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SYAMA PRASAD MOOKERJEE PORT, KOLKATA
SCALE OF RATES
GENERAL

S.1	<u>Short title of Commencement</u>
	The Scale of Tolls, Dues and Rates set out herein shall be called 'SCALE OF RATES' of the Syama Prasad Mookerjee Port, Kolkata, and charges shall be levied by Syama Prasad Mookerjee Port, Kolkata in terms of provisions of the Scale of Rates.
S.2	<u>Definition</u>
	In this Scale of Rates, unless the context otherwise requires, the following definitions shall apply.
(i)	'Board' shall have the same meaning as assigned to it in the Major Port Authority Act, 2021
(ii)	'Coastal Vessel' shall mean any vessel exclusively employed in trading between any Port or place in India to any other Port or place in India having a valid coastal license issued by the Director General of Shipping/ Competent Authority and/or any other vessel directed to be treated as 'Coastal' by Govt of India.
(iii)	'Day' in respect of Kolkata Dock System shall mean the period starting from 6.30 am of a day and ending at 6.30 am on the next day. 'Day' in respect of Haldia Dock Complex shall mean the period starting from 6 am of a day and ending at 6 am on the next day.
(iv)	'Demurrage' shall mean charges payable for storage of cargo within Port premises beyond free period as specified in the Scale of Rates and shall not include the cargo stored at the area allotted to a port user on license/lease basis for storage of cargo. Note: For storage of cargo at the areas allotted to any port user by SMPK on license /lease basis, provisions of Schedule of Rent as per rates mentioned in Part-V of the instant SOR shall apply during the entire period of occupation (i.e.till vacation) of the storage area by the port user.
(v)	'Foreign Going Vessel' shall mean any vessel other than coastal vessel, Inland vessel,boat and flat.
(vi)	'Full Container Load (FCL) shall mean a container having cargo of a single Importer / Exporter.
(vii)	'Haldia Dock Complex (HDC)' shall mean the Oil Jetties, Other Jetties, Wharves and Berths at Haldia and River Moorings at Haldia Anchorages.
(viii)	'Hazardous-I' shall mean the cargo categorized as Hazardous-I in the list of Hazardous Cargo adopted by the Board from time to time.
(ix)	'IWT Cargo'/ 'IWT Container' shall mean cargo/container, carried by Inland Vessel / barge/ boat/ flat through Inland Waterways but shall not include lighterage cargo/container.
(x)	'Inland Vessel' shall mean any vessel registered as such under the provision of the Inland Vessels Act, 1917. Note: The charges leviable on 'Inland Vessels' will also be applicable on vessels operating through riverine route between Bangladesh and SMPK 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 SMPK, excepting those specifically under Haldia Dock Complex.
(xii)	'Syama Prasad Mookerjee Port, Kolkata (SMPK)' shall mean the corporate entity and will include Kolkata Dock System and Haldia Dock Complex.
(xiii)	'Less than a Container Load (LCL)' shall mean a container having cargo of more than one Importer /Exporter.
(xiv)	'Lighterage Cargo'/ 'Lighterage Container' shall mean cargo/ container which the foreign going vessel/coastal vessel off-load/load at any river anchorage/mooring/ virtual jetty/ Sandhead into/ from smaller vessels/ Barges.
(xv)	'Month' shall mean 30 consecutive calendar days including holidays unless otherwise specified.
(xvi)	'On Board handling Charges' shall mean charges on Cargo/ Commodity/ Article / Package/ Container for rendering on board services by the port in the form of supply of manpower for loading / unloading operation.
(xvii)	'Overside Discharge/ Shipment' shall mean the operation of unloading/loading of cargo/container ex/into vessel working at berth/ jetty/ dock buoy without passing through the quay at the time of discharge/ shipment operation.

	(xviii)	'Over Dimensional Container' shall mean a container carrying over dimensional cargo beyond the normal size of standard containers and/or needing special devices like slings, shackles, lifting beam, etc. Damaged Containers (including boxes having corner casting problem) and Container requiring special devices for lifting will also be classified as Over Dimensional Container.
	(xix)	'Shore Handling Charges' shall mean charges on Cargo/ Commodity/ Article/ Package/ Container for rendering shore services by the port in the form of supply of labour with/without equipment for transportation of cargo from hook point to stacking point (including loading at hook point), unloading of the same at the stacking point and subsequent loading for delivery, or vice-versa and in case of mechanical receiving of cargo shall also include charges for tipping of wagon by Wagon Tippler.
	(xx)	'Shut out' cargo shall mean export cargo left in the Port having not been shipped on board the vessel for which it was received in Port premises.
	(xxi)	'TEU' shall mean Twenty Feet Equivalent Unit of container.
	(xxii)	'Transshipment' shall mean transfer of cargo/container from a sea going vessel/barge to another sea going vessel/barge in the midstream or via shore for destination to other Port/Ports.
	(xxiii)	'Wharfage' shall mean the basic dues recoverable on all Cargo/ Container landed or shipped or 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.
	(xxv)	Except the terms explicitly defined hereinabove, all other terms used in this Scale of Rates will have the same definition as in the MPA Act, 2021 and the Indian Ports Act, 1908 as amended from time to time.
	(xxvi)	Port limit of SMPK shall mean the area earmarked as limits of the Port of Kolkata and the navigable river and channels leading to the Port of Kolkata under the Notification No- G.S.R. 627 (E) dated 24 June 2016 issued by Central Government and published in the Gazette of India Extraordinary.
S.3	General Principles of Assessment:	
	(i)	The minimum weight/measurement chargeable shall be 1 tonne/1 CBM although the gross weight/measurement may be less than 1 tonne/1 CBM. In case where the charge is on weight basis and the gross weight is not an exact multiple of 100 Kgs, the same will be rounded off to the next higher multiple of 100 Kgs. Where the gross CBM includes decimals, the same should be rounded off to the next higher whole unit of CBM.
	(ii)	Rates applicable for a period/unit other than weight shall be applicable to the part of a period / unit thereof.
	(iii)	Unless otherwise specified, if port equipment is used for landing/shipment of cargo / container from/into vessel or for any other purpose by the vessel, equipment charges specified in Section 15.1 shall be levied.
	(iv)	Cargo Related Charges shall be levied on the owners of the cargo or their Clearing and Forwarding Agents / Handling Agents except where specified otherwise, or in cases where Ship Owners/Steamer Agents agree to pay such charges. In case of Shipper's own container, the owners of the cargo or their Clearing and Forwarding Agents/ Handling Agents can also pay the charges.
	(v)	All charges related to Load / Empty Containers including demurrage thereon shall be levied on Container Agents/ Main Line Operators (MLO). However, after de-stuffing or prior to stuffing, the cargo related charges, if any, shall be levied on the owner of the cargo or his Clearing & Forwarding Agent / Handling Agent.
	(vi)	(a) Vessel related charges shall be levied on the Ship Owners /Steamer Agents. In case of vessels carrying cargo of a single Importer/exporter, the vessel related charges may also be paid by Importer/exporter, provided the ship owner/their agent authorizes the same. However, notwithstanding any such authorization by the Ship Owners, the responsibility to clear all vessel related dues of the Port including damage to the port property shall remain 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

			reference rate published by Reserve Bank of India or Financial Benchmarks (India) Pvt. Ltd. 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 reference rate published by Reserve Bank of India or Financial Benchmarks (India) Pvt. Ltd. prevalent on the date of entry of the vessel into port limit in case of import containers; and on the date of arrival of the containers into port, in case of export containers.
	(vii)	(a)	The Vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.
		(b)	The cargo /container related charges for all Coastal cargo/containers, other than Thermal coal, POL including Crude oil, Iron Ore, and Iron Ore Pellets should not exceed 60% of the normal cargo/container related charges.
		(c)	In case of cargo related charges, the concessional rates should be levied on all the relevant cargo handling charges for ship-shore transfer and transfer from/to quay to/from storage yard including wharfage.
		(d)	In case of container related charges, the concession is applicable on composite box rate. Where itemized charges are levied, the concession will be on all the relevant charges for ship-shore transfer, and transfer from /to quay to/from storage yard as well as wharfage on cargo and containers.
		(e)	<p><u>Criteria for levy of Cargo Related Charges (CRC) at Concessional Coastal rate:</u></p> <p>(i). Foreign going Indian Vessel having General Trading License issued for 'worldwide and coastal' operation should be accorded applicable coastal rates with respect to Handling Charges (HC) i.e. ship to shore transfer and transfer from/ to quay to/ from storage yard including wharfage in the following scenario:</p> <p>(a) Converted to coastal run and carrying coastal cargo from any Indian Port and destined for any other Indian Port.</p> <p>(b) Not converted* to coastal run but carrying coastal cargo from any Indian Port and destined for any other Indian Port.</p> <p>* The Central Board of Excise and Customs Circular no.15/2002-Cus. dated 25 February 2002 allows carriage of coastal cargo from one Indian port to another port in India, in Indian flag foreign going vessels without any custom conversion.</p> <p>(ii). In case of a foreign flag vessel converted to coastal run on the basis of a License for Special Period or Voyage issued by the Director General of Shipping, and a Custom Conversion Order, the coastal cargo/container loaded from any Indian Port and destined for any other Indian Port should be levied at the rate applicable for coastal cargo/container.</p> <p>(iii). Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in cargo related charges.</p> <p>(iv). Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in cargo related charges.</p>
		(f)	The charges for coastal cargo / containers / vessels shall be denominated and collected in Indian Rupee.

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

	(b)	<p><u>Criteria for levy of Vessel Related Charges (VRC) at Concessional Coastal rate and foreign rate</u></p> <p>(i) In cases of such conversion as set forth in Para 3.(xv) (a) above, coastal rates shall be chargeable by the load port from the time the 'converted vessel' starts loading coastal goods.</p> <p>(ii) In cases of such conversion as set forth in Para 3.(xv) (a) above, coastal rates shall be chargeable till the vessel completes discharging operations at the last call of Indian Port. Immediately thereafter, foreign going rates shall be chargeable by the discharge ports.</p> <p>(iii) For dedicated Indian coastal vessels having a Coastal license from the Director General of Shipping, no other document will be required to be entitled to coastal rates.</p> <p>(iv) Coastal goods transported between an Indian port on east coast and another Indian port on west coast or vice versa, by a vessel through the territorial waters of Sri Lanka, whether or not calling any port in Sri Lanka in between and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges.</p> <p>(v) Coastal goods transported between an Indian port on east coast and a river port in India or vice versa, by a vessel through a route passing through the Bangladeshi waters and without change of vessel in terms Notification No.38/2018-Customs (N.T.) dated 11 May 2018 of Central Board of Indirect Taxes and Customs shall be eligible for concession in vessel related charges.</p> <p>(vi) (a) As per Clause 6 of the Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement (given below), the vessels entering into India from Bangladesh under the Coastal Shipping Agreement between India and Bangladesh are not to be treated as foreign going (FG) vessels.</p> <p>(b) Port and other charges:</p> <p>(i) Port dues to be levied by the Major Port Authority on the entry of vessels of the Republic of Bangladesh into India under the Coastal Shipping Agreement between the two countries and engaged in inter country trade, will be treated as domestic vessel engaged in coastal shipping and not as Foreign Going (FG) vessels.</p> <p>(ii) The Major Port Authority shall levy charges for conservancy, Pilotage and other specific services also on the vessels of the Republic of Bangladesh at par with those charged from the coastal vessels. The charges will be determined with reference to cargo carrying capacity of the vessels, as applicable to coastal vessel engaged in coastal shipping.</p> <p>Note:</p> <p>1) Provisions prescribed at (vi) above will be governed by Standard Operating Procedure (SOP) for operation of Indo-Bangladesh Coastal Shipping Agreement.</p>
	(xvi)	For all types of cargo, cargo related charges shall be levied on the gross weight of the consignment.
	(xvii)	For the purpose of charging, Shipper's Own Containers will be at par with the rates that of Marine Freight Containers.
	(xviii)	Users will not be required to pay charges for delays beyond a reasonable level attributable to SMPK.

	(xix)	(a)(i)	Wherever a specific tariff for a new service/cargo/equipment/facility is not available in the notified Scale of rates of SMPK and it is required to handle such cargo / provide service within short notice, SMPK may adopt the tariff and performance standards, if any, fixed for comparable cargo / equipment / service in any Major Port or apply an ad-hoc tariff/rate in consultation with the concerned user/s till the final rate is notified by SMPK in the State Gazette.
		(ii)	Wherever a specific tariff for a new service/cargo/equipment/facility is not available in the notified Scale of rates of SMPK and it is required to notify the rates in normal course, then SMPK may adopt the tariff and performance standards, if any, fixed for comparable cargo/equipment/service in any Major Port.
		(iii)	If there is no rate available in any other Major Port Authority or if the rate available is not representative enough of the proposed new cargo/service/facility, then SMPK may fix the tariff for the said new cargo / service / equipment /facility with reference to optimal capacity assessed or based on rated capacity or technical specification of service / facility / equipment.
		(iv)	If determination of tariff based on the above prescribed options is not possible, then SMPK after giving sufficient reasons may notify the rates based on cost plus 16%return formula or such rate of return as may be prescribed by the MoPSW or determine the tariff based on its commercial judgement.
		(b)	Such rate for use of new cargo/equipment/facility or a new service may be fixed by SMPK at least 60 days prior to the expected date of commissioning of the new cargo / facility or a new service.
		(c)	An Ad-hoc tariff / rate may be applied by SMPK in the interim period for a maximum period of three months based on approach outlined in (xix)(a)(i) above and in consultation with the concerned user till the final rate is notified by SMPK in the State Gazette.
	(xx)	(a)	The rates prescribed in this Scale of Rates are ceiling levels; likewise, rebates and discounts prescribed are floor levels. SMPK may, if it so desires, charge lower rates and/ or allow higher rebates and discounts.
		(b)	SMPK 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 SMPK 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 Board
	(xxi)		Taxes, Duties, etc. as may be levied by the State or Central Govt. or any legal / Statutory Authority from time to time, shall have to be paid extra.
	(xxii)		The Board shall, in respect of the Stevedoring & Shore Handling License issued by it, charge a royalty on percentage basis of the ceiling tariff, the rate of which will be fixed by the Board of SMPK from time to time.
	(xxiii)		<u>ANNUAL ESCALATION (Except for SOR prescribed under Part – X)</u>
		(a)	The SOR (except Part – X) will be automatically indexed annually to inflation to the extent of 60% of variation in the Whole Sale Price Index (WPI) as communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government based on average of monthly Whole Sale Price Index (WPI) for all the commodities from January to December announced by the Ministry of Commerce and Industry under the Government of India. The Major Port Authority would, however, be entitled to indexation in tariff at 100% variation in WPI communicated by Indian Ports Association (IPA) or any other Competent Authority decided by the Government instead of 60% variation in WPI on achievement of Performance Standards prescribed in below by either of KDS or HDC or both. The indexed rate will be applicable from 1 st May every year.

		<p>In case any dock system is able to achieve the performance standard set for it and the other does not, then the dock system which is able to achieve the performance standard set for it would be eligible for the automatic annual indexation @ 100% of variation in WPI while the dock system which is not able to achieve the performance standard set for it would be eligible for annual indexation @60% of variation of WPI..</p> <p>In case any Dock System achieves the benchmark for any one or for more than one activity but is not able to achieve the performance standard set for other activities, the concerned dock system would be eligible for the automatic annual indexation @ 100% variation in WPI of the activity against which it is able to achieve the performance benchmark and @ 60% variation in WPI for the other activities.</p>																								
	(b)	<p>The port should declare the Performance Standards achieved by it annually for the period 1 January to 31 December vis-à-vis the Performance Standards committed by the port as to the Authority Board / IPA. If the PerformanceStandards as notified by the Authority are achieved by the port, then the port will automatically index the SOR as per clause-3 (xxiii) (a) above at 100% of WPI announced by the IPA or any other Competent Authority decided by the Government and apply the indexed SOR w.e.f. 1 May of the relevant year. The SOR indexed by the SMPK to be intimated by the port to the concerned users and to the IPA or any other Competent Authority decided by the Government</p>																								
	(xxiv)	<p><u>PERFORMANCE STANDARDS:</u></p> <p>SMPK will endeavour to maintain the following performance standards during the validity of this Scale of Rates:</p> <table border="1"> <thead> <tr> <th>1</th> <th><u>CARGO RELATED SERVICES</u></th> <th>KDS</th> <th>HDC</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Average Ship Berth Day Output (In tonnes)</td> <td>4045</td> <td>9758</td> </tr> <tr> <td>(b)</td> <td>Average moves per hour (in TEUS) in respect of containers</td> <td>21</td> <td>19</td> </tr> <tr> <td>2</td> <th><u>VESSEL RELATED SERVICES</u></th> <td></td> <td></td> </tr> <tr> <td>(a)</td> <td>Average Turnaround Time of Vessels (in days)</td> <td>3.37</td> <td>3.12</td> </tr> <tr> <td>(b)</td> <td>Average Pre-berthing Time of Vessels (in days)</td> <td>0.66</td> <td>2.51</td> </tr> </tbody> </table>	1	<u>CARGO RELATED SERVICES</u>	KDS	HDC	(a)	Average Ship Berth Day Output (In tonnes)	4045	9758	(b)	Average moves per hour (in TEUS) in respect of containers	21	19	2	<u>VESSEL RELATED SERVICES</u>			(a)	Average Turnaround Time of Vessels (in days)	3.37	3.12	(b)	Average Pre-berthing Time of Vessels (in days)	0.66	2.51
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	(xxv)	<p><u>Damage to Port Property:</u> If, through the negligence of any person having the guidance or command of any vessel, or of any of the mariners or persons employed on such vessel, any damage is caused to any dock, wharf, quay, mooring, stage, jetty, pier or other work in the possession of any Board or any movable property be belonging to any Board, the amount of such damage shall be recoverable, together with the cost of such recovery, from the owner and/or agent appointed by the owner of vessel.</p>																								

PART-I

CHARGES ON BREAK-BULK AND BULK CARGO.

