT vessel.		
S.19.9	Services of dry dock crane may be made available for repair and other work at the following rates: -		
	<b>Sl. No.</b>	<b>Crane capacity</b>	<b>Foreign going vessel Rate in US \$ per 8 hours shift or part thereof</b>
	1.	25 Tonne	172.50
	2.	7 Tonne	69.00
	3.	Upto 6 Tonne	34.50
	<b>Note:</b> Crane facility is strictly as per availability and shall have no bearing on dry dock occupancy or hire charges.		
S.19.10	Vessel shall pay for the electricity supplied to it by the KOPT at actual.		
<b>S.20</b>	<b>Concession in Vessel related charges under Part VI of Scale of Rates</b>		
S.20.1	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.20.2	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.20.3	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.		

**PART – VI**

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

<b>S.21</b>	<b>Berth Hire</b>		
S.21.1	Berth hire on vessel at Dock berth/River side jetty shall be levied at the following rates:		
	<b>Sl. No.</b>	<b>Description of vessel</b>	<b>Rate per hour per GRT</b>
	1.	Vessel engaged in Foreign trade and except as specified at Sl. No. 4	0.2875 Cents subject to a minimum of \$6.90 per hour
	2.	Vessel engaged in Coastal trade other than those plying between Andaman and KOPT and except as specified at Sl. No. 4	Re.0.0437 subject to a minimum of Rs.103.50 per hour
	3.	Vessel engaged in Coastal trade between Andaman and KOPT	Re.0.031 subject to a minimum of Rs.31.05 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.21.1.	
	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.14.375 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.21.2	<b>Priority / Ousting priority charges.</b>		
	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.21.1 of the Scale of Rates.		
	<b>Priority Berthing:</b>	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.	

	<b>Ousting priority berthing:</b>	A charge equivalent to 100% of berth hire charges calculated for the total period of actual stay at the working berth and shifting charges at the rates under S.24.10 for 'Shifting In' and 'Shifting Out' of the vessels ousted.	
	<b>Note</b>	The above charges ( Priority/ Ousting Priority) shall not be leviable for the following categories: -	
	i)	Vessels carrying defense cargo, hired directly by Defense Authority (Defense Authority certifies to that extent).	
	ii)	Defense 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'.

<b>S.22</b>	<b>Mooring/ Anchorage</b>			
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: -			
	<b>Sl. No.</b>	<b>Description of vessel and place of occupancy.</b>	<b>Rate per GRT per hr. or part thereof for vessel engaged in foreign trade (in U.S currency)</b>	<b>Rate per GRT per hr. or part thereof for vessel engaged in coastal trade (in Rupees)</b>
	1.	Vessel moored at any dock buoy.	0.138 cents	Rs.0.023
	2.	Vessel moored at any river mooring/any other mooring	0.069 cents	Rs.0.0115
	3.	Vessel anchored at any river anchorage or any other anchorage.	0.040 cents	Rs.0.00575
<b>S.23</b>	<b>Miscellaneous:</b>			
S.23.1	Charges shall be levied at the following rates for miscellaneous services to vessels.			
	<b>Sl. No</b>	<b>Services</b>	<b>Vessel engaged in foreign Trade (in US Dollars).</b>	<b>Vessel engaged in Coastal Trade (in Rupees).</b>
	1.	Hire of launch for special job on requisition.	115 per hour.	2990.00 per hour.
	2.	Hire of Fire Float	1150 per day	29900.00 per day.
	3.	Hire of Skin Diver/Gas Mask Diver	11.50 per hour	299.00 per hour.
	4.	Hire of Dress Diver	230 per hour	5980 per hour.
	5.	Additional labour deployed for diving related work	3.45 per man hour	86.25 per man hour
	6.	Supply of Fresh water:-		
		a) Through pipeline	6.44 per 1000 litres	172.50 per 1000 litres
		b) Through water barge	8.05 per 1000 litres.	215.05 per 1000 litres.
	7.	Supply of electricity	0.2875 per unit plus installation charge of Rs.34.50	5.75 per unit plus installation charge of Rs.575.00
	8.	Additional charges on vessel carrying passengers.	-----	5750.00 per complete voyage or 2875.00 for each leg.
S.23.2	Charges for cancellation of any requisition under S.23.1 (1 to 5) shall be levied at the rate of 10% of the charge applicable for the particular service.			