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S.4	<u>Wharfage:</u>	
S.4.1	Wharfage on Foreign cargo landed/shipped at any place within Syama Prasad Mookerjee Port, Kolkata shall be levied at the following rates, except where specified otherwise: -	
Sl. No.	Description	Rates in ₹ per tonne or part thereof (unless other unit is specified)
Liquids/ Gas handled through pipeline		
1.	Crude Oil;	112.95
2	Ammonia; Aviation Turbine Fuel; Furnace Oil; High Speed Diesel; Light Diesel Oil; Lubricating Oil; Superior Kerosene Oil; Motor Spirit; Paraxylene; Slack Wax; Ship's bunker; Bitumen; Coal Tar Pitch, POL/POL products and any other liquid /gas having a flash point of 23°C (73.4°F) or above, if not otherwise specified;	112.95
3.	POL/POL Products or any other liquid /Gas having a flash point of less than 23°C (73.4°F), if not otherwise specified;	159.73
	a) For quantity upto 50000 tonnes per Financial Year	
	b) On the incremental quantity handled above 50000 tonnes per Financial Year	121.39
4.	Naphtha; LPG; Butadiene; Butane; Butene; Benzene; PY Gas; Propane; Hexane ; N-Hexane, CBFS; Reformate;	121.39
5.	Ethylene Glycol; MEG (Mono-ethylene Glycol); Di-ethylene Glycol; Ethyl Hexanol; Methyl Alcohol; Palm Stearin; Acids; Fatty Acids; Mineral Oil; Tallow; Alcohol; Ether; Caustic Soda;	91.37
6.	Vegetable Oils;	70.28
7	Molasses;	42.16
Liquids handled other than through pipeline		
8.	All liquids including ship's bunker	112.95
Cargo handled through mechanical system		
9.	Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode;	84.51
10	Thermal Coal	84.51
11	All types of Coal not specified, Fertilizer; Fertilizer Raw Materials; Soda Ash and all other Dry Bulks;	169.02
Cargo handled other than through mechanical system		
12	Salt, Fly Ash; Sand,	30.38
13	Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode;	30.38
14.	Limestone; Coking Coal; Bauxite; Manganese Ore; All types of Coal / Ore not specified; Sponge Iron; Pig Iron; Gypsum; Mill Scale; All other Dry Bulk Cargo, not specified;	60.72
15.	Wheat; Rice; Pulses; Peas; Rapeseed; Cereals & their products; Bulgur wheat; Corn Soya blend; Milk powder; Seeds of all kinds; Sugar (both raw and refined); Bran; All types of coke including Metallurgical Coke; News Print; Slag; Cement; Clinker;	75.91

16.	<p>Magnesite; Granite; All types of Scrap; Oil Cake; Bone & Bone Meal; Mica Block/flake/spitting/waste /scrap/ powder; Nonferrous metals of all kinds except ingots of Zinc/ Aluminum/Copper/Lead; Ammonium Sulphate; Ammonium Nitrate; Lead Concentrate; Plywood; Fire Bricks & other Refractory Materials; CI goods; Soda (Caustic or Ash);</p> <p>Rock Phosphate, Sulphur & Other Fertilizer raw materials;</p> <p>Murate of Potash (MOP), Di-Ammonium Phosphate (DAP), Urea and other Finished Fertilizers;</p> <p>Asphalt pitch (including Coal Tar pitch); Bitumen; Carbon Black;</p> <p>Spare Bags; Jute, Gunnies, Jute Products/ waste/caddies/twist/ cuttings; Hemp; Vegetable Fibers; Raw wool; Asbestos raw/fiber; Synthetic resin/ yarn/rag; Asbestos raw/ fibre; Cotton piece goods; Waste Paper; Wood Pulp; Shellac; Seedlac; Glass Sheet; Glass ware/products; Porcelain ware/products; Hides & Skins; Hosiery Goods; Garment; Leather and its products;</p> <p>Ship Store; Dunnage;</p> <p>All other cargo not specified but handled in bags;</p>	106.27
17.	Iron and Steel; Pipes & Tubes;	91.08
18.	Log, Timber, Veneer	159.40 per CBM or part thereof
19.	Car ; Any rubber tyred vehicle; Cargo moving equipment; Earth- moving equipment;	6072.30 per unit
20	All other cargo not covered above including Project Cargo, Project Equipment, Machinery & Spares	312.36

Note:

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

S.4.2	Wharfage on Coastal cargo landed/shipped at/ from any place within Syama Prasad Mookerjee Port, Kolkata shall be levied at the following rates, except where specified otherwise: -	
Sl. No.	Description	Rates in ₹ per tonne or part thereof
1	Crude Oil, POL and POL products, Thermal Coal, Iron Ore, 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	a) For Transshipment cargo handled at berth, wharfage is payable at 75% of the applicable rate for landing and 75% of the applicable rate for subsequent shipment. The applicable rates shall be the rates specified at S.4.1 or S.4.2 depending on whether the same is foreign or coastal at the time of discharge/shipment as per definition under S.2.	

	b) For Transshipment cargo handled at Sandheads/ Virtual Jetty/any other anchorage point/ mooring, wharfage shall be levied at the rate of ₹35.77/- 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	For discharge/ shipment of cargo at Sandheads/ any other anchorage point/ mooring, other than the cargo specified at S.4.3(b) and S.4.4, wharfage shall be levied at the following rates:		
	Description of operation	Charges leviable at Saugor/ Sandheads/ any other anchorage point/ mooring	Charges leviable at Jetty/Berth of KDS/ HDC
		Rates in ₹ per tonne or part thereof	
	(i)	(ii)	(iii)
	a) Dry Bulk cargo discharged at the Sagar / Sandheads any other anchorage point/ mooring and proceed for subsequent unloading at Floating Cargo Handling Facilities at 19(O) at HDC or viceversa.	No Charges leviable at Saugor/ Sandheads/ any other anchorage point/ mooring for cargo originating / destined for HDC.	Charges as specified at S.4.12 shall be levied.
	b) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Sagar / any other anchorage point and proceed for subsequent unloading to any Jetty/berth of SMPK (other than Floating Cargo Handling Facilities at Berth no.19(O) of HDC or any declared IVW) or vice versa	90% of the Wharfage rate as specified at S.4.1 and S.4.2. Note: In case the said cargo, after unloading at Sandheads / Sagar / any other anchorage point, proceeds for unloading at any Jetty/Berth/Anchorage of HDC, or vice versa, the above rate shall be realized by HDC.	
	i) Iron Ore; Iron Ore pellets;		7.58
	ii) Other than Iron Ore, Iron Ore pellets;	In all other cases, the same shall be realized by KDS.	30.38
	c) Dry Bulk Cargo and all other cargo, if discharged at Sandheads / Sagar / any other anchorage point and proceed for subsequent unloading to any declared IVW or viceversa.	90% of the Wharfage rate as specified at S.4.1 and S.4.2. Note: In case the said cargo, after unloading at Sandheads / Sagar / any other anchorage point, proceeds for unloading at any Jetty/Berth/Anchorage of HDC or vice versa, the above rate shall be realized by HDC.	7.58

		In all other cases, the same shall be realized by KDS.	
S.4.6	On IWT cargo loaded/unloaded at any Berth / Jetty/ declared Inland Vessel Wharves belonging to port as well as in the Haldia Multimodal Terminal of IWAI and IWAI Jetty of Haldia & Kolkata constructed on Port land, wharfage shall be realized at the following rates (unless otherwise specified in this Scale of Rates):		
	Sl. No	Place of operation	Rates in ₹ Per tonne or part thereof
	1.	Berth/jetty meant for handling sea-going vessel	75 % of wharfage as specified at S.4.1
	2	Declared Inland Vessel Wharves of SMPK	
		a) Fly Ash	15.18
		b) All Other cargo	30.38
		Note to Sec 4.6.2(b):	
		1. 50% discount on the Wharfage on all cargo other than Fly Ash shall be applicable against IWT cargo handled at Haldia Multimodal Terminal of IWAI upto 31-12-2027 subject to the condition that no EXIM cargo or Container shall be allowed to be handled at the said terminal as well as any other IWAI Jetty under the jurisdiction of SMPK.	
S.4.7	a) Wharfage shall be levied separately by each dock system for cargo operation within their system, unless otherwise specified in this Scale of Rates.		
	b) In case of overside discharge of cargo from vessel, wharfage as per S.4.1 or S.4.2, as the case may be, shall be levied. For subsequent discharge of the said cargo at berth in the same dock system, 50% of the rate provided under S.4.1 or S.4.2, as the case may be, shall be levied in addition to the above.		
S.4.8	In case a cargo is unloaded / loaded at anchorages more than once, the wharfage shall be levied at 150% of the rate specified at S.4.1 and S.4.2 irrespective of number of handlings done at various anchorages.		
	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 realized for such discharge/shipment at the rates specified against handling at Jetty/Berth of SMPK as per S.4.5 under column (iii).		
S.4.9	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.		
	No additional wharfage shall be levied on shutout cargo if the same is subsequently shipped without being removed from port premises.		
S.4.10	Due to operational reasons, if any cargo is landed from a vessel for subsequent shipment by the same vessel, consolidated wharfage shall be levied @ Rs.151.81 per tonne or part thereof for SMPK.		
S.4.11	On liquid cargo transferred through pipeline between HDC and KDS or from any other point to KDS/HDC or vice-versa, 50% of the wharfage shall be levied at the dock system where it is so transferred.		

S.4.12	<u>Cargo Handling Charge for Dry Bulk cargo handled at Berth no. 19(o) at HDC:</u> Consolidated Cargo Handling Charges shall be realized against handling of all types of Dry bulk cargo at Berth No-19 (o) at the following rates (excluding weighment):	
	Description of Cargo	Rates in ₹ per tonne or part thereof for Foreign cargo
	All types of Dry Bulk Cargo	296.00
	<p>Note:</p> <p>1. The cargo handling charges prescribed above is a composite charge for the following:</p> <p>i) Unloading of cargo from the MBC / barges at Berth No-19 (o) including operation of Payloaders(s) inside the hatches of the MBC/barge.</p> <p>ii). Transfer of cargo between Berth No-19 (o) and the immediate back-up hardstand by conveyer system.</p> <p>(iii). Transfer of cargo between the immediate back-up hardstand and the earmarked storage area(s) inside dock including loading of dumpers at immediate back-up hardstand and unloading at dock storage area.</p> <p>(iv). Storage / stacking of dry bulk cargo at respective storage area(s) of the receivers, including heaping/ high heaping of cargo, as well as all other required on shore operation.</p> <p>(v). Aggregation / evacuation of cargo to / from storage area (s) by rail / road and other allied and associated services in consultation with SMPK and importer / exporter concerned.</p> <p>(vi). Dispatch related services of wagons/ trucks/ other road bound vehicles including cleaning of wagons prior to loading, closing of gates of wagon / truck by suitable pegs (to be supplied by the contractor) after loading, lime spraying (lime to be supplied by the contractor) on the wagon and all other allied works required to make the wagon ready for dispatch.</p> <p>(vii) For handling of all coastal Cargo other than Thermal Coal, Iron Ore; Iron Ore Pellets; Iron Ore lumps; Iron Ore Fines and all other forms of Iron Ore handled in dry bulk mode, 60% of the above rate will be applicable.</p>	
S.5	On board handling charges:	
S.5.1	For on board services of loading/unloading operation (excluding provision of equipment) in respect of foreign cargo charges at the following rates shall be levied on the vessel agents or importers/exporters or his clearing forwarding agent/handling agent.	
Sl.No.	Description	Rate in ₹ per tonne or part thereof, unless other unit is specified
1	Coking Coal, All types of Coal, Coke and Ore, Limestone, Other dry bulk cargo not specified, discharged/ shipped by use of Grab/ Magnet.	22.77
2	Iron and Steel; Pipes & Tubes;	121.44
3	All types of cargo handled in bags or drums;	53.14
4	Log ; Timber ; Veneer ;	37.96 per CBM
5	Car, any rubber tyred vehicle, cargo moving equipments or earth moving equipments when discharged / shipped by use of slings.	75.91 per unit
6	All other cargo not specified under Sl. No. 1, 2, 3, 4 and 5 above	169.02

S.5.2	On board handling charge on Coastal cargo landed/shipped at/ from any place within SMPK shall be levied at the following rates, except where specified otherwise: -		
Sl. No.	Description		Rates in ₹ per tonne or part thereof
1	Crude oil, POL and POL products, Thermal Coal, IronOre; Iron Ore pellets		Same as the rates for Foreign Cargo as specified at S.5.1
2	All other cargo		60% of the rates for Foreign Cargo as specified at S.5.1
Note for Section 5:			
(i)	On board handling charge is not leviable in cases where wharfage is realized on cargo for handling through pipeline or for handling through mechanical system, as SMPK 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 onboard handling charges shall be levied.		
S.6	<u>Shore handling charge:</u>		
S.6.1	Shore Handling Charge for Foreign Cargo shall be levied at the following rates:		
	SL No.	Description	Rates in ₹ per tonne or part thereof
			Shore Handling Services involving transfer of cargo from /to Hook Point to/from Storage point (including loading at hook point and unloading at storage point for imports and loading at storage point and unloading at hook point for export)
	(i)	(ii)	(iv)
	1.	Bagged cargo and packages (where handling is entirely done manually by using hand carts only if necessary)	25.43
	2.	Iron and Steel; Pipes & Tubes;	122.06
	3.	All other break bulk cargo for which rates otherwise not specified- (Per Pkg. Or Unit weight)	
		i) Less than 5 tonne	40.69
		ii) 5 tonne to less than 10 tonne	76.29
		iii) 10 tonne to less than 20 tonne	152.56
		iv) 20 tonne to less than 40 tonne	203.41
		v) 40 tonne and above	406.86
	4.	i) Tippling of Thermal Coal wagon by Wagon Tippler	84.51
		ii) Manual unloading of Thermal Coal Wagon	45.54

		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.	91.08	
		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	91.08	
	5.	i)	Tippling of Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode wagon by Wagon Tippler		84.51
		ii)	Manual unloading of Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode Fines from Wagon		60.72
		iii)	Transfer of Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode (other than through mechanical system), from unloading point to Stack point, including loading at unloading point and unloading at Stack point.	98.68	
		iv)	Transfer of Iron Ore; Iron Ore pellets; Iron Ore lumps; Iron Ore Fines and all other forms of iron ore handled in dry bulk mode (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.	98.68	
	6.		All types of dry bulk cargo not specified [other than the cargo landed from or shipped/ to be shipped through mechanical system] (i) When the cargo landed at a berth is stored at the immediate back up area / of the same berth and finally delivered from the said storage area, or vice versa	91.54	45.09

		(in case of exports); without requiring additional loading/unloading and/or transportation over those covered under the definition of shore handling charge.		
		ii) When the cargo landed at a berth is stored at any area (within the dock), other than in the immediate back up area of the same berth, and finally delivered there from, or vice versa (in case of Exports); without requiring additional loading/unloading and/or transportation over those covered under the definition of shore handling charge.	111.85	45.09
	7.	Logs; Timber; Veneer;	40.69 per CBM	20.04 per CBM
S.6.2	Shore handling charge for coastal cargo (other than Crude oil, POL and POL products, Thermal Coal, Iron Ore; Iron Ore pellets for the services specified at Col(iii) of S.6.1 shall be levied at 60% of the rates for foreign cargo specified thereat. However, for the services prescribed under Col(iv) of S.6.1, the Shore handling charge for coastal cargo shall be same as that of foreign cargo.			
S.6.3	<u>Charges for Heaping /High heaping and/or Dispatch Related Services/ Weighment Services for dry bulk cargo:</u>			
	Charges for heaping/high heaping and/or dispatch related services for dry bulk Cargo shall be levied at the following rates:			
SL No.	Description		Rates in ₹ per Tonne or part thereof	
S.6.3.1	Heaping/ high heaping of Dry Bulk Cargo at storage area /Hook Point at HDC:		15.63 per MT	
S.6.3.2	a)	Dispatch related services for rail borne import Dry Bulk Cargo handled at Berth Nos-1 and 9 of HDC, including cleaning, trimming, labelling, lime spraying and weighment.	23.68 per MT	
	b)	Dispatch related services for road bound import Dry Bulk Cargo, handled at Berth Nos-1 and 9 of HDC including weighment.	17.25 per MT	
S.6.3.3	Weighment Services for road bound import Dry Bulk Cargo handled at any Port Operated Berth/Jetty of HDC [including Berth No-19 (o)], other than Berth Nos-1 and 9 of HDC		14.00 per MT	
<u>Note for Section 6.</u>				
i)	No Shore handling charge shall be levied where the services are not rendered by the port.			
ii)	In case the manual unloading of Thermal Coal wagon and/ or manual loading of Thermal Coal is done at the option of the Port, a rebate of 30% in the rates specified under Sl. No. 4 (ii), (iii) and (iv) of S.6.1 shall be allowed.			
iii)	In case of import Dry Bulk Cargo on which rates specified at S.6.3.2 or S.6.3.3 is levied, weighment charges as per S.15.6, either for empty vehicle/wagon which entered port for loading of such cargo or the loaded vehicle/wagon carrying the said cargo, shall not be levied separately.			