S.23.3	<b>Charges for treatment of ballast-water from P.O.L. tanker / other vessels handled at KOPT shall be levied at the following rates:</b>		
	<b>Vessel size</b>	<b>Vessel engaged in Foreign Trade (in US Dollar)</b>	<b>Vessel engaged in Coastal Trade (in Rupees)</b>
	Vessel upto 5000 GRT	552.00 per vessel	14375.00 per vessel
	Vessel above 5000 GRT upto 20000 GRT.	1035.00 per vessel.	27025.00 per vessel
	Vessel above 20000 GRT	5175.00 per vessel	135125.00 per vessel
S.23.4	Charges for cancellation of any requisition under S.23.3 shall be levied at the rate of 20% of the charge applicable for the particular service.		

<b>S.24</b>	<b>Towage &amp; Pilotage of Vessels</b>				
S.24.1	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: -				
	<b>Sl. No</b>	<b>Particulars</b>	<b>For GRT upto 30000</b>	<b>For GRT above 30000 and upto GRT 60000</b>	<b>For GRT above 60000 GRT</b>
	1	<b>Vessel engaged in Foreign Trade</b>	74.003 cents subject to a minimum of 1610 dollars	22200.90 dollars + 59.202 cents per GRT on 30001 to 60000 GRT	39961.50 dollars + 51.801 cents per GRT on GRT above 60000
	2	<b>Vessel engaged in Coastal Trade</b>	Rs.13.662 per GRT subject to a minimum of Rs.29900 /-	Rs.409860.00 + Rs.10.9296 per GRT on 30001 to 60000 GRT	Rs.737748/- + Rs.9.5634 per GRT on GRT above 60000
	3	<b>Coastal vessel plying between Andaman and KOPT only</b>	Rs.13.029 per GRT subject to a minimum of Rs.13156/-	Rs.390733.20 + Rs.10.419 per GRT on 30001 to 60000 GRT	Rs.703251.45 + Rs.9.108 per GRT on GRT above 60000
S.24.2	Vessel availing of pilotage from Sandheads to Virtual Jetty or Saugor/ Diamond Harbour 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.24.1 above.				
S.24.3	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 24.1.				
S.24.4	50% of the rates at S.24.1 shall apply to inward or outward journey.				
S.24.5	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.24.6	In case of LASH vessels the above rates are inclusive of charge for berthing and fleeting of barges.				
S.24.7	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. 24.1 or S.24.4, as the case may be.				

S.24.8	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.24.9	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.24.1, Towage & Pilotage at the rate of 40% of the rates specified under S. 24.1 shall be levied for each movement by the dock system from where journey commences.
S.24.10	Where any vessel, after visiting either KDS or HDC, is required to go back to Sandheads before proceeding to other dock system for cargo / container work; the towage & pilotage shall be levied at the rate of 1.5 times of the rate specified under S.24.1 for the entire voyage. The aforesaid additional 50% towage & pilotage shall be levied by the dock system where the vessel visits finally via Sandheads.

24.11	<b>Shifting Charge</b>			
	For shifting of vessel, other than for port convenience, charges shall be levied at the following rates:-			
	<b>Sl. No.</b>	<b>Nature of Shifting</b>	<b>Rate per GRT for each shifting</b>	
			<b>Vessel engaged in Foreign Trade (in US Dollars)</b>	<b>Vessel engaged in Coastal Trade (in Rupees)</b>
	a)	Within KDS or within HDC only	11.5 cents subject to a minimum of 115 US dollar	2.875 subject to a minimum of Rs.2875.00
	b)	Between KDS and HDC	13.8 cents subject to a minimum of 138.00 US dollar	3.45 subject to a minimum of Rs.3450.00
	<b>Note:</b>			
	i) In case of shifting of vessel from KDS to HDC or vice-versa, which forms part of inward / outward journey as stated in S. 24.1, 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.			
	<b>Port Convenience for the above purpose shall mean the following-</b>			
	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 shiftings of ships called on neaping priority, but excluding vessels on distress as per request of the agent) to a working berth.
	xii)	Shifting of a container ship at KDS from a MHC berth to a non-MHC berth due to breakdown of MHC.
	xiii)	Shifting of a container ship from non-CPY berth to a CPY berth for taking exports aggregated at CPY, at KDS.
	xiv)	Shifting of a ship from one MHC berth to another MHC berth, due to breakdown of MHC.