S.7	Demurrage on Cargo:			
S.7.1	Demurrage shall be levied on Import cargo (other than containerised cargo) after allowing a demurrage-free period as specified below: -			
Sl. No.	Description	Demurrage-free period		
1.	Hazardous-I cargo	Actual date of landing		
2.	All other cargo except those mentioned at Sl. No. 1,3 & 4	3 days after the last landingdate of the vessel / barge from which the cargo is being discharged.		
Sl. No.	Description	Demurrage-free period		
3.	Non-hazardous cargo using port equipment for delivery; non-hazardous cargo for Nepal and Bhutan;	6 days after the last landing date of the Vessel / barge from which the cargo is being discharged.		
4.	Cargo imported by voluntary / relief organization like Missionariesof Charity, Bharat Sevashram Sangha, Ramkrishna Mission, CARE, CRS, WFP and others as may be accepted by SMPK from time to time on the basis of certification by the Appropriate Govt. Authority of Central Govt./State Govt. and Govt.of Nepal/ Bhutan or their local Consulate General.	30 days after the last landing date of the vessel /barge from which the cargo is discharged.		
Note for Section-7:				
i)	<p>a) Last Landing Date (LLD) is the date on which a vessel completes her import discharge at quayside.</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 eachsuch 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, SMPK may declare any other date as such LLD for cargo already discharged from the vessel when the vessel is not doing cargo operation work for more than 24 hours for any fault/reason not attributable to Port. In such cases, a vessel may have more than one LLD.</p>			
ii)	<p>For the purpose of calculation of free period, Customs notified holidays and/ or SMPK's non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or SMPK'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 SMPK'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 at SMPK: -			
Sl. No.	Type of cargo	Rate in ₹per tonne per day or part thereof		
		For the first 15 days	16th day onwards	
1.	Hazardous – I	217.24	255.57	
2.	All other cargo	51.12	76.67	
S.7.3	Demurrage on Import log, timber, veneer shall be levied after the expiry of demurrage free period at the following rates at SMPK: -			
Sl. No.	Type of cargo	Rate in ₹per CBM per day or part thereof		
		For the first 7 days.	8th to 14th day	From 15th day onwards
1.	Log, Timber, Veneer	7.66	15.33	23.00

S.7.4	No demurrage shall be levied on export/stock cargo, except Hazardous-I category, if such cargo is shipped within 15 days from the date of receipt. However, from the 16th day, demurrage on such cargo shall be levied @ ₹ 51.12 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 ₹.217.24 per tonne per day or part thereof from the day following the date of receipt upto the date of shipment or removal from port premises.	
S.7.6	Demurrage shall be levied on shutout cargo/stock, other than Hazardous- I cargo, at rate of ₹12.77 per tonne per day or part thereof from the date of receipt of cargo, upto the date of removal of cargo from the port premises without being shipped. In case shutout cargo is shipped by any subsequent vessel provision of S.7.4 shall apply.	
S.7.7	On cargo / commodity which is received neither as import nor as export nor as stock for shipment, demurrage shall be levied at rate of ₹ 51.12 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 un-cleared / 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, as stated below, after the date the cargo is made available for delivery.	
	LOT SIZE	LIFTING PERIOD FREE OF DEMURRAGE
	Upto 2000 MT	10 days excluding Sundays and Holidays
	2001 MT to 5000 MT	20 days excluding Sundays and Holidays
	5001 MT to 10000 MT	40 days excluding Sundays and Holidays
	10001 MT to 15000 MT	60days excluding Sundays and Holidays
	15001 MT to 20000 MT	80 days excluding Sundays and Holidays
	20001 and above	90 days excluding Sundays and Holidays
S.7.9	The demurrage on cargo shall not accrue for the period during which the SMPK is not in a position to deliver cargo for reasons attributable to the port when requested by the user.	
S.8	<u>Transportation:</u>	
S.8.1	The following charges shall be levied on cargo, for which SMPK undertakes any transportation (excluding loading and/or unloading) not covered under 'Shore Handling Charge' at S.2 (xix).	
Sl. No.	Description	Rate in ₹ per tonne or part thereof
1.	Within one dock of KDS; Within Dock Interior Zone of HDC:	53.14
2.	From one dock enclosure to another dock enclosure of KDS ;	75.91
S.9	<u>Loading /Unloading/Re-stacking charge</u>	
S.9.1	The following charges shall be levied on cargo, for which SMPK shall undertake any loading / unloading / re-stacking, not covered under 'Shore Handling Charge' at S.2 (xix)	
Sl. No.	Description	Rate in ₹ per tonne or part thereof.
1.	Article/package weighing less than 1 tonne	30.38
2.	Article / package weighing 1 tonne. & above but less than 10 tonne	60.72
3.	Article/package weighing 10 tonne & above but less than 20 tonne	75.91
4.	Article/package weighing 20 tonne & above but less than 40 tonne	151.81
5.	Article/package weighing 40 tonne & above	379.53
6.	Dry bulk cargo: Loading/Unloading from Wagon Loading/Unloading from Truck or Dumper [Other than the cargo landed from or shipped / to be shipped through mechanical system]	64.42 41.24

Note for S.9.1:

For unloading of Dry Bulk Cargo from dumpers without requiring any labour or equipment support no charge shall be levied. However, if for any reason labour and/or equipment are required for unloading of dry bulk cargo from dumpers, the rate specified under S.9.1 (6) shall be levied.

S.9.2 Mobile Harbour Crane Charge:

		Rate in ₹ per tonne or Part thereof.																				
S.9.2.1	<p>Use of Mobile Harbour Crane (MHC) with grabs and pay loaders on board the vessel, for loading / unloading of dry bulk cargo at any MHC Berth.</p> <p><u>Note:</u> (a) Calculation of productivity would be done by the following formula: Productivity = $\frac{\text{Total cargo loaded / unloaded from a vessel (in tonne)}}{\text{Vessel operation time (in hours)}} \times 24$</p>	112.00																				
	<p>The vessel Operation time shall be assessed in hours by SMPK and to be computed from readiness of the vessel to load/unload cargo to Finished Work Time of the vessel. However, in case of stoppage of work of the vessel due to reasons not attributable to the Port, such stoppage of work would be deducted from the vessel operation time, for the purpose of computation of MLP</p> <p>(b) The prescribed rate is a base rate for achieving Minimum Level of Productivity(MLP) of 20000 MT per day by using two MHCs.</p> <p>(c). If productivity more than the MLP is achieved, then the user will pay an additional 10% of the base rate only on the additional cargo handled over and above the MLP. The additional cargo on which additional levy of 10% will be levied be computed as follows:</p> $\frac{(\text{Total cargo loaded/ unloaded}) - \text{MLP} \times \text{Vessel Operation Time}}{24}$ <p>(d). If a productivity less than the MLP is achieved, then the following rates will be levied:</p> <table border="1"> <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> <p>(e) In case of deployment of one MHC the prescribed minimum level of productivity (MLP) shall be 10000 MT per day. The applicable rate for achieving higher productivity would be as per note (c) above. If a productivity less than the MLP (of 10000 MT per day) is achieved, then the following rates will be levied:</p> <table border="1"> <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 9000 tonnes to 9999</td> <td>90%</td> </tr> <tr> <td>From 8000 tonnes to 8999</td> <td>80%</td> </tr> <tr> <td>From 7000 tonnes to 7999</td> <td>60%</td> </tr> <tr> <td>Less than 7000 tonnes</td> <td>40%</td> </tr> </tbody> </table> <p>(f) In case of deployment of MHC/s for handling of any cargo, other than dry bulk cargo, the prescribed rate shall be applicable without any MLP.</p>	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%	Ship berth day output actually achieved per vessel basis	Amount payable as percentage of base rate	From 9000 tonnes to 9999	90%	From 8000 tonnes to 8999	80%	From 7000 tonnes to 7999	60%	Less than 7000 tonnes	40%	
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From 7000 tonnes to 7999	60%																					
Less than 7000 tonnes	40%																					

	(g) In case of Coastal cargo, other than Thermal Coal, Iron Ore; Iron Ore pellets at the rate of 60% of the rates specified shall be levied.	
S.9.3	<u>Rebate:</u>	
S.9.3.1	At HDC, rebate on wharfage shall be allowed in the following cases:-	
	(a)	If a Vessel discharges more than 25000 tonnes of All Types of Dry Bulk Cargo in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charge on quantity exceeding 25000 tonnes.
	(b)	If a Vessel loads more than 25000 tonnes of All Types of Dry Bulk Cargo in a single call at HDC, a rebate of 10% shall be allowed on Wharfage charges on quantity exceeding 25000 tonnes.
S.9.3.2	At KDS Importer/ Exporter shall be granted a rebate on wharfage on the basis of each of the cargo handled by them through KDS as mentioned below, during a financial year.	
	Type of Cargo	Tonnage handled
		Quantum of Rebate on applicable Wharfage
	Coking Coal, Sugar, Pulses, Wheat, Rice, Jute and Jute products, Iron & Steel, Log, Sulphur, Rock Phosphate, Finished Fertiliser, Vegetable Oil, C.I Goods, LPG	Upto 75000 tonnes 75001 to 100000 tonnes Above 100000 tonnes
		NIL 10% 15%
Note to S.9.3:		
i) The above said rebate under S.9.3.2 shall be granted in the form of refund of wharfage at the end of every financial year (i.e., 1 st April to 31 st March) on submission of documents by the Importers/ Exporters in support of the throughput achieved.		
ii) The rebate against S.9.3.1 and 9.3.2 would not be applicable on cargo handled at anchorages / river mooring / lighterage points.		

PART – II

CHARGES ON CONTAINER AND CONTAINERISED CARGO

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S.10	Composite box rate for container					
S.10.1	Composite box-rate for container covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard and lift off at yard or vice versa shall be levied at the following rates :					
	Sl. No.	Category	Rate in ₹per TEU			
			KDS		HDC	
			Foreign	Coastal	Foreign	Coastal
	1.	Load Container other than Over Dimensional Container	5405.46	3243.28	4666.57	2799.94
	2.	Over Dimensional Load Container	6756.81	4054.09	5833.21	3499.92
	3.	Empty Container	1842.48	1105.51	2216.61	1329.97
S.10.2	Composite box-rate for IWT container, including Bangladesh moving through IWT mode, covering wharfage and basic container handling services of ship to shore transfer, movement between berth and yard, lift off at yard or vice versa shall be levied at the following rates:					
	Sl. No.	Category	Rate in ₹per TEU			
			KDS		HDC	
	1.	Load Container other than Over Dimensional Container	2702.73		2333.28	
	2.	Over Dimensional Load Container	3378.41		2916.60	
	3.	Empty Container	921.29		1108.31	
S.10.3	Charges for lift on/lift off at yard during delivery/ receiving:					
	Charges for lift on for delivery or lift off at Yard during delivery/receiving shall be levied at the following rates on all containers:					
	Sl. No.	Category	Rate in ₹per TEU			
	1.	Load/Empty Container other than Over Dimensional Container	608.12			
	2.	Over Dimensional Container	760.14			
S.11	Rebate:					
S.11.1	In case any of the basic container handling services covered under the Composite box-rate is not provided by the port, rebate(s) at the following rates shall be allowed on the composite box-rate of Foreign Containers for use of ship's crane/party hired crane for ship to shore transfer, use of party hired trailer for movement between berth and yard, lift-off at yard or vice versa.					
	Type of Service		Rate of rebate in ₹ per TEU			
			KDS		HDC	
			Loaded	Empty	Loaded	Empty
	a)	For ship to shore transfer or vice-versa by ship's crane/party hired crane	985.37	375.89	861.76	435.30
	b)	For movement between berth and yard by trailer hired by the party.	151.10	108.06	132.10	125.15
	c)	For lift off / lift on at yard during the process of landing/shipment by equipment hired by the party.	229.92	117.46	201.08	136.04
Note for sections S.10 & S.11						
(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.10.1.					
(ii)	If the shutout load container or container received without shipment document is taken delivery instead of being shipped, rebate as provided under S.11.1 above for the services not rendered shall be allowed subject to a maximum of 60% in total of the Composite box-rates specified at S.10.1. and S.10.2. In addition, charges for lift on/ lift off for delivery/receiving as specified at S.10.3 and/or for extra handling services, if any, charges as specified at S. 13 shall also be levied.					

(iii)	If the containerised export cargo is de-stuffed and taken delivery as break-bulk, 50% of Wharfage as specified at S.4 shall be levied. In addition, all other charges shall be levied on such container for the operations actually undertaken for such cargo and container.					
(iv)	For anchorage discharge and subsequent landing of containers at Docks or vice versa, Composite box rate as specified at S.10.1. shall be levied only once at the dock system where it will be finally landed or from where the shipment will initiate.					
(v)	In case of Coastal Containers, the rates of rebate shall be 60% of the rates specified at S.11.1 above applicable for Foreign Containers.					
(vi)	In case of IWT Containers, the rates of rebate shall be 50% of the rates specified at S.11.1 above applicable for Foreign Containers.					
(vii)	<p>a) Composite Box rate shall be levied separately by each dock system for container operation within their system, unless otherwise specified in this Scale of Rates.</p> <p>b) In case of overside discharge /shipment of Container from/to vessel, composite box rate as per S.10.1 shall be levied after allowing rebates under S.11.1 against services not rendered.</p>					
S.12	<u>Charges for Transhipment container</u>					
S.12.1	In case of Normal Transhipment container, consolidated charge at the following rates shall be levied:					
	Sl. No.	Particulars	KDS		HDC	
			Loaded (₹ per TEU)	Empty (₹ per TEU)	Loaded (₹ per TEU)	Empty (₹ Per TEU)
	1.	Transhipment rates if both legs are foreign	8108.18	2763.73	6999.85	3324.93
	2.	Transhipment rates if both legs are coastal	4864.91	1658.24	4199.90	1994.94
	3.	Transhipment rates if one leg is foreign and one leg is coastal	6486.55	2210.99	5599.89	2659.94
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.11.1 shall be allowed.				
	(iii)	In case of Over Dimensional transhipment Container, the rate will be 1.25 times the rate for normal transhipment container.				
S.13	<u>Charges for Miscellaneous Services rendered to container/container vessel.</u>					
S.13.1	For the services not covered under S.10, S.11 & S.12 miscellaneous charges on loaded/ empty container shall be levied at the following rates:-					
Sl. No.	Services					Rate in ₹ per TEU
1.	<p>a). Shifting of containers on board via quay head</p> <p style="text-align: right;">KDS HDC</p> <p>b). Shifting of containers on board without via quay head where port labour is deployed</p> <p>Note:</p> <p>i) For use of port equipment additional charge as specified at Sl. No. 5 and 8, as the case may be, shall be levied.</p> <p>ii) In these cases the composite box rate would not be levied separately.</p>					<p>938.44 980.78 506.87</p>
2.	Transportation / shifting of container by port trailer for operation not included in any charge under S.10 and S.12					
	a)	Within same Berth / Yard				422.97

	b)	Between two berths / Yards	563.20
3.		Supply of power to Reefer Container	402.28 per 4 hrs or part thereof
4.		Lift on/Lift off to/from trailer/wagon or restacking (not involving transportation by trailer) by port equipment not included in the services mentioned at S.10 and S.12 or any other services under S.13.	506.87
5.		Use of Port equipment (other than Mobile Harbour Crane/Rail Mounted Gantry Crane/ 200 tonne Cantilever Crane) for ship/ barge to shore discharge or vice versa or for any other on board operation, other than services covered under S.10.1, S.10.2 and S.12.1.	675.84
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) and no CDLB gang is used.	8446.02 422.29 1407.66 175.96 211.16
7.		For services provided to Container loaded with Hazardous -I cargo including deployment of fireman in addition to other charges.	1407.66
8.		Use of Rail Mounted Quay Crane (RMQC)/ Mobile Harbour Crane (MHC) for any other operation other than the services covered under S.10 and S.12	1173.06
9.		Use of Mobile Harbour Crane (MHC) / Rail Mounted Quay Crane (RMQC)/ any other port equipments (other than 200 tonne cantilever crane) for opening of Hatch Cover and replacing it. KDS HDC	2979.19 3111.04
10.		Gate delivery / receiving charge on container on which Composite Box rate is not levied.	603.42
11.		On board Lashing/de-lashing of containers, fixing & unfixing of Twist Lock and ancillary documentations. KDS HDC	125.39 144.03
12.		For export load containers entered after the cut off period or export load containers made ready after the cut off period for readiness	574.69

13.	Customs Inspection within the Container Terminal	603.42
14.	Scanning Charge for Mobile X-Ray Container Scanning (MXCS) System at KDS, SMPK (Rate Excluding GST) Notes: (1). Scanning Charge shall be applicable to all loaded as well as empty EXIM containers. (2). The Scanning Charge shall be applicable to all loaded as well as empty EXIM Containers irrespective of it being scanned or not and irrespective of the size of the container.	220.24 per container
Note for Sections 10, 11, 12 & 13		
i)	Charges / Rebates for handling of containers above 20' and upto 40' in length shall be 1.5 times the rates specified at S.10, S.11, S.12 & S.13. Charges / Rebates for handling of container above 40' shall be 2 times the rates specified at S.10, S.11, S.12 & S.13.	
ii)	If only one operation is carried out, half of the Hatch cover handling charge rates specified at S.13, Sl. No.9 shall be levied.	
S.14 Demurrage on container and containerised cargo.		
S.14.1	Demurrage on loaded import container other than those specified at S.14.2, S.14.4, S.14.5, 14.7 and other than Nepal-Bhutan shall be levied at the following rates: -	
	Period	Foreign rates in US \$ per TEU per day or part thereof
		Coastal rates in ₹ Per TEU per day or part thereof
	First 7 days after the day of landing	Free
	From the 8th day to 9th day	3.59
	From the 10th day to 15th day	7.17
	From the 16th day to 20th day	10.77
	From the 21st day to 30th day	21.50
	From the 31st day onwards	43.02
S.14.2	Demurrage on loaded import container containing relief commodities shall be levied at the following rates: -	
	Period	Foreign rates in US \$ per TEU per day or part thereof
		Coastal rates in ₹ Per TEU per day or part thereof
	First 3 days after the day of landing	Free
	From the 4th day to 9th day	3.59
	From the 10 th day to 15 th day	7.17
	From the 16 th day to 20 th day	8.60
	From the 21 st day to 30 th day	10.77
	From the 31 st day onwards	14.33
	Note: Relief commodities for the purpose of S.14.2 shall mean the cargo imported by voluntary / relief organization like Missionaries of Charity, Ramkrishna Mission, Bharat Sevashram Sangha CARE, CRS, WFP and others, as may be accepted by Syama Prasad Mookerjee Port, Kolkata, from time to time on the basis of certification by the appropriate Govt. Authority of Central Govt./State Govt. or Govt. of Nepal/Bhutan or their local Consulate General and for Missionaries of Charity, Ramkrishna Mission and Bharat Sevashram Sangha.	
S.14.3	Demurrage on loaded export / stock containers, excepting ICD containers, container loaded with Hazardous –I cargo and A/c Nepal-Bhutan shall be levied at the following rates.	

	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days from the day of receiving / stuffing	Free	Free
	From the 21 st day onwards	5.03	223.90
S.14.4	Demurrage on loaded import/export ICD / Nepal-Bhutan container moving by Rail/Road, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates:		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days after the day of landing/ first 20 days from the day of receiving	Free	Free
	From the 21 st day to 30 th day	3.59	159.91
	From the 31 st day onwards	7.17	319.88
S.14.5	Demurrage on loaded import/ export/ transshipment container containing Hazardous-I cargo shall be levied at the following rates: -		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First day of actual landing/receiving	Free	Free
	From the 2 nd day to 9 th day	4.48	199.91
	From the 10 th day to 15 th day	8.97	399.84
	From the 16 th day to 20 th day	13.43	599.77
	From 21 st day to 30 th day	26.88	1199.49
	From the 31 st day onwards	53.77	2399.01
S.14.6	Demurrage on empty containers shall be levied at the following rates: -		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days after the day of landing/ first 20 days from the day of receiving / de-stuffing	Free	Free
	From the 21 st day to 30 th day	14.71	655.72
	From the 31 st day onwards	22.04	983.60
S.14.7	Demurrage on loaded transshipment container, excepting those loaded with Hazardous –I cargo, shall be levied at the following rates.		
	Period	Foreign rates in US \$ per TEU per day or part thereof	Coastal rates in ₹ Per TEU per day or part thereof
	First 20 days after the day of landing	Free	Free
	From the 21 st day to 30 th day	3.68	163.93
	From the 31 st day onwards	7.35	327.87

Note for Section 14:		
1.	For the purpose of calculation of free period, Customs notified holidays and/or SMPK's non-working days shall be excluded. Sundays shall not be excluded for the purpose of calculation of free period unless Customs notified holidays and/or SMPK's non-working days fall on Sundays. After Demurrage begins to accrue, no allowance would be made for Customs notified holidays or SMPK's non-working days.	
2.	a) On container above 20' and upto 40' in length, Demurrage shall be levied @ 2 times the rates specified at S.14 and on containers above 40' in length, Demurrage shall be levied @ 3 times the rates specified at S.14. b) In case of over-dimensional loaded container, Demurrage shall be levied @ 2 times the rate applicable for respective size & type of container.	
3.	Demurrage on container moved by Rail to destination/ originating from Indian Railways shall be levied at the rate specified for ICD Containers at S 14.4 of the Scale of Rates.	
4.	The day of landing of import load and empty container / transshipment container (except container loaded with Hazardous-I cargo) shall be the last landing date of the vessel by which the container is imported under a single call to a specific Dock System. For container with Hazardous-I cargo the date of landing for the purpose of Demurrage shall be the actual date of landing.	
5.	Last Landing Date (LLD) is the date on which the vessel completes her import discharge at a specific Dock System. However, SMPK may declare any other date as such LLD for container already discharged from the vessel, when the vessel is not doing cargo operation work in the working berth for more than 24 hours for any fault/ reason not attributable to port. In such cases, a vessel may have more than one LLD.	
6.	Free dwell-time (storage) period for import containers shall commence from the day after the day of landing of the containers and for export containers the free period shall commence from the time containers enter the terminal.	
7.	In case of export load container, which has been stuffed inside the docks, the date of commencement of stuffing with export cargo shall be reckoned as the first day to ascertain rate as per S.14.3.	
8.	In case, loading of import load container for the purpose of delivery cannot be done by SMPK 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 SMPK from time to time, 75% rebate on the Demurrage shall be allowed for the period during which such containers are not loaded beyond the said 24 hours. The aforesaid rebate shall be allowed provided the container is being loaded from the area where only port equipment is used exclusively. Such rebate shall not apply when importer applies for advance loading prior to submission of complete delivery documents.	
9.	The Demurrage on abandoned FCL container/Shipper Owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of the container whichever is earlier subject to the following conditions: -	
	(a)	
	(i)	The consignee can issue a letter of abandonment at any time; OR
	(ii)	If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the conditions that,
	(a)	the Line/MLO shall resume the custody of container along with cargo and either take back it or remove it from the port premises; and
	(b)	the Line/MLO shall pay all port charges accrued on the cargo and container before resuming custody of the container.
	(b)	The container agent / MLO shall observe the necessary formalities and bear the cost of transportation and de-stuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines/MLO for de-stuffing the cargo or removal of the load container from the port premises.

	(c)	Where the container is seized /confiscated by Customs Authorities and the same cannot be de-stuffed within the prescribed time limit of 75 days, the Demurrage will cease to apply from the day the Customs order release of the cargo, subject to the line's observing the necessary formalities & bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the Line / Consignee from the port premises to the Customs' bonded area and in that case the Demurrages shall cease to apply from the day of such removal.
10.		No Demurrage free period shall be allowed for export load container / stock container / empty container received at docks for shipment but subsequently taken back without being shipped. For such containers, the first slab rate applicable for the respective type of the container shall be applicable from the date of receipt of the container itself and the subsequent slab rates would be applicable as specified, thereafter, till the date of removal from port premises.
11.		No Demurrage free period shall be allowed for export load container received at docks if subsequently de-stuffed and the cargo is taken back from port premises. For such containers, the highest rate specified at S.14.3 shall apply from the date of receiving till the date of de-stuffing and on cargo the rate specified at S.7.6 shall be applied from the date following the date of de-stuffing till the date of delivery.
12.		If during the course of stayal of a Container inside Dock Premises any change in status of the Container from Load to Empty or vice versa is effected, the Demurrage free period for the said Container shall be calculated for each stage separately.
13.		The cargo, on de-stuffing from container, will not enjoy any Demurrage free period excepting the day of de-stuffing and demurrage shall be levied on the cargo as per the rate provided under S.7.2 and S.7.3, as the case may be, from the day after the date of de-stuffing.
14		No Demurrage shall accrue for the period during which the SMPK is not in a position to deliver containers for reasons attributable to it when requested by the user.
15.		In case of Demurrage for IWT container, Demurrage rate applicable for coastal container shall apply.

PART-III

MISCELLANEOUS CHARGES

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S.15		<u>Miscellaneous charges</u>
S.15.1		Charge at the following rates shall be levied for miscellaneous services: -
Sl. No.	Description	Rate in ₹
1.	Issue of duplicate short landing certificate / Out - Turn Report or any certificate or amendment.	74.74 per certificate / report / amendment
2.	Gazette & Advertisement cost of sale.	169.85 per publication.
3.	Supply of tally staff for tallying loading / unloading of wagon at siding.	624.10 per axle
4.	Supply of staff for escorting lorry.	2496.41 per shift per head
5.	Deployment of extra labours (on requisition by port users).	2496.41 per shift per head
6	a) Use of Port's Road Weighbridge b) Use of Port's Rail Weighbridge	₹ 6.78 per ton subject to a minimum of ₹ 33.95 for an empty vehicle and ₹ 64.20 for a loaded vehicle. ₹.6.78 Per ton subject to a minimum of ₹.124.83 for an empty wagon and ₹.249.64 for a loaded Wagon
	Note: i) The rate for weighment charge includes issuance of weighment certificate. ii) In case of Railway Weighbridge, the bill will be raised for the weight of the loaded wagons weighed less the tare weight of the wagons concerned as per declaration of the Indian Railways. The weighment charge against empty wagon shall be levied only if the same is undertaken as per requirement.	
7.	Gate delivery / receiving charge on cargo on which Wharfage charge is not levied. Note: Gate delivery / receiving charge is leviable when the SMPK provides the service with reference to the cargo handled by it.	38.22 per ton
8.	Hire of Locomotive	₹10,000.00 per hour or part thereof subject to a minimum of ₹15,000.00
9.	Stabling charge on non-commissioned wagon or wagon owned by CFS operator / by party other than Indian Railway	Rate of stabling charge will be 624.10 per wagon per day or part thereof from the time of arrival to the time of removal. For haulage of such wagon locomotive hire charge shall be levied as specified under Sl. No.8.
10.	Infringement, Local Haulage, Terminal Charge and Wagon Hire/Demurrage charge.	Rate as notified by the Rly. Board from time to time shall be levied.
11.	Consolidated charge on rail borne cargo on wagons arriving in KDS Rly. System.	
	(a) On wagon not carrying containers, loaded or un- loaded at sidings or places outside the Docks.	₹24.26 per ton on the marked carrying capacity of the wagon.
	(b) On wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road of KDS.	₹1364.34 per 20' container ₹2046.53 per 40' container

12.	Hiring charge for each of the following port Equipment (₹. per shift or part thereof):-		
	a)	Mobile / wrecking Crane	15287.01
	b)	Forklift	5095.66
	c)	Shore Crane (other than cranes specified below)	6114.81
	d)	Tractor	2547.83
	e)	Trailer:	
	i)	Upto 10 MT SWL	2547.83
	ii)	Above 10 MT SWL	3821.75
	f)	Pay loader:	15923.34
	g)	Hand Truck	79.61
	h)	Air Compressor	4549.71
	i)	Bull Dozer 10 MT and above	22293.57
	j)	Bull Dozer less than 10 MT	11146.79
	k)	Cantilever Crane	101913.43
	l)	Floating Crane (above 30 tonne capacity)	152870.14
	m)	Top lift Truck / Reach Stacker	41402.34
	n)	Use of Fire Fighting Equipments & Apparatus	
		i) Fire tender	₹1316.29 per tender per hour
		ii) Shore pumps (Diesel Driven)	₹1733.87 per pump per hour
		iii) Shore Pump (Electric Driven)	₹1159.70 per pump per hour
		iv) Other Fire Fighting apparatus and equipment excluding use of Fire Floats	₹6369.59 per apparatus per hour plus consumables at cost
	o)	Excavators	₹2970.19 per hour or Part thereof
13	Hiring charge of each of the following Oil Spill Response equipments:		₹.per equipment perday or part thereof
	a)	Multi skimmer	2014.15
	b)	Oil spill dispersant applicator + shore Equipment	2881.08
	c)	Permanent boom 25 mtr section with accessories	1772.45
	d)	U Boom 200 mtrs + power pack with accessories	11691.14
	e)	Air blower with accessories	455.03
	f)	RO Boom with accessories	2773.28
	g)	Weir Skimmer with accessories	1759.97
	h)	Flex barge (10 Tonne) with accessories	719.42
	i)	Boom Reel with accessories	2372.73
14.	Cleaning charge for handling of All Types of Dry Bulk Cargo, Bulk cargo in Bags and Jumbo bags		1.87 per MT

Note:

- i) In case of wagon carrying containers loaded or unloaded at CONCOR CTKR Terminal on Coal Dock Road at KDS, except the consolidated charges specified at 11(b), no other charges shall be levied for the rail related services provided by SMPK.
- ii) In case of stabling of wagons of CFS operators on port railway track, no stabling charge shall be levied for the first three days of continuous stabling.
- iii) Rate specified for equipments at Sl.No.13 is exclusive of cost of consumables and fuel which would be chargeable extra at cost plus 19.25% supervision cost basis. In case of any tug/launch and/or

labours are provided by SMPK for handling the equipment, the charges for the same shall be levied extra as per SOR.	
iv) The rate specified under sr. no-14 shall be levied on the total quantity landed/ shipped by a vessel.	
v) Charges for providing equipments under SI.No.12 shall be levied against supply of the equipment against requisition by the concerned user. However, in case the deployment of any equipment to combat fire hazard caused due to any leakage of Liquid /Gas Pipelines or Oil spillage from any vessel, the charges for the same shall be levied on the owner of the pipelines / agent of the vessel irrespective of whether any requisition for the same is given or not. Further, in such case the cost of Foam (along with supervision cost of 19.25%) used to contain the Fire hazard shall also be recoverable.	
S.15.2	For haulage of any wagon to any Railway weighbridge for weighment/ re-weighment, locomotive hire charge, as specified under SI.No.8 of S.15.1, shall be levied. This is in addition to re-weighment charge as fixed by the Railway Board from time to time.
S.15.3	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.15.1, shall be levied only once.
S.15.4	Where Surveyor/Valuer is appointed by SMPK for valuation of any cargo for the purpose of sale, the cost of such valuation shall be recovered from the Importer or his Clearing Agent if the cargo is taken delivery by them and from the Container Agent/MLO, in case the cargo within the container is removed from docks prior to sale.

S.16	Permit & Licenses:	
S.16.1	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:	
Sl. No.	Description	
1.	Dock Permit per person	10.61 per daily permit (maximum 12 hrs. validity). 19.16 per daily permit (24 hrs. validity). 286.46 per monthly permit 861.57 per quarterly permit 2864.63 per annual permit 4583.41 per biennial permit
2.	Dock Permit per vehicle other than those mentioned at SI.No.3 & 4 below and circular permit for vehicle, as defined above, carrying ship's gear and stores (inclusive of overnight stayal).	53.08 per daily permit 1433.33 per monthly permit 2866.65 per quarterly permit 5733.30 per annual permit
3.	Dock Permit for mobile crane/ Reach Stacker/ Top lifter (inclusive of overnight stayal)/ Dumper / Pay loader	212.32 per daily permit 5732.64 per monthly permit 11464.01 per quarterly permit 22930.52 per annual permit
4.	Dock Permit for Fork-lift / Trailer or anyother handling equipment (inclusive of overnight stayal)	127.40 per daily permit 3439.57 per monthly permit 6879.15 per quarterly permit 13758.31 per annual permit
5.	Dock Permit for cart (inclusive of over night stayal).	21.21 per daily permit 574.17 per monthly permit 1546.90 per quarterly permit 5569.09 per annual permit

6.	Permit for Hawkers / Vendors.	1592.40 per annual permit
7.	Clearing & Forwarding Agency License	485.55 per licence for 1 month 5242.47 per licence for 1 year 13103.66 per licence for 3 years 17471.12 per licence for 5 Years 32339.86 per licence for 10 years
8.	Jetty Sircar's License (inclusive of Dock entry at KDS). For HDC charges for entry to the dock to be levied separately.	292.08 per licence for 1 month 2621.23 per licence for 1 year 6309.68 per licence for 3 years 8736.19 per licence for 5 years
9.	Ship Repairing/Ship Chandling/ShipSurvey/ General On-Board services (GOS) / Ship Breaking License.	5338.57 per licence per year
10.	Stevedoring & Shore Handling license.	For issuance & renewal of license, a fee of Rs 1.00 lakh or such higher fee, as the Board may fix from time to time shall be applicable. Note – (i) The period of validity will be 3 years from the date of issuance of license unless otherwise specified. (ii) The application for renewal of license to be submitted at least 3 months prior to the expiry of the license, along with the documents specified therein. In case of delay, a late fee of Rs.50,000/- or such other late fee, as may be fixed by the Board shall be levied. (iii) In the event of loss or defacing of the original license, a duplicate license may be issued if an application in this behalf is made on payment of Rs. 50,000/- or such other amount, as the Board may fix from time to time. (iv) The Board shall in respect of license issued by it, charge a Royalty as the license fee on percentage basis of the ceiling tariff, which will be fixed by the Board by time to time.
11.	Licence for occupation of Panda seats atKDS.	64.90 per monthly licence.
12.	Licence for occupation of 1Sq.mtr. of space or for temporary construction at anyplace in the Inland Vessel Wharves at KDS.	13.20 per day. 577.50 per quarter.
13.	Licence for occupation of 1Sq.mtrs. of space or for temporary construction at anyplace in the Inland Vessel Wharves at HDC.	12.48 per day. 364.48 per quarter.

13a	Permit for using Truck Terminal at HDC/KDS as well as Pre-gate-cum-parking facility at Coal Dock Road and all other similar facilities at KDS or HDC per truck/ lorry/trailer/Any other type of Heavy Motor Vehicle meant for Goods Carriage Vans/Mini Vans/Tempo	Upto 12 hours Rs. 336.00 Upto 24 hours Rs.672.00 Upto 12 hours Rs. 504.00 Upto 24 hours Rs.1008.00
		<p>1. The rate shall be same for loaded/Empty vehicle.</p> <p>2. Beyond 24 hrs the above rates would be applicable till up to a maximum of 10 (Ten) days (including the initial 24 Hrs) in slots of 12hrs.</p> <p>3. After first 10 days i.e. from 11th day to 15th day, the rates would be 1.5 times the above rates in slots of 12 hours. Thereafter, i.e. from 16th day onwards, the rates would be 2 times the above rates in slots of 12 hours.</p> <p>4. <u>Definition:</u></p> <ul style="list-style-type: none"> • <u>Truck/Lorry:</u> Any vehicle capable of carrying maximum 1(one) Twenty feet container or Equivalent. • <u>Trailer:</u> Any vehicle capable of carrying 2 (two) Twenty feet container or equivalent. Though not normally expected because the parking is meant to cater to port related goods vehicles. Passenger buses will also be charged at the same rate as trailers if using the parking facility. <p>5. Any other large transport unit mean for movement of specialized cargo like Heavy packages, OD (overdimensional) cargo, Project machine etc. will be charged at multiples of 1 (a) considering the ratio of area occupied by 1 TEU & the subject vehicle.</p>
14(a)	Rates for Centralized Parking and Pre-Gate Plaza at M & Q Block, KDS	<p>a. Entry fee shall be levied by the Operator on the Tractor trailer/trucks @ INR 68 per 8 Hours or part thereof for 20 feet tractor trailer/trucks.</p> <p>b. INR 102 per 8 Hours or part thereof for 40 feet tractor trailer/trucks.</p>
S.16.1	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 16.1. In addition, for damage/loss of RFID Card / Tag the cost of RFID Card/ Tag shall be recovered in extra at actuals in all cases at KDS.	
S.16.2	For any amendment in permit/licence, amendment charge as mentioned at Section 15.1, Sl. No. 1 shall be levied.	

S.16.3	The daily permits issued under SI no-1, 2, 3, 4 and 5 can be used for multiple entry in the Docks during its validity.
S.16.4	Any license except Stevedoring & Shore Handling License, which has not been renewed within six months of expiry may be renewed only upon payment of penalty charges @ 50% of the rate applicable for one (1) year over and above the actual renewal rate payable and in case there are no annual rates, then penalty charge to be levied @ 50% of the current license fees applicable .