S.24.12	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 241.50 US dollars or Rs.6302/- per cancellation shall be levied on vessels engaged in Foreign Trade and 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.24.13	For piloting a vessel undergoing trials, a charge of Rs.11500/- shall be levied for trials above and upto Garden Reach and Rs.28750/- per trial below Garden Reach.
S.24.14	For mother vessel doing lighterage operation at Sandheads an all-inclusive charge (including anchorage charge but except Port Dues as per Section 25) of 5.75 Cents per GRT in case of Foreign going vessel or Rs.1.54 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.24.15	The rates under S.24.1, S.24.4, S.24.9 & S.24.12 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.24.16	<b>For use of the Kolkata Port Trust Tugs/ Despatch vessel/ Survey vessel/ Anti pollution vessel etc., on requisition by the Ship-owner/Agent/ Charterer, charges shall be levied at the following rates:-</b>			
	<b>Sl. No.</b>	<b>Description</b>	<b>Vessel engaged in Foreign Trade rate (in US dollars)</b>	<b>Vessel engaged in Coastal Trade (in Rupees)</b>
	i)	Vessel not exceeding 1,000 IHP.	230 dollars per hour subject to a minimum of 690 dollars per operation.	5980.00 per hour subject to a minimum of 17940.00 per operation.
	ii)	Vessel exceeding 1,000 IHP.	287.50 dollars per hour subject to a minimum of 862.50 dollars per operation.	7475.00 per hour subject to a minimum of 22425.00 per operation.

<b>Note:</b>	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.24.17	An additional charge of 25% shall be levied when Kolkata Port Trust tug/vessel is deployed for salvage operation.
S.24.18	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.25	<b>Port Dues</b>	
S.25.1	Port dues shall be levied on Sea going vessels entering the Port of Kolkata at the following rates. The dues are payable on each entry of the same vessel into the port.	
<b>Sl. No.</b>	<b>Description of vessel</b>	<b>Rate per GRT</b>
i)	Vessel engaged in Foreign trade	34.50 Cents
ii)	Vessels engaged in Coastal trade other than those plying between Andaman and KOPT.	Rs.9.2345
iii)	Vessel engaged in Coastal trade between Andaman and KOPT (in Indian Currency)	Rs.5.336
iv)	Vessel entering in ballast and not carrying Passengers.	75% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.
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.
vi)	Vessels attending at Sandheads for lighterage operation.	25% of the respective rates specified at Sl. No. (i), (ii) & (iii) above.

<b>Note:-</b>	
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.26	The rates under this chapter shall apply to –	
	i)	All Inland Vessels and Non- propelled vessels (excluding vessel classified as foreign OR coastal).
	ii)	All barges / boats / flats / motor launches working at Virtual Jetty / Saugor (excluding vessel classified as foreign OR coastal).
S.27	<b>Stayal Charge on vessels</b>	
S.27.1	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-	
	<b>Sl. No.</b>	<b>Rate in Rupees</b>

	1.	On vessel of less than 200 tonnes -	
		i) Upto 10 days from the date of entry	28.75 per vessel per day or part thereof
		ii) 11 <sup>th</sup> to 20 <sup>th</sup> day	57.50 per vessel per day or part thereof
		iii) 21 <sup>st</sup> day onwards	172.50 per vessel per day or part thereof
	2.	On vessel of 200 tonnes and above	0.69 per tonne per day or part thereof

**S.28.2 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	17.25 per vessel per day or part thereof
	ii) Above 4 tonne capacity	46.00 per vessel per day or part thereof
2.	On propelled vessel	80.50 per vessel per day or part thereof

S.28.3 Stayal charge shall be levied on vessels other than Tourist/ Ferry launch @ Rs.28.75 per day for occupying any other riverside jetty/river mooring/riverside landing stage belonging to KOPT.

S.28.4 Tourist/ Ferry launch using riverside jetty belonging to KOPT shall be charged Rs.172.50 per visit per day.

**S.29 Dock Toll**

S.29.1 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	230.00 per vessel per entry
2.	Above 15 tonnes	10.35 per tonne, subject to a minimum of 230.00 per vessel and maximum of Rs.4600.00.

**S.30 Miscellaneous Charges on Non-propelled Vessel**

S.30.1 Registration fees shall be levied @ Rs.97.75 per tonne, subject to a minimum of Rs.575/- and maximum of Rs.11500/- per craft.