PART – IV

CHARGES RELATED TO SHIP BREAKING

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1.	Ship Breaking Charges	S.17	39

S.17 Ship Breaking Charges		
S.17.1	For Ship breaking activities in SMPK, Ship breaking charges @ ₹.312.51 per LDT shall be levied.	
Notes:		
1.	LDT for the purpose of levy of charges under any clause of this Part of the Scale of Rates shall mean the LDT of the vessel declared at the time of obtaining ship-breaking permission from SMPK.	
2.	The rates include 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 SMPK 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.17.2	If any ship-breaking berth is under the occupation of a ship breaker and he brings in any ship before completion of ship breaking of the earlier vessel, then that ship breaker shall have the priority over the others in respect of allocation of that particular berth for the vessel he so brings in. The number days in such cases shall be calculated in the same manner as has been stated in the S.17.1, Note-3.	
S.17.3	The charges for additional land area, other than the quantum of area specified at S.17.1, Note-2 shall be levied extra as per relevant land schedule.	
S.17.4	In cases, no additional land area at Off 29 KPD berth is available; the period specified at S.17.1, Note-2 shall be increased by 10 days.	
S.17.5	Separate charges shall be levied for supply of port equipment, supply of electricity by port, deployment of port fire service and port fire personnel.	
S.17.6	If breaking of a vessel is extended beyond the period specified at S.17.1 or S.17.4, as the case may be, charges at the following rates shall be levied extra for the period of extension.	
		Rate in ₹ per LDT per day
i)	For vessel upto 2000 LDT	20.76
ii)	For vessel of 2001 LDT to 3000 LDT	18.88
iii)	For vessel of 3001 LDT to 5000 LDT	15.09
iv)	For vessel of 5001 LDT to 8000 LDT	13.22
v)	For vessel of 8001 LDT and above	11.34
S.17.7	For completion of ship-breaking before the period specified in S.17.1 and S.17.4 above, a rebate @ 0.5% of the rate specified at S.17.1 above shall be allowed for each day of saving subject to maximum of 10% of the rates.	
S.17.8	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.19.1 or S.20.1
ii)	For the next 10 days -	10% of the rates specified at S.19.1 or S.20.1
iii)	Thereafter -	5% of the rates specified at S.19.1 or S.20.1
Note:	Vessel awaiting breaking shall mean and include the period a vessel is awaiting breaking after discharge of cargo/dis-embarkation of passenger and in case of a vessel which arrives in ballast for breaking, the period of waiting in the river mooring, dock mooring or in any berth including ship breaking berth till the day on which SMPK grant specific permission for ship breaking of the vessel or the day on which the vessel is placed at the nominated ship breaking berth, whichever is later.	
S.17.9	The Ship Breaking charges calculated on the LDT declared at the time of obtaining permission shall be paid in advance before commencement of the ship breaking. Additional charges, if any shall be paid immediately on raising of the bills.	
S.17.10	Ship Breakers shall be granted a rebate at the following rates on the rate specified at S.17.1 for undertaking ship breaking at SMPK-	
	Upto 10000 LDT per annum	Nil
	10001 to 25000 LDT per annum	5%
	25001 to 40000 LDT per annum	10%
	Above 40000 LDT per annum	15%

PART-V

LICENSING OF LAND / COVERED SPACE INSIDE DOCK INTERIOR ZONE (CUSTOMS BONDED AREA) FOR TRANSIT STORAGE OF IMPORT/EXPORT CARGO & CARGO RELATED SERVICES:

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1.	Rates for allotment of land and Structure on license basis inside Custom bounded Area - KDS	S.18.1	42 - 44
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**Rates for allotment of land and Structure on license basis
inside Custom bounded Area
KOLKATA DOCK SYSTEM**

S.18.1 KOLKATA DOCK SYSTEM (KDS)

S. 18.1	Rates for allotment of Land and Structure on license basis inside Custom bonded Area for storage of Cargo	
Sl. No.	Description	Rates in Rs. per 100 sqm of area for 30 days
1	Land inside Custom bonded area for storage of cargo.	7778.00
2	Ground Floor of Structure inside Custom bonded area for storage of cargo.	13909.00
3	Floors above Ground Floor of Structure inside Custom bonded area for storage of cargo.	9737.00
4	Electricity Charges for Land inside Custom bonded area for storage of cargo.	1320.00
5	Electricity Charges for Ground Floor of Structure inside Custom bonded area for storage of cargo	755.00
6	Electricity Charges for Floors above Ground Floor of Structure inside Custom bonded area for storage of cargo	755.00

Notes:

1. Rates for Allotment of Land and structures on license basis for periods covering upto 11 months inside Customs Bonded area shall be covered under Scale of Rates. However, Rates for Allotment of Land and structures on license basis for periods exceeding 11 months and plots allotted through Tender cum Auction basis shall be covered under Rent Schedule.
2. Allotments for Storage of cargo for land and structure inside the Custom bonded area shall be a minimum of 100 sqm per allotment and multiples of 100 sqm.
3. Minimum period of license allotment period will be 30 days.
4. The Rates with all conditionalities will be applicable to all existing /future licenses. However, if the rates of the existing monthly licenses, existing/future 11-month licenses are found to be higher than the rates of the rent schedule, the existing rates would continue but these conditionalities would be applicable to such occupations immediately.

6. Annual Escalation:

All the rates indicated shall get escalated as per Section 3(xxiii)(a) and (b) of General Principles of Assessment of Scale of Rates as applicable from time to time. The escalated rates shall be considered as the prevailing Rent for the concerned year or period for all existing monthly licences, all existing/future 11-month licences for the concerned year.

7. In addition to rent/ licence fee, municipal tax and service tax (or any other tax including GST levied by competent authority), as applicable, shall also be payable by the lessees/licensees/occupants, as will be billed by SMPK.

6. Security Deposit:

All lessees/licensees shall deposit and/or maintain non-interest-bearing Security Deposit (SD) equivalent to three months' gross license fee before taking any license. However, in case a licensee chooses to pay the total licence fee towards the initially granted licence period in advance, only one month's

gross licence fee is to be deposited as S.D.

The SD, after adjusting dues of SMPK, if any, will be refunded to the said lessee/licensee after hand over of vacant, peaceful, unencumbered possession of the concerned land and/or structure to SMPK.

7. Compensation/damages:

In all cases of expiry/termination/determination of lease/ license or forfeiture of lease/ license if the lessee/licensee continues to occupy the premises unauthorisedly, the lessee/ licensee is liable to pay compensation/damages for wrongful use and occupation as mentioned below till vacant possession is obtained, irrespective of the conditions in lease deed/licence agreement.

(A) For Import cargo (other than Nepal)			
For first 30 days after expiry of license for initial 30 days		At single rate as per prevailing SoR	
Case-1: If 50% or more license area is vacated within 30 days after expiry of license for initial 30 days		Case-2: If less than 50% of license area is within first 30 days after expiry of license for initial 30 days	
For next 30 days	At 1 times the rates as per prevailing SoR	For next 60 days	At 3 times the rates as per prevailing SoR on monthly basis
For next 60 days	At 3 times the rates as per prevailing SoR on monthly basis	Continued unauthorised occupation beyond 120 days from the date of initial occupation	At 5 times the rates as per prevailing SoR on monthly basis
Continued unauthorised occupation beyond 150 days from the date of initial occupation	At 5 times the rates as per prevailing SoR on monthly basis		
(B) For Import cargo for Nepal			
For first 150 days after expiry of license for initial 30 days.		At single rate as per prevailing SoR	
For next 60 days		At 3 times the rates as per prevailing SoR on monthly basis	
Continued unauthorised occupation beyond 240 days from the date of initial occupation to month basis		At 5 times the rates as per prevailing SoR on monthly basis	
(C) For Export including export cargo received as stock & Coastal export			

For first 150 days after expiry of license for initial 30 days	At single rate as per prevailing SoR on monthly basis
For next 60 days	At 3 times the rates as per prevailing SoR on monthly basis
Continued unauthorized occupation beyond 240 days from the date of initial occupation	At 5 times the rates as per prevailing SoR on monthly basis
(D) For back to town Export/ stock cargo (shut out/otherwise)	
In case of full consignment	The proposed import structure will apply from the date of granting of initial license.
Re-measured area In case partial consignment	The proposed import structure will apply from the date of re-measurement of the occupied area after completion of shipment
(E) For storage at upper floors	
1 st Floor	70% of ground floor applicable rates
2 nd Floor	70% of ground floor applicable rates

8. Interest:

Simple Interest @15% per annum on the outstanding rent. Licence fee and compensation/ occupational charges and other demands (as to be indicated in bill/invoice/demand notice) will be recovered, if the rent, compensation/ occupational charge is not paid within the due date. The aforesaid rate of interest would be applicable for all existing monthly licenses, all existing/future licenses and all compensation bills. However, whether demanded or not, license fee/ compensation charges for a month would have to be paid by the lessees on or before 10th day of each succeeding month.

9. SMPK, at its discretion, may consider:

Allotment of very short licenses of three months to willing parties for vacant spaces at updated Scheduled rates on first come first served basis, only for the following purposes:-

- Storage of import/export cargo,
- Storage of containers and
- Parking of lorries/tailors.

**Rates for allotment of land and Structure on license
basis inside Custom bounded Area-
HALDIA DOCK COMPLEX**

S.18.2 HALDIA DOCK COMPLEX

Type of property		License fee per 100 sq. mtrs. per month.
S.18.2(a)	Open Space :	
	i) Bare land	Rs. 4853.19
	ii Hardstand	Rs. 7546.87
S.18.2(b)	Covered Space	
	i) Pucca roofed	Rs. 15986.27
	ii) AC/CI roofed	Rs. 11988.84

- S.18.3 The license shall be up to a maximum period of 11 months. The period of license can be renewed at the discretion of SMPK. If the licensee requires renewal of the license, an application for renewal must be made to the authority concerned of SMPK well in advance. However, Rates for Allotment of Land and structures on license basis for periods exceeding 11 months and plots allotted through Tender cum Auction basis shall be covered under Rent Schedule.
- S.18.4 The licensee shall utilize the allotted land /covered space for the purpose for which it is licensed.No change in purpose of utilization will be allowed. The space allotted shall also not be Sublet/ assigned/transferred.
- S.18.5 (a) The license is terminable on 7 days' notice on either side. No claim for any compensation whatsoever for termination of the license will be entertained.
- b) For partial surrender, the area to be surrendered will be in the multiple of 1000 sq. mtrs.
- S.18.6 The licensee shall agree to comply with all rules and directions issued by SMPK from time to time. If the licensee neglects to comply with such rules or directions, the port may terminate the license.
- S.18.7 The licensee shall comply with all rules or regulations that may from time to time be issued by the Dock Safety or the Department of Explosives or any other Appropriate Authority in relation to storage of cargo.
- S.18.8 (i) Cargo stored under a license shall be at the entire risk and responsibility of the licensee. The licensee shall post his own watchman to safeguard the cargo stored at the allotted space and to prevent any unauthorized occupation of such space by others.
- (ii) The licensee shall make his own arrangements to keep the allotted land/ covered space and its surroundings neat, clean and in proper sanitary condition.
- (iii) The licensee shall, at his own cost and arrangements, display signboards containing name of the licensee, plate no., vessel's name in case of Ship to Ship allotments & validity of license.

S.18.9 Payment of License fee and Security Deposit:-

- (i) Security Deposit (equivalent to 01 months' applicable License Fee (With applicable Taxes) is to be paid in case of all types of allotments of tenure upto 11 months. The SD will be refunded to the licensee upon handing over of vacant, peaceful, unencumbered possession of the concerned land and / or structure to SMPK after adjusting dues to SMPK, if any.
- (ii) License Fees with applicable taxes towards entire period of license shall have to be paid in advance in case of all types of allotments of tenure upto 11 months,

- S.18.10 In addition to payment of license fee as per S.18.9 above, the licensee shall pay municipal tax, if required and as applicable.
- S.18.11 The license fee prescribed in the SOR shall get escalated as per Section 3(xxiii)(a) and (b) of General Principles of Assessment of Scale of Rates from time to time. The escalated rates shall be considered as the prevailing Rent for the concerned year and will be applicable forthwith on all such licenses/occupations in force.
- S,18.12 Encroachment or unauthorized occupation of land and Railway tracks, etc. by the licensee will involve a liability to pay a penalty at the rate of ten times the scheduled license fee, equivalent to the encroached area, in addition to the cost of rectification of damages caused to the Port properties. If the licensee fails to remove the cargo from the encroached area in spite of notice to do so, the cargo will be removed elsewhere by the Port at the risk and cost of the licensee and penal licensefee at the rate of ten times the normal rate will be levied on the space occupied by the cargo so removed.
- S.18.13 After the expiry/termination/ determination/ forfeiture of the license, if the licensee continues to occupy it unauthorizedly, the licensee shall be liable to pay compensation for wrongful use and occupation at the following rates till vacant possession is obtained:
- (i) First 60 days- 3 times the rate as per prevailing SoR
 - (ii) Continued unauthorized occupation beyond 60 days- 5 times the rate as per prevailing SoR
- S.18.14 The license fee will be charged from the date of handing over possession of the land and occupation of actual area of the land to be found on demarcation by the licensee.
- S.18.15 The licensee shall not cause any damage to SMPK properties. If, however, any damage is caused, the licensee shall be liable to make good the damages at his own cost and arrangement to the satisfaction of SMPK.
- S.18.16 The minimum area to be licensed to a single licensee will be 1000 square meters.
- S.18.17 Penal Interest:
- i) Simple Interest@15.00% per annum on the outstanding License fee, Advance license fees, penal charges for encroachment/ unauthorized occupation, compensation, occupational charges, water charges and other demands (as indicated in bill/invoice/demand notice) will be recovered from the due date, if the same is not paid within due date. The aforesaid rate of interest would be applicable for all future licenses and other permissions as well as against compensation claims. In case of existing licenses, it would be applicable from the date of renewal/extension of the license
 - ii) The existing licenses/ other permissions would be governed by the provisions of the respective licenses/ permissions in this regard till renewal of the licenses.
 - iii) In case of restoration of licenses (earlier determined / terminated) as well as in case of compensation, where issuance of Bill/Invoice/Demand Notice were discontinued, the licensee/occupant will be liable to pay license fee/compensation charges etc. along with applicable interest considering 15th day of each succeeding month due date for payment for the preceding month for the restored period of license as well as period under compensation billing.
 - iv) The 'due date' for the purpose of levy of interest shall be the date as mentioned in the bill / invoice / Demand Notice concerned, excepting for the cases covered under sub clause-(iii) above.

S.18.18 In case license of land inside Dock Interior Zone (Custom Bond area) for storage of cargo for a period up to 11 months, allotted on license, remission against license fees shall be extended as follows:

a) For allotment of Land on ship basis for Import Cargo

Cargo Quantity	Initial license period extension +	Time taken to vacate the plot	% of remission on the license fees
From 15000 MT upto 25000 MT	90 days	30 days 45 days	30% 15%
From 25001 MT upto 40000 MT	90 days	45 days 67 days	30% 15%
From 40001 MT upto 80000 MT	120 days	60 days 90 days	30% 15%
Above 80000 MT	180 days	90 days 135 days	30% 15%

b) For allotment of developed land for 180 days (Import and Export)

Cargo mobilization through the concerned plot	% of remission on the license fees
From 12 MT per sq.mt to 15 MT per sq.mt	15%
Above 15 MT per sq.mt	30%

c) For allotment of developed land for 330 days (Import and Export)

Cargo mobilization through the concerned plot	% of remission on the license fees
From 22 MT per sq.mt to 27 MT per sq.mt	15%
Above 27 MT per sq.mt	30%

d) For allotment of common users land for Export Cargo

Cargo mobilization through the concerned plot	% of remission on the license fees
From 14 MT per sq.mt during subsequent extension of license period	15%
Above 20 MT per sq.mt during subsequent extension of license period	30%

e) For allotment of undeveloped land for 330 days (Import and Export)

Cargo mobilization through the concerned plot	% of remission on the license fees
From 12 MT per sq.mt to 15 MT per sq.mt	15%
Above 15 MT per sq.mt	30%

f) For allotment of undeveloped land for 180 days (Import and Export)

Cargo mobilization through the concerned plot	% of remission on the license fees
From 8 MT per sq.mt to 10 MT per sq.mt	15%
Above 10 MT per sq.mt	30%

For Import Cargo:

The import quantity will be ascertained from the Draft Survey Report after completion of the vessel's discharge. The total discharge quantity will be stored in the plot allotted to the concerned user and the achievement will be computed considering the total time required to evacuate the entire cargo from the plot.

For computing the cargo mobilization per sq. m area the total quantity mobilized through a particular plot during the license period either through Import or Export, which will be ascertained from the Final Draft Survey Report, will be considered for computing the remission.

For Export Cargo:

HDC maintains stock records of each and every plot, which the licensees of plots updates with the volume of cargo stored by them in each plot under their possession. The cargo mobilization per sq. m from a particular plot will be computed on the basis of the quantum of cargo shipped from that particular plot which will be ascertained from the Final Draft Survey Report after completion of work of each and every vessel.

P A R T – VI

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

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S.19	Berth Hire																						
S.19.1	Berth hire on sea going vessel shall be levied at the following rates:																						
Sl.No.	Description of vessel	Rate per hour per GRT or Part thereof																					
1	Vessel engaged in Foreign trade and except as specified at Sl. No. 4 (in US Currency)	0.4509 Cents subject to a minimum of \$ 22.545 per hour																					
2	Vessel engaged in Coastal trade other than those plying between Andaman and SMPK and except as specified at Sl. No. 4 (in Indian Currency)	Rs.0.2218 subject to a minimum of Rs.1109.00 per hour																					
3	Vessel engaged in Coastal trade between Andaman and SMPK (in Indian Currency)	Rs.0.1566 subject to a minimum of Rs.313.20 per hour																					
4	For 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 bookings shall be levied at twice the rates specified at S.19.1.																						
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.22.66 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 SMPK or any other reasons attributable to the SMPK, rebate equivalent to berth hire charges accrued during the period of idling of vessel shall be allowed.																						
v)	After completion of cargo work and signaling of readiness if the vessel is shifted to another berth for waiting for sailing, Berth Hire charge at the rate of 50% of the rate specified under S.19.1, shall be levied, provided such waiting has arisen due to non-availability of sailing tide. The concessional berth hire will be levied only for the period of waiting till the immediate next sailing tide.																						
(vi)	Penal Berth Hire Charges at HDC, if the Vessel idles inside Dock after 72 hours from completion of cargo work due to reasons not attributable to SMPK:																						
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S.19.2	<u>Priority / Ousting priority charges.</u>
	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.19.1 of the Scale of Rates.
Priority Berthing:	A charge equivalent to 75% of berth hire charges calculated for the total period of actual stay at the working berth subject to a minimum of one day's berth hire charge. <u>Note:</u> In addition to the above charges, levy of wharfage on minimum parcel load of any vessel/class of vessels may be done as per policy adopted by the Board from time to time, in case of granting of Priority/Ousting Priority.
Ousting priority berthing:	A charge equivalent to 100% of berth hire charges calculated for the total period of actual stay at the working berth. In addition to the same, shifting charges at the rates under S.22.10 for shifting of ousted vessel on actual basis shall also be payable. <u>Note:</u> In addition to the above charges, levy of wharfage on minimum parcel load of any vessel/class of vessels may be done as per policy adopted by the Board from time to time, in case of granting of Priority/Ousting Priority.
Note	The above charges (Priority/ Ousting Priority) shall not be leviable for the following categories: -
i)	Vessels carrying defence cargo, hired directly by Defence Authority (Defence Authority certifies to that extent).
ii)	Defence vessels coming on goodwill visits.
iii)	Vessels hired for the purpose of Antarctica expedition by Department of Ocean Development.
iv)	Any other vessel for which the Ministry of Shipping has granted special exemption.
v)	The fee for according 'Priority/Ousting Priority' is not leviable on the vessels, which carry a specified cargo and are berthed at the berth reserved for handling that type of cargo as per general policy. However, whenever 'Priority'/ 'Ousting Priority' is accorded to any vessel within the category of specified cargo or otherwise, the port shall collect the fee for according 'Priority'/ 'Ousting Priority' as the case may be. The fee for according 'Priority/Ousting Priority' is leviable if an exclusive facility has been given on any berth to particular user. The fee shall also be leviable if any other vessel is berthed by according 'Priority/Ousting Priority' at a berth where exclusive facility has been given to a particular user.
vi)	The fee for according 'priority'/ 'ousting priority' is not leviable on the vessels where though the necessary directions have been issued for according 'Priority/Ousting Priority', but on arrival such vessels are berthed in normal course on their turn.
vii)	The fee for according 'Priority'/ 'Ousting Priority' is not leviable on the vessels which are berthed at the berth leased on long term basis with the approval of the Government and are on account of lessee. However, the fee shall be leviable if any, on vessel on account of any other user is berthed at the leased berth by according 'Priority/Ousting Priority'.
viii)	Priority Berthing of Coastal Vessel at Major Ports issued by the Govt of India as notified by Govt shall apply as specified below:
	a) SMPK shall accord priority berthing, at least on one berth, to dry bulk/ general cargo coastal vessels to enable shippers to transport goods from one port in India to another port in India irrespective of origin and final destination of the cargo. This would be in addition to dedicated berth, for handling of Coastal Thermal Coal already existing in Major Ports, if any.
	c) SMPK shall accord priority berthing through specific window to coastal container vessels keeping in view the concession agreements and existing allotment of window berthing at the private terminals and availability of container berths operated by the ports.
	d) In respect of POL / Liquid cargo tankers, existing practices regarding such priorities as prevalent in SMPK may continue.
	e) Coastal vessels which are to be accorded priority berthing shall not be liable to pay priority berthing charges.
	f) There will be no restrictions on berthing of coastal vessel, in addition to the coastal vessel berthed

	on priority, as above, if the same is eligible under normal berthing policy of the port.		
	A coastal vessel shall be liable to pay port charges on coastal rates notwithstanding whether it was berthed on priority or otherwise.		
S.19.3	PENALTY FOR NON-ACHIEVEMENT OF BENCHMARK PUMPING RATE/ DELAYED SAILING DUE TO REASONS ATTRIBUTABLE TO VESSEL & INCENTIVE FOR ACHIEVING HIGHER PUMPING RATE THAN THE BENCHMARK:		
19.3.1	Benchmark Pumping Rate of Liquid Bulk Cargo handled at HDC		
	Sl. No.	Commodity	Benchmark PumpingRate (MT/ Hr)
	1	Acetic Acid	305
	2	Ammonia Anhydrous	300
	3	Aviation Turbine Fuel	160
	4	Benzene (Export)	291
	5	Benzene (LAB) (Import)	328
	6	Bitumen (Export)	360
	7	Bitumen (Import)	178
	8	Butadiene	151
	9	Butane	377
	10	Butene (Butylene)	102
	11	Caustic Soda	339
	12	CBFS (Carbon Black Feed Stock)	716
	13	Crude Degummed Soya Bean / Sunflower Oil	363 / * 271
	14	Crude Oil	1854
	15	Crude Palm Oil / RBD Palm Oil	222 / * 195
	16	DEG (Diethylene Glycol)	153
	17	Furnace Oil (Export)	464
	18	Furnace Oil (Import)	361
	19	High Speed Diesel	616
	20	Light Diesel Oil	382
	21	Lubricating Oil	235
	22	MEG (Monoethylene Glycol)	301
	23	Methyl Alcohol	159
	24	Methyl Tert Butyl Ether	335
	25	Motor Spirit	370
	26	Naphtha	1033
	27	Nitric Acid	343
	28	Paraxylene	449
	29	Phosphoric Acid	450
	30	Propane	343
	31	PY Gas	450
	32	Reformate	456
	33	Simultaneous discharge of Butane & Propane	632
	34	Sulphuric Acid	395
	35	Superior Kerosene Oil	253
	36	Coal Tar Pitch	555
	37	Palm Fatty Acids	119
	* When Vessel handled at B-18(o) / Outward River Mooring Buoy adjacent to B-18(o).		
	Penalty / Incentive Norms:		
	For the purpose of calculation of the productivity, the working time of the vessel will be calculated from haul in time till completion of cargo work. For failure or success in achieving the stipulated discharge rate, penalty/ incentive will be applicable as follows:		
	(a) If the working time of the vessel (considering hauled in time till completion of cargo work at working berth) exceeds the stipulated time based on the above productivity norms by 2 hours or less, then no penalty will be levied		
	(b) If the working time of the vessel (considering hauled in time till completion of cargo work at		

	<p>working berth) exceeds the stipulated time based on the above productivity norms beyond 2 hours, then penalty will be levied @ 2 times of the normal berth hire charge for every additional hours or part thereof taken to complete the cargo operations of the vessel.</p> <p>(c) If the vessel's pumping rate exceeds the Benchmark Pumping rate, then incentive will be provided as per the following: If the working time of the vessel (considering hauled in time till completion of cargo work at working berth) is lower than the stipulated time by more than 2 hours, then incentive will be paid @ 5% of the applicable berth hire charges for every additional hour saved. However, there will be no incentive for saving of time up to 2 hours.</p>									
	<p><u>Note to provisions regarding Penalty/ Incentive Norms:</u></p> <p>(i) For calculation of the stipulated working period in hours the cargo tonnage will be divided by the Pumping Rate Norms and the same will be compared with the actual working period of the ship to be ascertained from the operational records.</p> <p>(ii) For non-achievement of the performance as stated at (i) above, the penalty will be imposed on the ship's owner / agent. Similarly, for achieving higher performance, the incentive will be paid at the proposed rate to the ship owner/agent.</p> <p>If Propane & Butane are discharged simultaneously even for a smaller period, the benchmark pumping rate prescribed for Simultaneous discharge of Butane & Propane would be applicable for calculating penalty / incentives. However, for discharging Propane & Butane or some other cargoes one by one, hauled in time to finished work time of the first cargo and finished work time of 1st cargo to finished work of 2nd cargo is to be considered for calculating penalty/incentives. More so, in case of simultaneous discharge of cargo other than Propane & Butane, duration from Hauled in Time to Finished Work Time (for the 1st cargo) and Commencement of Work to Finished Work Time (for 2nd cargo) is to be considered.</p>									
S.19.3.2	Due to non-achieving of benchmark Pumping Rate or any other reason attributable to the vessel, if the sailing of the Vessel is delayed and consequently a vessel called from Sand head /anchorage point for berthing in place of the vessel so delayed is required to be sent back to Sandhead /anchorage; the pilotage/shifting charge for the said movement of the incoming vessels shall be recovered from the vessel which overstayed at Berth.									
S.19.3.3	Benchmark productivity of a new cargo may be fixed by SMPK considering pumping rate achieved by similar types of cargo. The new benchmark productivity so fixed may be notified by SMPK to the port users.									
S.19.4	<u>Levy of Anchorage / Penal Charge at the reporting stations / Lighterage Points:-</u>									
.19.4.1	<p>Even after calling a Vessel and allocation of Pilot, if the vessel refused to call at the port or lighterage point due to the reason attributable to the vessel / importer /exporter, then anchorage charges will be leviable at the following rates:</p> <table border="1"> <thead> <tr> <th>Idling Time</th> <th>Applicable penal charges</th> <th rowspan="4">Note: Idling period is to be consider from the time when the vessel is initially called till actual pilot boarding time.</th> </tr> </thead> <tbody> <tr> <td>For first 48 hours after calling the vessels</td> <td>10% of the applicable Berth Hire charges as per SoR for the entire duration of waiting since the vessel was initially called.</td> </tr> <tr> <td>After 48 hours & up to 96 hours</td> <td>25% of the applicable Berth Hire Charges as per SoR for the entire duration of waiting since the vessel was initially called.</td> </tr> <tr> <td>After 96 hours till boarding of pilot</td> <td>50% of the applicable Berth Hire Charges as per SoR for the entire duration of waiting since the vessel was initially called.</td> </tr> </tbody> </table>	Idling Time	Applicable penal charges	Note: Idling period is to be consider from the time when the vessel is initially called till actual pilot boarding time.	For first 48 hours after calling the vessels	10% of the applicable Berth Hire charges as per SoR for the entire duration of waiting since the vessel was initially called.	After 48 hours & up to 96 hours	25% of the applicable Berth Hire Charges as per SoR for the entire duration of waiting since the vessel was initially called.	After 96 hours till boarding of pilot	50% of the applicable Berth Hire Charges as per SoR for the entire duration of waiting since the vessel was initially called.
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S.19.5	Performance norm based Incentive / Penalty, Anchorage charges in respect of DryBulk Cargo handled at Kolkata Dock System (KDS) at SMPK :									
S.19.5.1	<u>Benchmark Productivity for Dry Bulk Cargo handled at Kolkata Dock System(KDS) at SMPK</u>									

		Coal	1500
		Industrial Salt	1400
	<u>Penalty / Incentive Norms:</u>		
	<p>(a). For each arrival, ship Berth stay will be calculated based on commodity specific productivity norms and parcel size of vessel.</p> <p>(b). If a ship stays within 5% (higher or lower) of the stipulated time for that commodity, then no penalty/ incentive will be levied/paid.</p> <p>(c). In case where actual Berth stay is more than 5% higher than the stipulated time, the number of additional hours spent at berth will be penalized by 2 x berth hire.</p> <p>(d). In case where actual berth stay is more than 5% lower than the stipulated time, number of additional hours saved will be incentivized at 1 x berth hire.</p> <p>(e). In computing actual performance achieved by each ship for the purpose of calculating penalty/ incentive, any stoppage of operation on account of port related or weather-related issues will be discounted. Such exclusions will be limited to: (i). Break down / non availability of port provided equipment at berth. (ii). Weather related stoppages (iii). Shifting of ships between berths on account of port. (iv). Any delays in sailing after vessel readiness to sail on account of port i.e pilot/tug unavailability, tidal conditions. (v). Draft surveys within the prescribed norms for ships. As a guideline, maximum 30 mins per party for interim draft survey would be allowed. Any additional time incurred in draft surveys will be considered in berth stay. Where practicable, in case of multi-party consignment, common surveyors are to be appointed so as to reduce time lost during interim draft surveys. Vessel Agent / Importers must coordinate and inform port. (vi). Any stoppages because of other reasons are not to be excluded for calculation of performance norms, unless specifically approved by Board.”</p>		
S.20	MOORING/ANCHORAGE CHARGE:		
S.20.1	When a sea going vessel is moored/anchored at dock buoy/ river mooring or any other mooring/anchorage in KDS/HDC, charges at the following rates shall be levied: -		
Sl. No.	Description of vessel and place of occupancy.	Rate per GRT per hr. or part thereof for vessel engaged in foreign trade (in U.S currency)	Rate per GRT per hr. or part thereof for vessel engaged in coastal trade (In ₹)
1.	Vessel moored at any dock buoy.	0.2175 cents	0.1070
2.	Vessel moored at any river mooring/any other mooring	0.1088 cents	0.0535
3.	Vessel anchored at any river anchorage or any other anchorage.	0.0634 cents	0.0312
	<u>Note :</u> No anchorage charges as per S.20.1 (2) & (3) shall be levied on the vessels waiting at Sand heads for being called at HDC and/or KDS. However, anchorage charge shall be levied on vessels anchored inside port limit of SMPK (including Sandheads) for cargo destined to ports other than SMPK.		
S.21	Miscellaneous:		
S.21.1	Charges shall be levied at the following rates for miscellaneous services to sea going vessels.		
Sl. No	Services	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹.)
1.	Hire of launch / boat for special job on requisition. a) Steel / Metallic	198.65 per hour.	9770.00 per hour

	b) Wooden / Non-metallic	43.97 per hour	2162.53 per hour
2.	Hire of Fire Float	1805.89 per day	88817.28 per Day
3.	Hire of Skin Diver/Gas Mask Diver	18.06 per hour	888.23 per hour
4.	Hire of Dress Diver	361.18 per hour	17763.55 per Hour

5.	Additional labour deployed for diving related work	5.42 per man hour	266.57 per man hour
6.	Supply of Fresh water (Including supply of required manpower):-		
	a) Through pipeline	10.11 per 1000 litres	497.23 per 1000 litres
	b) Through water barge	12.65 per 1000 litres.	622.15 per 1000 litres
7.	Supply of electricity	0.469 per unit plus installation charge of \$ 56.42	23.07 per unit Plus Installation Charge of 2774.85
8.	Additional charges on vessel carrying passengers.	261.723 per complete voyage or 130.8615 for each leg.	12872.06 per Complete Voyage or Rs.6436.03 for Each Leg
9.	Service for providing pneumatic fenders (including to and fro transportation of fenders at Dock / Oil Jetties/ Barge Jetties/ IWAI Jetty/ Anyother Jetty or Anchorage point upto Haldia Anchorage) Note: In case the fenders are required to be deployed in any place other than areas specified above, to and fro transportation of the fenders to the place of use and back shall be levied extra. Further, in such case, appropriate guarantee for security of the fenders may be required to be furnished to SMPK.	143.95 per fender per day	7079.75 per fender per day
10	Garbage Removal charge	5 per day or part thereof	245.91 per day or part thereof
S.21.2	Charges for cancellation of any requisition for services under Sl. no. 1 to 5 and 9 of S.21.1 shall be levied at the rate of 10% of the charge applicable for the particular service.		

Towage & Pilotage of Vessels				
S.22.1	Charges for piloting a sea going vessel from Sand heads to the Impounded Docks, Wharves & Jetties of 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: -			
SI No	Particulars	For GRT upto 30000	For GRT above 30000 and upto 60000	For GRT above 60000
1	Vessel engaged in Foreign Trade	96.841 cents per GRT subject to a minimum of 4842.00 US\$	29052.27 US \$ + 77.472 cents per GRT on 30001 to 60000 GRT	52293.95 US \$ + 67.787 cents per GRT on GRT above 60000
2	Vessel engaged in Coastal Trade	₹.47.6283 per GRT subject to minimum of ₹. 238150.00	₹ 14,28,848.74 + ₹ 38.1023 per GRT on 30001 to 60000 GRT	₹ 25,71,921.05 + ₹.33.3390 per GRT on GRT above 60000
3	Coastal vessel plying between Andaman and SMPK only	₹ 45.1679 per GRT subject to a minimum of ₹ 90336.00	₹13,55,034.19 + ₹36.1184 per GRT on 30001 to 60000 GRT	₹ 24,38,628.20 + ₹31.5752 per GRT on GRT above 60000

S.22.2 Charges for Piloting a vessel from Sandheads to any Anchorage point within SMPK:			
SI. No.	Particulars	Vessel engaged in Foreign Trade	Vessel engaged in Coastal Trade
1.	From Sandheads to any anchorage located below X Point during inward journey and back to Sandheads from the said anchorage during outward journey	50 % of rate specified in S.22.1	50 % of rate specified in S.22.1
2	From Sandheads to any anchorage located from X Point to Sagar Anchorage during inward journey and back to Sandheads either directly or via any other point below Sagar Anchorage during outward journey	75% of rate specified in S.22.1	75% of rate specified in S.22.1
3	From Sandheads to Diamond Harbour Anchorage either directly or via any other anchorage located below Diamond Harbour during inward journey and back to Sandheads either directly or via any other anchorage below Diamond Harbour during outward journey.	80% of rate specified in S.22.1	80% of rate specified in S.22.1
4.	From Sandheads to Haldia Anchorage either directly or via any other anchorage located below Haldia anchorage during inward journey and back to Sandheads either directly or via any other anchorage during outward journey.	80% of rate specified in S.22.1	80% of rate specified in S.22.1
S.22.3	For mother vessel doing lighterage operation at Sandheads an all-inclusive charge (including anchorage charge but except Port Dues as per Section 23) of 7.345 Cents per GRT in case of Foreign going vessel and ₹ 3.61 per GRT in case of Coastal vessel shall be levied. The aforesaid rate shall be applicable for daughter vessels also in case the daughter vessel proceeds to other port with cargo loaded / discharged at Sandheads from / to mother vessel.		
S.22.4	50% of the rates at S.22.1 shall apply to inward or outward journey.		

S.22.5	Vessels which enter 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.22.6	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.22.1 and S.22.4, as the case may be.								
S.22.7	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.22.8	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.22.1, Towage & Pilotage at the rate of 40% of the rates specified under S. 22.1 shall be levied for each movement by the dock system from where journey commences.								
S.22.9	<p>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.22.1 for the entire voyage. The aforesaid additional 50% towage & pilotage shall be levied by the dock system where the vessel visits finally via Sandheads.</p> <p>Note:</p> <p>i) In case any vessels while moving between HDC & KDS through Sagar, Middleton, Gasper Intermediate, Eden, Upper Auckland and sometimes via Sandheads due to operational and navigational reasons attributable to SMPK the 50% additional Towage and Pilotage would not be levied.</p> <p>ii) In case the vessels move between HDC & KDS via Sandhead, 50% Pilotage would not be levied if the reason for such movement is due to SMPK's operational/navigational requirement.</p> <p>iii) For following would be considered for clarity:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 60%;">Description</th> <th style="width: 40%;">Towage & Pilotage to be levied</th> </tr> </thead> <tbody> <tr> <td>Calling both at KDS & HDC via Sand heads in the same voyage to avail Eden Channel only and not for any other reason.</td> <td style="text-align: center;">50% by each Dock System</td> </tr> <tr> <td>Vessels calling at Saugor or other Anchorage for lighterage or topping up and coming to HDC via Sandheads to avail Eden Channel only and not for any other reason</td> <td style="text-align: center;">50% by each Dock System</td> </tr> </tbody> </table>			Description	Towage & Pilotage to be levied	Calling both at KDS & HDC via Sand heads in the same voyage to avail Eden Channel only and not for any other reason.	50% by each Dock System	Vessels calling at Saugor or other Anchorage for lighterage or topping up and coming to HDC via Sandheads to avail Eden Channel only and not for any other reason	50% by each Dock System
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Vessels calling at Saugor or other Anchorage for lighterage or topping up and coming to HDC via Sandheads to avail Eden Channel only and not for any other reason	50% by each Dock System								
Note to S.22:									
(i) No Extra Towage & Pilotage Charge shall be levied if the same has resulted due to reasons attributable to Port like non-acceptance of vessels due to lock/jetty/berth related problem, lock gate/Port machinery breakdown, Non-availability of Tug/Mooring Boat etc.									
(ii) In case of Extra Towage & Pilotage resulting due to weather related or Riverine channel related reasons, extra Towage & Pilotage @40% as per S22.1 of SoR shall be levied.									
(iii) No remission in Extra Towage & Pilotage charge shall be granted if the same has resulted due to any reason attributable to the vessel.									
S.22.10	Shifting Charge								
	For shifting of any sea going vessel, other than for port convenience, charges shall be levied at the following rates: -								
Sl. No.	Nature of Shifting	Rate per GRT for each shifting							
		Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹.)						
a)	Within KDS or within HDC only	18.060 cents subject to a minimum of 180.59	₹8.882 subject to a minimum of ₹ 8882.00/-						

b)	Between KDS and HDC	21.674 cents subject to a minimum of 216.709	₹10.66 subject to a minimum of ₹ 10660.00/-
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Note:

i)	In case of shifting of non-container vessel from KDS to HDC or vice-versa, charges shall be levied as specified above and each dock system shall levy 50% of the charge. However, in case of shifting of container vessel between KDS and HDC, 50% of charges, as specified above, shall be levied and in such case each dock system shall levy 25% of the charge.
ii)	No charges shall be levied for shifting of vessel due to port convenience.
iii)	No shifting charges shall be levied if a vessel is shifted between two anchorages of SMPK without involvement of any Port Tug/Launch and Port Pilot.