S.30.2 Annual licence fee shall be levied @ Rs.17.25 per tonne, subject to a minimum of Rs.345/- and maximum of Rs.11500/- per craft.

S.30.3 Charges for extension of annual license shall be levied @ 25% of the annual licence fees per month.

**S.30.4 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.	115.00 per issue
2.	Endorsement of change of ownership on certificate of Registry & Licence.	575.00 per issue
3.	Issue of duplicate certificate of Registry	345.00 per issue
4.	Fees for Surveying at owner's workshop: -	
	a) Within port limit	Rs.17.25 per tonne subject to a minimum of Rs.575/- & maximum of Rs.1150/- per visit
	b) Outside port limit	Rs.34.50 per tonne subject to a minimum of Rs.2300/- and maximum of Rs.5750/- per visit
Sl.	Services	Rate in Rupees.

	<b>No.</b>		
	5.	Fees for Special inspection and issuance of certificate	
		i) Inspection if carried out within Port limit	
		a) For plying upto Haldia	1150.00
		b) For carrying explosives	1150.00
		Inspection if carried out outside Port limit	
		a) For plying upto Haldia	5750.00
		b) For carrying explosives	5750.00
	6.	Fees for scrutiny and approval of drawing and plans for new construction.	2300.00 per craft
	7.	Fee for Inspection during construction/ reconstruction by the process of cannibalisation or for providing technical advice.	
		Within Port limit	
		a) Wooden/non-metallic boat	575.00
		b) Steel / metallic boat	1150.00
		Outside Port limit	
		a) Wooden/non-metallic boat	2300.00
		b) Steel / metallic boat	5750.00
	8.	Supply of Manjhi Book	28.75 per copy
	9.	Supply of instruction book for guidance and rules of construction/re-construction and survey.	230.00 per copy
	10.	Charges for Re-registration	
		a) Wooden/non-metallic boat	345.00 per craft
		b) Steel / metallic boat	1150.00 per craft
<b>Note:</b>	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.30.5	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.
--------	---

<b>S.31</b>	<b>Towage &amp; Pilotage for inland vessels and non-propelled crafts</b>
S.31.1	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.25.11 for coastal vessel shall be levied.
S.31.2	If a vessel does not require the services of port as mentioned at S.31.1, Dock Toll charge as specified at section S.29.1 shall be levied.
S.31.3	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.

<b>Note for Part-VII of Scale of Rates</b>	
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 realization of charges conversion factor shall be 1 Cu. Mt. = 0.36 Register Tonne.	



**P A R T – VIII**

**SLIPWAY HIRE CHARGES**

S.32	<b>Slipway hire charges</b>		
S.32.1	Charges for hire of slipways with back up adjacent land at North Workshop Complex shall be levied at the following rates: -		
	<b>Period</b>	<b>Rate in Rupees per day</b>	
		<b>Slipway No. 1</b>	<b>Slipway No. 2</b>
			<b>Slipway No. 3</b>
	i) 1 <sup>st</sup> to 10 <sup>th</sup> day	1944.00	1134.00
	ii) 11 <sup>th</sup> day onwards	1836.00	1080.00

S.32.2	Charges for hire of slipways without back up adjacent land at North Workshop Complex shall be levied at the following rates: -		
	<b>Period</b>	<b>Rate in Rupees per day</b>	
		<b>Slipway No. 1</b>	<b>Slipway No. 2</b>
			<b>Slipway No. 3</b>
	1 <sup>st</sup> to 10 <sup>th</sup> day	1539.00	756.00
	11 <sup>th</sup> day onwards	1458.00	729.00

**Note for S.32.1 & S.32.2:**

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

**PART – IX**

**SPECIAL RATE**

1. To meet the pension liability in respect of employees of KOPT who have retired prior to 1 April 2004, a special rate as a percentage of various charges notified in the Scale of rates under Part – I to Part – VIII shall be levied for a period of 2 years and 3 months commencing from 1 January 2011 to 31 March 2013.
2. The special rate to be levied during the period from 1 January 2011 to 31 March 2013 shall be 4% of the respective charges payable by the port users.
3. The KOPT shall apply the revenue generated through this special rate only for the specified purpose. For this purpose, the KOPT shall maintain a separate account covering the receipts and payments in this regard.

-----