Port Convenience for the above purpose shall mean the following-

i)	Shifting(s) of a double-banked ship to facilitate sailing and/or shifting of the ship alongside the berth.
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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 or problem relating to Lock, 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/ another MHC berth due to breakdown of MHC.
xiii)	Shifting of a container ship from any of the allotted container berths (MHC or non-MHC – spanning from 1 NSD to 8 NSD) to any other non-container berth at NSD/KPD for handling empty containers in either leg (Import/Export)
xiv)	Shifting of a ship from one MHC berth to another MHC /Non MHC berth/ waiting location, due to breakdown of MHC, as well as shifting of a geared ship from berth/waiting location to the MHC berth where MHC has suffered breakdown for working, at HDC.
xv)	Shifting of a vessel from one waiting berth to another waiting berth if the same is done to accommodate another vessel as per requirement of Port.

xvi)	Any other shifting of vessel done by Port for operational reasons (other than that done as per option of Vessel owner/ vessel agent / charterer / importer / exporter) which is classified as done under 'Port convenience' as per decision of Chairperson / Dy Chairperson.		
S.22.11	If the booking of a pilot is cancelled by the Agent / Ship owner / Charterer less than 24 hours before the appointed time of hauling out from berth/buoy/river mooring/anchorage, a charge of 316.02 US dollars or Rs.15542.50 per cancellation shall be levied on vessel 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 lockgate being out of commission or for any reasons attributable to Port		
S.22.12	For piloting a vessel undergoing trials, a charge of ₹14691.00 shall be levied for trials above and upto Garden Reach and ₹ 36728.00 per trial below Garden Reach.		
S.22.13	The rates under S.22.1, S.22.4, S.22.8 & S.22.12 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 Ship owner / Agent/Charterer.		
S.22.14	In case of wrong declaration or suppression of fact about Speed, Draft Bower Anchor and declaration of number of mooring ropes, the vessel calling at SMPK (KDS and HDC) will be penalised with an amount equivalent to double Pilotage Charges in totality.		
S.22.15	For use of the Syama Prasad Mookerjee Port, Kolkata, Tugs/ Dispatch vessel/ Survey vessel/ Anti-pollution vessel, etc., by sea going vessel on requisition by the Ship- owner/Agent/Charterer, charges shall be levied at the following rates:-		
Sl. No.	Description	Vessel engaged in foreign Trade (in US Dollars)	Vessel engaged in Coastal Trade (in ₹.)
i)	Vessel not exceeding 1,000 IHP.	361.18 dollars per hour subject to a minimum of 1083.53 dollars per operation.	₹17764.00 per hour subject to a minimum of ₹ 53292.00 per operation
ii)	Vessel exceeding 1,000 IHP.	451.48 dollars per hour subject to a minimum of 1354.42 dollars per operation.	₹ 22205.00 per hour subject to a minimum of ₹ 66615.00
Note:	The period shall be counted from the time the vessel leaves for the operation till it comes back or deployed for another work, whichever is earlier.		
S.22.16	An additional charge of 25% shall be levied when Syama Prasad Mookerjee Port, Kolkata tug/vessel is deployed for salvage operation.		
S.22.17	Ship owners/Agent of vessels shall be required to pay the actual Insurance premium plus 20% whenever Syama Prasad Mookerjee Port, Kolkata 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.22.18	(a) Any vessel calling at SMPK with only one bower Anchor or with only one bower anchor operational, shall have to pay additional Tug hire charges as per SOR both during inward and outward passage depending on the number of Tugs taken as escort for safety of Navigation through narrow channel. (b) Additional Tug Hire charges as per SOR will also be applicable during Towage Operation.		
S.23	<u>Port Dues</u>		
S.23.1	Port dues shall be levied on all sea going vessels entering the Port limit of SMPK at the following rates. The dues are payable on each entry of the same vessel into the Port limit of SMPK: -		
Sl. No	Description of vessel	Rate per GRT	
i)	Vessel engaged in Foreign trade	54.177 Cents	
ii)	Vessels engaged in Coastal trade other than those plying between Andaman and SMPK	₹.26.645	

iii)	Vessel engaged in Coastal trade between Andaman and SMPK	₹.15.40
iv)	Vessel entering in ballast and not 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 un-shipment 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
Note:-		
i)	For 'Oil tankers' with segregated ballast, the reduced gross tonnage that is indicated in the "Remarks" column of its international Tonnage Certificate will be taken to be its gross tonnage for the purpose of levy of Port dues.	
ii)	In case of vessel visiting both KDS and HDC 50% of the applicable port dues shall be payable both at KDS and HDC.	
iii)	In case of vessels attending Sandheads for lighterage operation where the cargo discharged by such mother vessels is subsequently not discharged at any approved landing stage within SMPK limits, the provision of S.23.1 (vi) shall not apply and Port Dues shall be levied as per provision of S.23.1 (i) and S.23.1 (ii) as the case may be.	
iv)	Port dues as per provision of S.23.1 (i) and S.23.1 (ii), as applicable, shall be levied on vessels entering port limit of SMPK for cargo destined to ports other than SMPK, once during her inward journey and again during her outward journey through Port limit of SMPK.	

P A R T – VII

VESSEL RELATED CHARGES FOR INLAND VESSEL AND NON- PROPELLED VESSEL

Table of Contents:

Sl.No.	Subject	Section	Page Number
1.	All Inland Self-propelled Vessels and Non- propelled vessels	S.24	63
2.	Stayal charge of vessels	S.25.1 – S.25.4	63
3.	Dock Toll	S.26	63 – 64
4.	Miscellaneous Charges on Non-propelled Vessel	S.27.1 – S.27.5	64 – 65
5.	Towage & Pilotage for inland vessels and non-propelled crafts	S.28.1 – S.28.3	65
6.	Handling of Fly Ash vessel at TT Shed of KDS/ Fly Ash Jetties operated by HDC	S.29	65
7.	The rates for handling of Fly Ash / any other cargo at private jetties at KDS	S.30	65

S.24	The rates under this chapter shall apply to –	
	i)	All Inland self propelled Vessels and Non- propelled vessels (excluding vessel classified as 'foreign' or 'coastal' or 'Inland' or any other vessels which are allowed to ply into sea under any dispensation/ permission granted by appropriate authority).
	ii)	All barges / boats / flats / motor launches working at Virtual Jetty / Saugor/any other river anchorages and moving either to KDS or HDC for subsequent discharge or vice-versa (excluding vessel classified as 'foreign' or 'coastal').
S.25	Stayal Charge on vessels	
S.25.1	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, Floating Cargo Handling facility at HDC:-	
Sl. No.	Period	(In ₹)
1.	On vessel of less than 200 tonnes -	
	i) Upto 5 days from the date of entry	280.98 per vessel per day or part thereof
	ii) 6 th to 10 th day	561.96 per vessel per day or part thereof
	iii) 11 th to 20 th day	1123.92 per vessel per day or part thereof
	iv) 21 st day onwards	2247.84 per vessel per day or part thereof
2.	On vessel of 200 tonne and above (other than those handled at Floating Cargo handling Facility at 19(o) at HDC)	2.4612 per tonne per day or part thereof
3.	Inland vessels of 200 tons and above handled at Berth no. 19(o) at HDC	(i). <u>Barge with GRT upto 3000:</u> ₹.5500.00 per call. (ii). <u>Barge with GRT from 3001-5000</u> ₹.8800.00 per call. (iii). <u>Barge with GRT from 5001-10000</u> ₹.17,600.00 per call. (iv). <u>Barge with GRT beyond 10000</u> ₹. 26,400.00 per call
S.25.2	Stayal charge shall be levied at the following rates on vessels for occupying declared riverside IVW of SMPK -	
Sl. No.	Description	Rate in ₹
1.	On Non-propelled vessel	
	i) Upto 4 tonne capacity	29.46 per vessel per day or part thereof
	ii) Above 4 tonne capacity	75.91 per vessel per day or part thereof
2.	On propelled vessel	130.30 per vessel per day or part thereof
S.25.3	Stayal charge shall be levied on vessels other than Tourist/Ferry launch @ ₹.46.45/- per day for occupying any other riverside jetty/river mooring/riverside landing stage belonging to SMPK.	
S.25.4	Tourist/Ferry launch using riverside jetty belonging to SMPK shall be charged Rs. 282.12 per visit per day.	

S.26	Dock Toll:	
S.26.1	Dock Toll charge shall be levied at the following rates on the vessels for entry inside the impounded docks	
Sl. No	Capacity	Rates in ₹
1.	Upto 15 tonnes	375.02 per vessel per entry
2.	15 tonnes and above	17.00 per tonne, subject to a minimum of 375.02 per vessel. Following rebates on Dock Toll charges shall be allowed: For vessel above 1000 tons and upto 1500 tons -10% For vessel above 1500 tons and upto 2000 tons – 15% For vessel above 2000 tons and upto 3000 tons – 20% For vessel above 3000 tons - NIL
S.27	Miscellaneous Charges on Non-propelled Vessel	
S.27.1	Registration fees shall be levied @ ₹214.81 per tonne, subject to a minimum of ₹1258.99 and maximum of ₹.25173.00 per craft.	
S.27.2	Annual licence fee shall be levied @ ₹.38.06 per tonne, subject to a minimum of ₹.755.94 and maximum of ₹.25173.00 per craft.	
S.27.3	Charges for extension of annual license shall be levied @ 25% of the annual licence fees Per month.	
S.27.4	Other charges on non-propelled vessel shall be levied at the following rates: -	
Sl. No.	Services	Rate in ₹.
1.	Majhi licence/ licence plate for passenger Craft / duplicate licence.	500 per issue
2.	Endorsement of change of ownership on certificate of Registry & Licence.	2000 per issue
3.	Issue of dead weight certificate/ duplicate certificate of Registry	1500 per issue
4.	Fees for Surveying at owner's workshop: -	
	a) Within port limit	₹ 50.00 per tonne subject to a minimum of ₹2000 & maximum of ₹5000 per visit.
	b) Outside port limit	₹80 per tonne subject to a minimum of ₹ 7000 and maximum of ₹15000 per visit.
5.	Fees for Special inspection and issuance of certificate	
	i) Inspection if carried out within Port limit	
	a) For plying upto Haldia	3000
	b) For carrying explosives	3000
	ii) Inspection if carried out outside Port limit	
	a) For plying upto Haldia	15000
	b) For carrying explosives	15000
6.	Fees for scrutiny and approval of drawing and plans for new construction.	7000 per craft

7.	Fee for Inspection during construction/ reconstruction by the process of cannibalisation or for providing technical advice.		
	i)	Within Port limit	
		a)	Wooden/non-metallic boat
	b)	Steel / metallic boat	3000
ii)	Outside Port limit		
	a)	Wooden/non-metallic boat	7000
	b)	Steel / metallic boat	15000
8.	Supply of Manjhi Book		100 per copy
9.	Supply of instruction book for guidance and rules of construction/re-construction and survey.		700 per copy
10.	Charges for Re-registration		
	a)	Wooden/non-metallic boat	1000 per craft
	b)	Steel / metallic boat	4000 per craft
Note:	If the Special Inspection Survey and the Annual licensing survey are carried out on the same date, Survey fees for annual licensing survey will not be applicable.		
S.27.5	Penalty for non-renewal of licence as per Rule 83 (2) of Kolkata Port Rules, 1994 shall be levied at double the rate of annual licence fee (for the expired period) from the date of expiry of the licence, subject to minimum of 1 month charge.		
S.28	Towage & Pilotage for inland vessels and non-propelled crafts		
S.28.1	If a vessel requires services of port for towage & pilotage, the rates specified at S.22.1 for coastal vessel shall be levied. In such case, dock toll shall not be levied separately. Similarly, for shifting also, where port provides services, the rates specified at S.22.10 for coastal vessel shall be levied.		
S.28.2	If a vessel does not require the services of port as mentioned at S.28.1, Dock Toll charge as specified at section S.26.1 shall be levied.		
S.28.3	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.		
S.29	For handling of Fly Ash or any other cargo vessel at TT Shed of KDS and Fly Ash at Fly Ash Jetties operated by HDC, a Consolidated handling charge, inclusive of all cargo and barge related services, shall be levied at the rate of ₹.62.54 per MT.		
S.30	The rates for handling of Fly Ash / any other cargo at private jetties at KDS: - a) Royalty Rs. 15.00 per MT b) Vessel Charges Rs.5.00 per MT		
<u>Note for Part-VII of this of Scale of Rates</u>			
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

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Sl.No.	Subject	Section	Page Number
1.	Slipway Hire charges	S.30	67

S.30	Slipway hire charges			
S.30.1	Charges for hire of slipways without back up adjacent land at North Workshop Complex shall be levied at the following rates: -			
	Period	Rate in ₹per day		
		Slipway No. 1	Slipway No. 2	Slipway No. 3
	1 st to 10 th day	4910.87	2415.61	2588.16
	11 th day onwards	4645.42	2322.71	2415.61

PART - IX

A. TARIFF FOR INLAND CRUISE TOURISM **&** **B. STS OPERATION FOR CARGO NOT** **DESTINED TO KDS AND/OR HDC:**

Table of Contents:

Sl.No.	Subject	Section	Page Number
1.	Part – A: Tariff for use of Indentured Memorial Jetty for promotion of Inland Cruise Tourism.	S.31.1 – S.31.2	69
2.	Part – B: STS operations undertaken at Sandheads within the port limit of SMPK which are destined not to any of the landing places of Kolkata Dock System and/or Haldia Dock Complex and the transshipped cargo moves to a country outside India	S.32.1 – S.32.4	69

PART – A:

S.31	Tariff for use of Indentured Memorial Jetty for promotion of Inland Cruise Tourism	Rate in ₹.
S.31.1	Composite charge for any Tourist/ Ferry Launch irrespective of its size	13272.60 for the first 12 hours or part thereof of stay each day
S.31.2	Beyond the initial 12 hours as mentioned in Section 31.1	1106.05 for each additional hour or part thereof

PART – B:

S.32	STS operations undertaken at Sandheads within the port limit of SMPK which are destined not to any of the landing places of Kolkata Dock System and/or Haldia Dock Complex and the transhipped cargo moves to a country outside India	Rate in USD
S.32.1	STS operation from Mother Vessel to Floater Vessel	5000.00 per operation
S.32.2	For every STS operation from Floater Vessel/Mother Vessel to Daughter Vessels with GRT 5500 and above	5000.00 per operation
S.32.3	For every STS operation from Floater Vessel/Mother Vessel to Daughter Vessels with GRT below 5500	4000.00 per operation
S.32.4	Stayal of Mother Vessel/Floater Vessel within Port Limits	500.00 per day

PART - X

CHARGES FOR AUTHORISED SERVICE PROVIDERS

SI.No.	Subject	Section	Page Number
1.	Tariff for the floating pipeline handling facilities for unloading edible oil from vessels berthed at berth No.6/ off 6/ 7/ off 7.	Section - 1	71
2.	Tariff for the transloading facility to be set up for handling of dry bulk cargo at Haldia Dock Complex (HDC) of SMPK	Section - 2	71 - 73
3.	Cargo Transfer Charge by Floating Crane by Authorized Service providers of HDC:	Section - 3	73 - 74
4.	Upfront tariff for Stevedoring and Shore Handling Operations at KDS and HDC	Section - 4	74 - 75
5.	Mandatory User Charge on Containers:	Section - 5	75
6.	Cargo Transfer Charge by Floating Crane by Authorized Service providers of KDS:	Section - 6	75 - 76
7.	Usage charges for 16" dia Pipeline between Haldia Oil Jetty (HOJ) – III to Finger Jetty at Haldia Dock complex (HDC) of SMPK:	Section - 7	76 – 77
8.	Tariff Schedule for operating rail wagon loading gantry for LPG on common user basis at Haldia Dock Complex, Syama Prasad Mookerjee Port, Kolkata	Section - 8	77 – 78

Section-1: Tariff for the floating pipeline handling facilities for unloading edible oil from vessels berthed at berth No.6/ off 6/ 7/ off 7.

(a) The definition of 'Edible oil': "'Edible Oil' means PLMOC, SBO, SOYA OIL etc. (both crude and refined)."

(b) **Charges for Handling of Edible Oils by Floating Pipeline Handling Facilities from the Vessels berthed At Berth No. 6/ Off 6/ 7/ Off7:**

Commodity	Unit Rate in ₹ per Metric Tonne	
	Foreign	Coastal
Edible Oil (Crude /Refined)	3.52	2.11

Notes:

The Cargo handling charges prescribed here is a composite charge for:

- i. bringing the Floating Pipeline in position from the parked position and connecting the Floating Pipeline with the ship manifold and manifold of the importer onshore
 - ii. Opening of associated valves
- (c) Sustenance of the pipeline during pumping of the cargo
- (d). De-latching of the pipe manifold both at ship side and shore side after completion of cargo discharge
- (e). Cleaning of pipeline with pigging operation together with injection of compressed air by running compressor after completion of discharge of each type of liquid cargo through the Floating Pipeline so as to receive multi grade liquid cargo in the same pipeline of same / different importer.
- (f). All consequential operations pertaining to cleaning of spilled/ contamination of liquid cargo, if any.

This composite charge also includes supply of labour and/ or equipment wherever necessary and all other charges not specifically prescribed in the Scale of Rates."

Section-2.: Tariff for the transloading facility to be set up for handling of dry bulk cargo at Haldia Dock Complex (HDC) of SMPK.

(i). The definition of 'Transloading Point':

"'Transloading Point' shall mean the area notified under the limits of Paradip Port Trust, presently comprising radius of 2 nautical miles around a position earmarked by Lat 20 08 12" N Long 087 14 00" E, to be used exclusively for transloading operations."

(ii). Marine Charges on Mother Vessels:

Charges to be levied by the Service Provider on the Mother Vessels calling at the Facility against provision of required marine related services like tug assistance, fenders as well as for providing conservancy services at the Transloading points.

Sl. No.	Description of vessel	Rate in ₹ per GRT
1.	Vessel engaged in Foreign trade	30.39
2.	Vessel engaged in Coastal trade	18.23

Transloading Charge:

Sl. No.	Commodity	Rate in ₹ per Metric Tonne	
		Foreign	Coastal
(1)	Thermal Coal /Iron Ore	214.57	214.57
(2)	All Other Dry Bulk Cargo	214.57	128.74

Notes:

- (a). The charges prescribed is a composite charge for unloading of the cargo from the mother vessel and transfer of the same to a daughter vessel directly or unloading the cargo from the mother vessel to Transloader first and subsequently loading of the same from transloader to a daughter vessel, or vice versa in case of export, including stevedoring and all other allied services.
- (b). The charge will be applicable for transloading operation in the 'Transloading Point' as well as any other area of SMPK and shall be applicable on the quantity transloaded, as determined through the Draft Survey Report.
- (c). The prescribed rate is the base rate for achieving minimum level of productivity of 26000 tonnes per day to be computed as per the formula provided in the License Agreement. The productivity wise slab rates shall be as follows: -

(₹ per MT)

Average Rate of Transfer of Cargo between mother vessel and Transshipper/ daughter vessel	Ceiling Rate for Iron Ore, Thermal Coal and other Foreign Cargo	Ceiling Rate for Coastal Cargo (Other than Iron Ore and Thermal Coal)
20000-21999	208.13	124.88
22000-23999	210.27	126.17
24000-25999	212.42	127.45
26000	214.57	128.74
26001-28000	215.64	129.38
28001-30000	216.71	130.03
30001-32000	217.78	130.67

Note: The Average rate of transfer of cargo between mother and Transshipper / daughter vessel will be calculated by the formula.

$$\frac{\text{Total cargo transferred between OGV and the Transshipper and / OR between OGV and daughter vessel} \times 24}{\text{Cargo Transfer Time (In Hours)}}$$

Cargo Transfer time (in hours) [CTT].	
(a).	The CTT will be calculated on the basis of Statement of Facts to be signed by the Master of the mother vessel or its agent. The SoF will mention the time to be considered for computation of cargo transfer rate.
(b).	To calculate the ceiling rates for performance below 26000 tonnes as shown above, the base rate was reduced by 1% for first two thousand tonnes and or the 2 nd two thousand tonnes the rate was reduced by 2 % of the base rate. The rate for third thousand tonnes was arrived by reducing the base rate by 3%. Likewise, performance below 20000 tonnes per WWD shall be calculated by reducing the base rate accordingly.
(c).	The same methodology shall also be adopted to calculate the incremental ceiling rate beyond 26000 tonnes with the change that in such case the base rate is increased by 0.5% for first two thousand tonnes, 1% for 2 nd two thousand tonnes and 1.5% for the third two thousand tonnes. The same methodology shall be adopted to calculate the rate beyond 32000 tonnes.
(d).	A fee, as would be notified by TAMP from time to time, will be levied on the cargo transloaded from to the mother vessel at the 'Transloading Point' under the limits of PPT, for remittance of the same to Paradip Port. The said fee will be levied on the cargo transloaded from/to the mother vessel only, as determined by the Draft Survey Reports. The present rate of the fee is ₹10.00 per MT as per notification of TAMP vide G. No. 226 dated 25 July 2014.
(e).	For facilities like Fresh Water Supply to the mother vessel, which the Service Provider may have to arrange by sourcing the same from SMPK; the Service Provider will be entitled to recover the actual cost of same paid by them to SMPK.

(f).	The Tariff will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 April 2014 and 1 January of every succeeding year. Such automatic adjustment of Tariff will be made every year and the adjusted tariff cap will come into force from 1 April of the relevant year to 31 March of the following year.”
(g)	The rates approved will come into effect after expiry of 30 days from the date of notification of the Order in the Gazette of India and shall remain in force for a period of ten years (i.e. Upto 27 th February 2025) , subject to indexation, as explained earlier.

Section 3: Cargo Transfer Charge by Floating Crane by Authorized Service providers of Haldia Dock Complex (HDC):

SI No	Commodity	Unit	Rate in ₹	
			Foreign	Coastal
(1)	Dry Bulk Cargo	Per Metric Tonne	129.33	77.60
(2)	Other than Dry Bulk Cargo		227.84	136.70
Notes	(i)	The charges prescribed above is a composite charge for unloading of the cargo from the mother vessel and transfer of the same to a vessel/ Barge directly in case of import or vice versa in case of export, including stevedoring & all other allied services. The charge will be applicable for the floating crane operation in the location of setting up of floating crane facility as well as any other deep drafted area within SMPK limit and shall be applicable on the quantity unloaded/ loaded by use of the Floating Crane, as determined through the Draft Survey Report.		
	(ii)	The anchorage charge for vessels as well as wharfage and other levies applicable for handling cargo at the Anchorages shall be paid by the Vessel owner/ cargo interest separately to Syama Prasad Mookerjee Port, Kolkata, as per Scale of Rates of SMPK time being in force.		
Performance Linked Tariff:				
The prescribed rate is the base rate for achieving minimum level of cargo transfer rate of 7920 tonnes per day to be computed as per the formula provided in the Licence Agreement. The productivity wise slab rates shall be as follows:				
For Dry Bulk Cargo:			(Rate in ₹ per MT)	
Performance Standard in tons		Foreign	Coastal	
8501-9000		135.88	81.53	
7921-8500		132.56	79.54	
7920		129.33	77.60	
7919-7500		126.10	75.66	
7499-7000		122.94	73.77	
For other Cargo:			(Rate in ₹ per MT)	
Performance Standard in tons		Foreign	Coastal	
4726-5225		239.37	143.62	
4225-4725		233.54	140.12	
4224		227.84	136.70	
4223-3725		222.14	133.29	
3724-3225		216.59	129.95	

	<p>Note: To calculate the ceiling rates for performance below 7920 tonnes (for Dry Bulk cargo) and 4224 tonnes (for other Cargo) per WWD as shown above, the base rate was reduced by 2.5% for first five hundred tonnes and for the 2nd five hundred tonnes the rate was reduced by 5% of the base rate. Likewise, performance below 7000 tonnes (for dry bulk cargo) and 3225 tonnes (for other cargo) per WWD shall be calculated by reducing the base rate accordingly.</p> <p>The same methodology shall also be adopted to calculate the incremental ceiling rate beyond 7920 tonnes (for Dry Bulk cargo) and 4224 tonnes (for other Cargo) per WWD and in such case the base rate is increased by 2.5% for first five hundred tonnes, 5% for 2nd five hundred tonnes over the base rate. The same methodology shall be adopted to calculate the rate beyond 9000 tonnes (for dry bulk cargo) and 5225 tonnes (for other cargo) per WWD.</p> <p>The Cargo Transfer Rate shall be computed on WWD basis as per the following formula:</p> $\frac{\text{Total cargo transferred between mother vessel and the barges / daughter vessels} \times 24}{\text{Cargo Transfer Time (in hours)}}$ <p>Immediately after completion of cargo transfer operations, and before the sailing of the Mother Vessel (OGV) from the Transfer Point, Statement of Facts shall be made out duly signed by Master of the Mother Vessel (OGV) and the authorized representatives of the Licensee's Floating Crane and Barge / Daughter Vessel and shall be distributed at the transfer point amongst the following concerns:</p> <ol style="list-style-type: none"> Master of the vessel / agents of the vessel. Representative of Licensee Representative of the barge / daughter vessel. The consignee / consigner, if so desires, may also depute their agents / representatives for signing of the SOF. <p>The Cargo Transfer Time for the purpose of assessment of performance standard of the Floating Crane arrangement to fulfil the provisions of the Scale of Rates of the Floating Crane Charges shall be strictly calculated on the basis of SOF duly signed by the above said parties.</p>
	<p>The tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 January 2016 and 1 January of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31 March of the following year.</p>
	<p>The rates approved will come into effect after expiry of 30 days from the date of notification of the Order passed in the Gazette of India and shall remain in force for a period of fifteen years (i.e. Up to 16th June 2031), subject to indexation, as explained above.</p>

Section-4: Upfront tariff for Stevedoring and Shore Handling Operations

(i) Upfront tariff for Stevedoring and Shore Handling Operations at Haldia Dock Complex (HDC):

Upfront Tariff for Stevedoring and Shore Handling Agents working at Haldia Dock Complex, who will be issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling License) Regulations, 2020, as approved by the Board of SMPK or any revision thereof notified by the Board of SMPK Authority.

(ii) Upfront tariff for Stevedoring and Shore Handling Operations at Kolkata Dock System (KDS):

Upfront Tariff for Stevedoring and Shore Handling Agents working at Kolkata Dock System, who will be issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling) Regulations, 2020 will be governed by the rates revised by the Board of SMPK vide Gazette Notification No. 519 dated 23.12.2021 or any revision thereof notified by the Board of SMPK Authority.

(iii). **Upfront tariff for Stevedoring and Shore Handling operations at Anchorage/ Lighterage/Top up Points and Barge handling at Haldia Dock Complex (HDC) of SMPK:**

Upfront Tariff for Stevedoring and Shore Handling Agents working at Haldia Dock Complex, who will be issued license for undertaking such work under Kolkata Port Trust (Stevedoring and Shore Handling License) Regulations, 2020, as approved by the Board of SMPK or any revision thereof notified by the Board of SMPK Authority.

Section-5: Mandatory User Charge on Containers:

The levy of Mandatory User Charge (MUC) on containers for the Logistics Data Bank Service to be rendered by Delhi-Mumbai Industrial Corridor Development Corporation would be governed by the notification of Tariff Authority for Major Ports vide G.No-420 dated 28th September 2021, valid upto 27th October 2024.

Section 6: Cargo Transfer Charge by Floating Crane by Authorized Service providers of Kolkata Dock System (KDS):

SI No	Commodity	Unit	Rate in ₹	
			Foreign	Coastal
(1)	Dry Bulk Cargo	Per Metric Tonne	219.18	131.51
(2)	Containers	Per TEU	3562.31	2137.39
Notes				
(i)	<p>The charges prescribed above is a composite charge for unloading of the cargo/ container from the mother vessel and transfer of the same to a vessel/ Barge directly in case of import or vice versa in case of export, including stevedoring & all other allied services.</p> <p>The charge will be applicable for the floating crane operation in the location of setting up of floating crane facility as well as any other deep drafted area within SMPK limit and shall be applicable on the quantity unloaded/ loaded by use of the Floating Crane, as determined through the Draft Survey Report. In case of handling of containers, the no. of containers in TEUs will be taken.</p>			
(ii)	<p>The anchorage charge for vessels as well as wharfage and other levies applicable for handling cargo at the Anchorages shall be paid by the Vessel owner/ cargo interest separately to Syama Prasad Mookerjee Port, Kolkata, as per Scale of Rates of SMPK being in force.</p>			
Performance Linked Tariff:				
<p>The prescribed rate is the base rate for achieving minimum level of cargo transfer rate of 7920 tonnes per day to be computed as per the formula provided in the Licence Agreement. The productivity wise slab rates shall be as follows:</p>				
For Dry Bulk Cargo:			(Rate in ₹ per MT)	
Performance Standard in tonnes		Foreign	Coastal	
8421-8920		230.14	138.09	
7921-8420		224.66	134.79	
7920		219.18	131.51	
7919-7420		213.70	128.22	
7419-6920		208.22	124.93	
For Containers:			(Rate in ₹ per TEU)	
Performance Standard in TEUs		Foreign	Coastal	
581-680		3740.43	2244.26	
481-80		3651.37	2190.82	

480	3562.31	2137.39
479-380	3473.26	2083.95
379-280	3384.19	2030.52

Note:

To calculate the ceiling rates for performance below 7920 tonnes (for Dry Bulk cargo) and 480 TEUs (for Container) per WWD as shown above, the base rate was reduced by 2.5% for first five hundred tonnes and for the 2nd five hundred tonnes the rate was reduced by 5% of the base rate and for containers, the base rate was reduced by 2.5% for first one hundred T E U s and for the 2nd one hundred TEUs the rate was reduced by 5% of the base rate. Likewise, performance below 6920 tonnes (for dry bulk cargo) and 280 TEUs (for container) per WWD shall be calculated by reducing the base rate accordingly.

The same methodology shall also be adopted to calculate the incremental ceiling rate beyond 7920 tonnes (for Dry Bulk cargo) and 480 TEUs (for Container) per WWD and in such case the base rate is increased by 2.5% for first five hundred tonnes, 5% for 2nd five hundred tonnes over the base rate and for containers the base rate was increased by 2.5% for first one hundred T E U s and for the 2nd one hundred TEUs the rate was increased by 5% of the base rate. The same methodology shall be adopted to calculate the rate beyond 8920 tonnes (for dry bulk cargo) and 680 TEUs (for container) per WWD.

The Cargo Transfer Rate shall be computed on WWD basis as per the following formula:

$$\frac{\text{Total cargo/ container transferred between mother vessel and the barges}}{\text{daughter vessels} \times 24}$$

Cargo/ Container Transfer Time (in hours)

Immediately after completion of cargo/ container transfer operations, and before the sailing of the Mother Vessel (OGV) from the Transfer Point, Statement of Facts shall be made out duly signed by Master of the Mother Vessel (OGV) and the authorized representatives of the Licensee's Floating Crane and Barge / Daughter Vessel and shall be distributed at the transfer point amongst the following concerns:

- a) Master of the vessel / agents of the vessel.
- b) Representative of Licensee
- c) Representative of the barge / daughter vessel.
- d) The consignee / consigner, if so desires, may also depute their agents / representatives for signing of the SOF.

The Cargo/ container Transfer Time for the purpose of assessment of performance standard of the Floating Crane arrangement to fulfil the provisions of the Scale of Rates of the Floating Crane Charges shall be strictly calculated on the basis of SOF duly signed by the above said parties.

The tariff caps will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 January 2019 and 1 January of the relevant year. Such automatic adjustment of tariff caps will be made every year and the adjusted tariff caps will come into force from 1 April of the relevant year to 31 March of the following year.

The rates approved will come into effect after expiry of 30 days from the date of notification of the Order passed in the Gazette of India and shall remain in force for a period of fifteen years (i.e. Upto 15th January 2035), subject to indexation, as explained above.

Section – 7: Usage charges for 16” dia Pipeline between Haldia Oil Jetty (HOJ) – III to Finger Jetty at Haldia Dock complex (HDC) of SMPK:

- (i). **The definition of “Edible oil”. “Edible oil” means PLMOC, SBO, SOYA OIL etc. (both crude and refined).**

(ii). Charges for handling of edible oil through common user 16” dia edible oil pipelines from 3rd oil jetty to finger jetty:

Sl.No.	Commodity	Rate in ₹. Per MT
1.	Pipeline usage charges	28.00

(iii). The Performance Standard for handling the edible oil is 300 tonnes per hour.

The tariff will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 April 2014 and 1 January of every succeeding year. Such automatic adjustment of Tariff will be made every year and the adjusted tariff cap will come into force from 1 April of the relevant year to 31 March of the following year.”

Section – 8: Tariff Schedule for operating rail wagon loading gantry for LPG on common user basis at Haldia Dock Complex, Syama Prasad Mookerjee Port, Kolkata

I. Definitions:

In the Scale of Rates (SOR) unless the context otherwise requires, the following definitions shall applied: -

- (i). LPG Loading means receiving LPG in common manifold inside leased premises, transferring it through pipeline(s) to the loading gantry for loading on to rakes and dispatch of the rakes. LPG loading does not constitute storage.
- (ii). Rake means a railway rake consisting about 32 LPG wagons each with a capacity to carry about 36.5 Tonne per LPG wagon.
- (iii). Tariff specified in this SOR refers only for the service of providing the pipeline and the loading facility by the LPG loading gantry. It does not include the terminal and haulage charges.
- (iv). Date of Commercial Operation (CoD) means the date on which the first LPG rake is handled at the siding.

II. Charges for bulk loading at the railway siding:

Charges for bulk LPG loading at the railway siding	₹ 599.50 per Tonne
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Notes:

- (i). Time taken for handling a rake for the purpose of evaluation of Performance Standards is “Time taken from positioning of the rake at the terminal, loading of cargo into wagons and making the rake ready for drawing out”.
- (ii). “Tonne” means a quantity of 1,000 Kgs., or part thereof
- (iii). The services offered at the terminal include (a) providing connectivity to the pipeline of the terminal to the pipeline of users (b) providing loading connectivity of the gantry to each tank wagon (c) Disconnecting the pipeline of the terminal to the pipeline of users.

III. Performance Standards:

Activity	Performance Standard
Time taken from positioning of wagons at loading points till making the rakes ready for drawing out after loading	10 Hrs.

The terminal operator is to ensure the above standards for all the rakes handled by it at all times. Calculation of performance shall be as per the Notes given in this SOR.

IV. General Notes:

- (i). The Tariff will be indexed to inflation but only to an extent of 60% of the variation in Wholesale Price Index (WPI) occurring between 1 January 2021 and 1 January of the relevant year. Such automatic adjustment of Tariffs will be made every year and the adjusted tariff caps will come into force from 1st May of the relevant year to 30th April of the following year:
- (ii). From the date of Commercial Operation (CoD) till 30th April of the following year, the tariff would be limited to the indexed Tariff relevant to that year, which would be the ceiling.

However, the Terminal operator will be free to propose a tariff along with performance standards from the second year onwards, over and above the indexed tariff for the relevant financial year.

The proposal of tariff shall be submitted to the Authority as decided by the MoPSW along with a certificate from a Chartered Engineer to the appointed by the Terminal Operator for the purpose, indicating the achievement of Performance Standard as incorporated in this SoR in the previous 12 months or for the actual number of months of operation in the relevant year of operation, as the case may be.

- (iii). In the event of failure by the terminal operator to load the cargo within the period specified in the performance standard for reasons attributable to the terminal operator, the consequent demurrage incurred by the user (if any) is to be compensated by the terminal operator to the user.
- (iv) The said provision shall come into effect when the facility of the Railway Wagon Gantry for handling LPG comes into operation at HDC of SPMP and shall remain valid for a period of 30 years thereon, subject to automatic annual indexation.
